APPENDIX

TRANSYLVANIA COUNTY

DRAFT



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

DECEMBER 2025

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CTP PROCESS

A Comprehensive Transportation Plan (CTP) is developed to identify transportation system needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. Local officials are encouraged to reference the CTP and coordinate land development and transportation facilities so future needs of the public are met while minimizing human and natural environmental impacts.

The CTP process consists of 7 Phases and 19 process steps that outline the sequence of major activities. The basic flow of the process is shown in the figure below:

Process Guidance - 7 Phases to develop a CTP

	CTP STEERING COMMITTEE INVOLVEMENT (PHASES 2-6)					
PHASE 1 CTP Set-Up	**PHASE 2 Develop Vision**	**PHASE 3 System Assessment**	**PHASE 4 Analyze Alternatives**	**PHASE 5 Develop Draft Plan**	**PHASE 6 Adopt Plan**	**PHASE 7 CTP Close-Out**
Initiate Study & Gather Data	Provide CTP Overview	Perform Highway Analysis	Evaluate Constraints	Consensus on "Draft" Plan	Seek Local Adoption	Distribute Adopted Plan
Establish Study Scope	Develop Community Vision	Perform Non-Highway Analysis	Evaluate Future Year Solutions	Complete Plan	Seek BOT Adoption	Archive Project File
Establish CTP Steering Committee	Select Transportation Network	Perform Multimodal Assessment	Validate Plan Against Vision			Publish CTP

The process is structured to offer flexibility to meet an area's planning needs. It balances the need to meet multimodal transportation demands while considering the natural and human environment within a community. It forms a strong connection between an area's transportation plan, locally adopted land development plans, and community vision. It provides opportunities for public involvement.

INTERAGENCY COORDINATION

During the long-range transportation planning process, it is important to coordinate with environmental resource agencies and other local, state, and federal agencies and entities. In North Carolina, this coordination can follow the Interagency Coordination Protocol, which provides a consistent methodology for completing and documenting interagency coordination and facilitating the exchange of information in comprehensive transportation planning. The purpose is to provide an efficient way to get meaningful input from interagency partners on long-range transportation plans to enhance the development of the transportation plans and the project proposals. Following this section is a summary of the coordination that was conducted as part of this CTP study.

→ Initiate Contact

A letter notifying resource agencies to the start of the Transylvania County CTP study was sent in September 2018 to agency partners informing them of the first steering committee meeting. This letter was also used to identify the proper contacts for each agency as well as additional contacts.

→ Coordinate with Agencies on Data & Goals

Agency members were notified of the Transylvania County Goals and Objectives Survey. In another email, they were sent environmental data that were used to create CTP environmental features maps.

→ Validating Resources & Transportation Priorities

Agency members were asked to verify information shared with them and to identify critical areas that should be taken into consideration throughout the study. Two agency members responded with additional resources to be used in consideration of the study area. Resources given by agency members at this stage included water classification maps, endangered species, and water quality information.

→ Coordinate on Project Proposals & Alternative Analysis

Project recommendations lists and maps were sent to interagency members to request any information on concerns on the proposed recommendations. Phone calls and additional emails were used to further exchange information regarding the CTP Process and project sheets.

→ Submit Draft Transportation Plan for Review

Draft Maps and Project Sheets were emailed to Interagency members for review.

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COMMUNITY UNDERSTANDING

Prior to the start of the Transylvania County CTP, the Land of Sky Rural Planning Organization (RPO) worked with NCDOT Transportation Planning Division (TPD) Project Engineer to complete a Community Understanding Report (CUR). Once this report has been completed by Land of Sky (RPO), it was submitted to TPD and used to provide an overview of the study area and assisted in the identification of stakeholders in the area. The CTP Steering Committee provided meaningful input into the CUR as needed. The CUR information was used throughout the development of the CTP to help inform the plan and its recommendations.

The CUR covers multiple pieces of information used in the CTP Study, including:

1. **Population Trends**
2. **Population Diversity**
3. **Community Character**
4. **Schools, Parks and Community Centers**
5. **Public Safety/Emergency Response**
6. **Economic Conditions**
7. **Development Goals**
8. **Farming Operations**
9. **Natural Resources**
10. **Transportation Choices**
11. **Seasonal Traffic and Special Events**

1. POPULATION TRENDS AND PROJECTION

Data Element: Population Trends and Projections	
Why important?	Population trends and projections provide the greatest overall sense of community direction. It can illuminate if an area is thriving, growing, aging, or losing population. It provides an high level overview if it is an area that people and/or businesses want to move – or remain if already in an area. This is important information for almost all planning, and many public policy, efforts. **Also Informs:** Development of CTP and Community Vision Development of Land Use and CTP scenarios Indirect and Cumulative Effects (ICE) in CTP **Census data is available here:** NCDOT Project Development & Environmental Analysis Human Environmental Section (HES) Census Data and Calculations Tool, available from NCDOT's Community Studies Group http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml The following site also compares census data for population and race at the county and city level for 2000 and 2010: *http://censusviewer.com/counties/NC* The following site, prepared by scholars at Brown University, has synchronized census boundaries down to the census tract level and allows comparisons between several decades – it may be the most accurate tool for comparing demographic changes over time in a reliable manner: *http://www.s4.brown.edu/us2010/Researcher/LTDB.htm*

Data Element: **Population Growth CTP Study Area** (table and map growth rates)	
Data Source(s)	Population Change – US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data, Table P1 (2010) and P001 (2000) "Total Population" (and see data sources in Notes above)
Other Source(s)	Land use/development/comprehensive plans; recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports if for current and immediate past census.

Data Element: Forecast Population Growth (table)	
Data Source(s)	*http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/county_projections.shtm*
Other Source(s)	Local planner, town/county/city manager, recent project level Indirect & Cumulative Effects reports (likely for current and immediate past censuses)

Time Horizon	CTP Study Area	County	% Growth from Previous Decade
1990 Census Population	25,547	25,547	
2000 Census Population	29,334	29,334	14.8%
2010 Census Population	33,090	33,090	12.8%
NC State Demographer Forecast Projection (2020)	35,434	35,434	7.1%
NC State Demographer Forecast Projection (2030)	38,534	38,534	8.7%

What are the two most important reasons the CTP Study Area experienced the population trends it did?

Data Element: Past Population Growth Factors (narrative, including mapped geographic locations if available)	
Data Source(s)	Possible GIS utility (water/sewer) service area boundaries
Other Source(s)	Land use/development/comprehensive plans, local planner, town/county/city manager, public utilities, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

Desirable place to live,

Outdoor experiences

What are the two most important reasons the CTP Study Area is likely to experience the population trends forecast?

Data Element: Future Growth Factors (narrative, including mapped geