

# FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

February 2023

## Polk County Highway Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P01	POLK20001-H	Modernization	US-74	From: NC-108   To: Polk/Rutherford Line	10.33	H	Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.	US 74 is a Strategic Transportation Corridor. This Strategic Transportation Corridor is envisioned to be a freeway cross-section with a minimum of 4 lanes, a median, and interchange-only access.
P02	POLK20005-H	Mobility	US 74 Eastbound	From: I-26 (Exit 67)   To: NC-108	2.31	H	Upgrade to Interstate standards: add paved shoulder. Replace or widen existing bridges over Houston road to extend merging lanes on US 74 westbound from NC 108 to I-26 westbound; restore 2-lane ramp from I-26 eastbound to US 74 eastbound to improve mobility.	US 74 is a Strategic Transportation Corridor. Since the completion of I-26/US 74/NC 108 to allow full movement, US 74 East has been reduced from 2 to 1 lane. The Houston Rd bridge is a source of congestion due to the I-26 merge and is not wide enough to allow for 2 thru-lanes and 2 merge lanes.
P03	POLK10001-H	Modernization	I-26	From: Holbert Cove Rd (SR 1142)   To: US 74	6.51	H	Modernization: Intelligent Transportation Systems (ITS) enhancements to improve safety, mobility, and emergency incident management. Extend merge lane from US 74 westbound to the start of the climbing lane.	I-26 between Saluda and Columbus passes through mountainous terrain for a 7-mile without access to an exit. This poses risks to mobility, safety, and Emergency Medical Services response.
P04	I-4729B	Congestion	NC-108	From: Columbus Town Limit   To: Weaver St	0.86	H,P	Add center turn lane and sidewalks within Columbus town limits; replace bridge over I-26; reconstruct new, wider roundabouts with I-26 ramps to improve mobility and safety, and relieve congestion. Currently programmed in the 2020-2029 STIP for ROW in 2020 and construction in 2029.	NC 108 between the Columbus town line and I-26 varies between 3 and 2 lanes, and is over capacity. There are often backups, and the narrow bridge creates a safety issue, affecting Emergency Medical Services response.
P05	POLK30003-H	Access Management	NC-108	From: I-26 WB Roundabout   To: Walker St/Houston Rd (SR 1137)	0.39	H	Access Management to relieve congestion and improve mobility along the corridor, particularly around the Food Lion/Weaver St area due to traffic from the number of driveways and type of businesses.	NC 108 (Mills St) is both currently and projected to be over capacity. The main areas of traffic are around Weaver St and the shopping center which has inhibited mobility.
P06	POLK30004-H	Modernization	NC 108	From: Columbus east Town Limit   To: NC 9	3.51	H,M	Modernization: 12-foot lanes, paved shoulder and straighten curves to improve safety and mobility; add Sidepath (part of Great Trails State network).	NC 108, from the eastern town boundary of Columbus to NC 9 in Mill Spring, averages a road width of 20-feet (two 10-foot lanes) with multiple S-curves. This current design does not fit modern design standards thus impacting mobility and safety.
P07	R-5840	Modernization	NC 9	From: US 74   To: NC 108	3.07	H	Modernization: 12-foot lanes with paved shoulder to improve safety and mobility; maintenance project will replace bridge over S. Branch Little White Oak Creek; 2020-29 STIP - ROW 2022, Con. 2026.	NC 9 from US 74 to NC 108 is currently not up to modern design standards. It is 22-foot wide (two 11-foot wide lanes) facility lacking paved shoulders which impacts mobility and safety.
P08	POLK20002-H	Modernization	US-176	From: Henderson/Polk Line   To: Ervin St (SR 1177)	0.51	H,P	Modernization: add paved shoulder to improve safety and mobility; sidewalk from Pace St to Ervin St.	US 176 is a key parallel connection to I-26. Currently, the facility is not aligned with the modern design standards due the lack of paved shoulders which in turn impacts mobility and safety.
P09	POLK20003-H	Modernization	US-176	From: Pearson Falls Rd (SR 1102)   To: Saluda Town Limit	0.53	H,P	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; improve and/or widen existing sidewalk from Pearson Falls Rd to Frost Rd.	US 176 is a key parallel connection to I-26. The current facility, averaging a width of 20 feet (10-foot lanes), does not align with the modern design standards due to the lack of paved shoulders impacting mobility and safety.
P10	POLK20004-H	Modernization	US-176	From: Saluda Town Limit   To: Harmon Field Rd (SR 1121)	6.19	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P11	POLK40008-H	Modernization	Ozone Dr	From: Main St (US 176)   To: Green River Cove Rd (SR 1151)	1.3	H,P	Modernization: add paved shoulder to improve safety and mobility; add sidewalk from Main St to I-26 EB Ramp.	Ozone Dr currently lacks paved shoulder, which is not up to modern design standards, thus impacting mobility and safety.
P12	POLK50008-H	Modernization	Markham St & Jackson St	From: Shepard St   To: Tryon Town Limit	0.37	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P13	POLK40005-H	Modernization	Houston Rd	From: US 74   To: Start of sidewalk Parking	0.22	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P14	POLK40003-H	Modernization	Hayes Rd, S Peak St	From: Columbus town limits   To: Walker Rd (SR 1533)	0.69	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 19-foot wide (two 9.5-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P15	POLK40004-H	Modernization	Fox Mountain Rd	From: Walker Rd (SR 1533)   To: NC 108	1.5	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P16	POLK40006-H	Modernization	Peniel Rd	From: NC Columbus Town Limits   To: NC 9	6.84	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P17	POLK40015-H	Modernization	Red Fox Rd	From: Hunting Country Rd. (SR 1501)   To: Landrum Rd. (SR 1520)	1.43	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P18	POLK40016-H	Modernization	Landrum Rd	From: Gilbert Rd. (SR 1525)   To: NC 9	1.07	H	Modernization: add paved shoulder to improve safety and mobility.	Landrum Rd is currently lacking paved shoulders, which is not up to modern design standards, impacting mobility and safety.
P19	POLK30001-H	Modernization	NC 9	From: SC Line (SC 9)   To: US 74	8.29	H,M	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; Multi-use path (Overmountain Victory Trail) alongside road from Chesnee Rd to Sandy Plains Rd.	NC 9 from the SC Line/SC 9 to US 74 averages a road width of 20-feet wide (two 10-foot wide lanes). Parts of this route is along the Overmountain Victory Trail. The current design does not align with the modern design standards, thus impacting mobility and safety along the route.
P20	POLK40002-H	Modernization	Sandy Plains Rd & Coxe Rd	From: Coxe Rd (SR 1326)   To: McDade Rd (SR 1336)	1.77	H,M	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; add sidepath as part of Overmountain Victory Trail.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P21	POLK40001-H	Modernization	Poors Ford Rd	From: County Line Rd (SR 1303)   To: Polk/Rutherford Line	0.68	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P22	POLK40007-H	Modernization	Silver Creek Rd	From: Bishop Ln. (SR 1198)   To: Green River Cove Rd. (SR 1151)	0.51	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P23	POLK30002-H	Modernization	NC-9	From: NC 108   To: Polk/Rutherford Line	7.71	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P24	POLK30005-H	Modernization	NC-108	From: NC 9   To: Rutherford County Line	7.14	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P25	POLK40011-H	Modernization	Big Level Rd	From: NC 9   To: Rock Springs Rd (SR 1311)	3.31	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Highway Class: ■ Congestion/Mobility ■ Access Management ■ Modernization ■ Other (Safety, etc.) ■ Bridge/Intersection

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Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P26	POLK40009-H	Modernization	E Mcguinn Rd	From: Big Level Rd (SR 1161)   To: NC 9	1.11	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P27	POLK30006-H	Bridge/Intersection	NC 108	Intersection with Harmon Field Rd & Howard Gap Rd	0	H	Improve intersection to improve safety and mobility; potential options include installing a traffic signal or realignment of Howard Gap Rd at this intersection.	The intersection of NC 108 at Howard Gap Rd & Harmon Field Rd is a K-shaped intersection descending a curvy hill. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P28	POLK40010-H	Bridge/Intersection	Houston Rd	Intersection with White Dr	0	H	Realign White Dr to improve angle of intersection to improve safety.	The intersection of Houston Rd and White Dr is not aligned with current modern design standards impacting safety.
P29	R-5873	Bridge/Intersection	NC 108	Intersections with Fox Mountain Rd & US 74 Eastbound ramps	0	H	Realign US 74 eastbound off-ramp with the US 74 eastbound on-ramp, and install roundabout at this intersection; to improve mobility and safety; 2020-29 STIP - ROW 2024, Con. 2027.	Due to the US 74 East off-ramp being aligned with Fox Mountain Rd, a continual driver expectancy issue continues to occur. Drivers mistake Fox Mountain Rd as the US 74 East on-ramp, which is further down NC 108. This intersection need improvements due to mobility and safety impacts.
P30	POLK30007-H	Bridge/Intersection	NC 9	Intersection with Landrum Rd & Sandy Plains Rd	0	H	Install roundabout to improve safety and mobility.	The intersection at NC 9 and Landrum Rd/Sandy Plains Rd is very active and lacks turn lanes. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P31	POLK30008-H	Bridge/Intersection	NC 9	Intersection with Coxe Rd	0	H	Realign Coxe Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Coxe Rd is currently a Y-shaped intersection, which has safety risks and is not conforming to modern design standards.
P32	POLK30009-H	Bridge/Intersection	NC 9	Intersection with Chesnee Rd	0	H	Realign Chesnee Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Chesnee Rd is currently a Y-shaped intersection, which has mobility and operational impacts, thus necessitating the need to improve this intersection.
P33	POLK40012-H	Bridge/Intersection	Coxe Rd	Intersection with Sandy Plains Rd & Pea Ridge Rd	0	H	Install roundabout or realign Coxe Rd and Pea Ridge Rds to improve mobility and safety.	The intersection of Sandy Plains Rd, Coxe Rd, and Pea Ridge Rd is currently an intersection that is aligned with modern design standards.
P34	POLK50003-H	Modernization	Hogback Mountain Rd	From: Laurel Ave   To: Tryon Town Limits	0.43	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P35	POLK50006-H	Modernization	E Howard St	From: Oak St   To: Vaughn St	0.78	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P36	POLK50004-H	Modernization	Shepard St	From: Peake St   To: Jackson St	0.22	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P37	POLK50001-H	Modernization	New Market Rd	From: Vaughn St   To: US 176	0.83	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P38	POLK50002-H	Modernization	Hospital Dr	From: Hospital Dr   To: Hospital Dr	0.09	H,P	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P39	POLK40013-H	Modernization	Vaughn St	From: Hunting Country Rd   To: E Howard St	0.08	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P40	POLK50005-H	Modernization	Peake St	From: E Howard St   To: Jackson St	0.15	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P41	POLK50007-H	Modernization	Hospital Dr	From: Hospital Dr loop   To: NC 108	0.12	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P42	POLK40014-H	Modernization	Green River Cove Rd	From: Green River Cove Trailhead   To: Silver Creek Rd (SR 1138)	7.01	H	Modernization: 10-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

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**Polk County Bicycle and Pedestrian Recommendations**

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P01	POLK20001-M	Multiuse Path	US-176	From: Harmon Field Rd (SR 1121)   To: NC 108	0.72	M	A sidepath/greenway is recommended. The segment identified is in town limits in the Tryon/Columbus Bike & Pedestrian Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Tryon.
P02	POLK00001-M	Multiuse Path	Vaughn Creek Greenway	From: US 176   To: Railroad	0.35	M	A multi-use path/greenway spur connecting to Trade St is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to Tryon.
P03	POLK00002-M	Multiuse Path	N Pacolet River Greenway	From: New Market Rd   To: SC Line	7.37	M	A multi-use path/greenway extension is recommended.	This recommendation is needed to provide a multimodal connection to historic places, and neighboring counties.
P04	POLK00003-M	Multiuse Path	Gibson Park Greenway Connector	From: NC 108   To: apartment complex off Fox Mtn Rd	0.88	M	A multi-use path/greenway is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P05*	POLK30006-HM	Multiuse Path	NC 108 (Columbus to Mill Spring) Multi-use Path	From: Polk Co. Government Complex   To: Polk County High School	0.8	H,M	A greenway/sidepath that'll connect to the Polk Co. High School, and is recommend as part of highway project P05 as Identified in the Tryon/Columbus Bike & Pedestrian Plan. It will partially fill the gap in Great Trails State network.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P05	POLK30006-HM	Multiuse Path	NC-108	From: Peak St (SR 1534)   To: Polk Co. Government Complex	0.63	M	A greenway/sidepath that'll connect to the Polk Co. High School, and is recommend as part of highway project P05 as Identified in the Tryon/Columbus Bike & Pedestrian Plan. It will partially fill the gap in Great Trails State network.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P06	POLK00004-M	Multiuse Path	Chocolate Drop - White Oak Mtn Greenway	From: NC 108/Polk County High School   To: NC 108/Wolverine Trl	4.22	M	A multi-use path/greenway is recommended. It is to follow along Polk County High School, Houston Rd, White Oak Mtn, to Polk County Middle School, then via Laughter Pond Trail (W/SW side) to NC 108.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Mill Spring to Columbus.
P07	POLK40002-M	Multiuse Path	Esseola St	From: Macedonia Rd   To: Substation Rd (SR 1148)	0.17	M	A sidepath is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to extend the multimodal network to expand the multimodal network within Saluda.
P08	POLK40001-BP	Bike and Ped	Harmon Field Rd	From: US 176   To: NC 108	1.5	B,P	Bike lanes and sidewalks are recommended as part of Complete Streets enhancements.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P09	POLK20001-B	Bicycle	US-176	From: Country Club Rd (SR 1107)   To: Chestnut St (SR 1116)	0.37	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Tryon.
P10	POLK20002-BP	Bike and Ped	US-176	From: Chestnut St (SR 1116)   To: SC Line/Ridge Rd	1.84	B,P	Bike lanes are recommended. With addition of sidewalk from just south of Carolina Dr to SC Line as identified in Tryon/Columbus Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to Tryon.
P11	POLK30001-B	Bicycle	NC-108	From: Houston Rd (SR 1137)   To: Peak St (SR 1534)	0.18	B	Bike lanes are recommended as identified in Tryon/Columbus Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P12	POLK40002-BP	Bike and Ped	Peniel Rd	From: NC 108   To: Columbus town limits	1.09	B,P	Bike Lanes are recommended as identified in the Tryon/Columbus Bike & Ped Plan. A sidewalk between Ward & Simms St and Holly Hill Dr & Columbus Town Limit is also advised.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P13	POLK40003-BP	Bike and Ped	S Peak St	From: NC 108   To: Columbus town limits	0.95	B,P	Bike lanes are recommended as identified in the Tryon/Columbus Bike & Ped Plan. A sidewalk between Ward & Simms St and Miller St & Columbus Town Limit is also advised.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P14*	POLK20002-HP	Pedestrian	US-176	From: Main St (SR 1178)   To: Ervin St (SR 1177)	0.17	H,P	A sidewalk is recommended as part of highway project P08.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
P15*	POLK20003-HP	Pedestrian	US-176	From: Pearson Falls Rd (SR 1102)   To: Frost Rd (SR 1104)	0.46	H,P	A sidewalk is recommended as part of highway project P09.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Saluda.
P15	POLK20003-HP	Pedestrian	US-176	From: Cullipher St   To: Pearson Falls Rd (SR 1102)	0.07	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Saluda.
P16	POLK40001-P	Pedestrian	Greenville St	From: Polk/Henderson Line   To: US 176	0.88	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would expand the multimodal network within Saluda.
P17	POLK40007-P	Pedestrian	Esseola St & Henderson St	From: Henderson St   To: E Columbia Ave	0.16	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to extend the multimodal network to expand the multimodal network within Saluda.
P18	POLK40006-P	Pedestrian	Seminary St	From: Saluda Elementary School   To: Ozone Dr	0.23	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Saluda.
P29	POLK40008-P	Pedestrian	Ervin St	From: US 176   To: Greenville Rd (SR 1105)	0.11	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Saluda.
P20	POLK40005-P	Pedestrian	Church St	From: US 176   To: Ozone Dr (SR 1181)	0.04	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Saluda.
P21*	POLK40009-HP	Pedestrian	Ozone Dr	From: Louisiana Ave   To: I-26	0.42	H,P	A sidewalk is recommended as part of highway project P11.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
P21*	POLK40009-HP	Pedestrian	Ozone Dr	From: US 176   To: Louisiana Ave (SR 1142)	0.76	H,P	A sidewalk is recommended as part of highway project P11.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
P22	POLK30004-HP	Pedestrian	NC-108	From: Columbus Town Limit   To: Walker St/Houston Rd (SR 1137)	1.25	P	Add sidewalk as part of 2nd phase of I-26 interchange project (on NC 108).	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
P23	POLK40009-P	Pedestrian	Old 19 Hwy	From: High Rd (SR 1555)   To: NC 108	0.38	P	A sidewalk is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, medical facilities. It would expand the multimodal network within Columbus.
P24	POLK50005-P	Pedestrian	Macedonia Rd	From: Esseola St (SR 1147)   To: Cemetery St	0.07	P	A sidewalk on this local road within Saluda is recommended.	This recommendation is needed to extend the multimodal network to expand the multimodal network within Saluda.

Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ■ Bike/Ped Bridge \* Denotes Highway Incidental

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Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P25	POLK40004-P	Pedestrian	Laurel Dr	From: Ozone Dr (SR 1181)   To: Howard Gap Rd (SR 1006)	0.59	P	A sidewalk on this local road within Saluda is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within Saluda.
P26	POLK50003-P	Pedestrian	Palmer St	From: US 176   To: Oak St	0.13	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P27	POLK50008-P	Pedestrian	E Howard St	From: US 176   To: Howard St (SR 1504)	0.09	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P28	POLK50004-P	Pedestrian	Oak St	From: US 176   To: Howard St	0.07	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P29	POLK50009-P	Pedestrian	Chestnut St	From: Woodland Park   To: US 176	0.05	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P30	POLK50010-P	Pedestrian	Carolina Dr	From: US 176   To: Chestnut St (SR 1116)	0.05	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P31*	POLK40024-HP	Pedestrian	Forest Glen	From: Old Hwy 19 (SR 1514)   To: Hospital Dr	0.21	H,P	A sidewalk is recommended as part of highway project P15.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
P32	POLK50001-P	Pedestrian	Simms St	From: Peniel Rd (SR 1137)   To: S Peak St	0.18	P	A sidewalk on this local road within Columbus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P33	POLK50002-P	Pedestrian	Park St	From: Constance St   To: NC 108	0.36	P	A sidewalk on this local road within Columbus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P34	POLK50006-P	Pedestrian	Hospital Dr	From: NC 108   To: Forest Glen; includes entire Hospital Dr loop	0.56	P	A sidewalk on this local road within Columbus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, medical facilities. It would expand the multimodal network within Columbus.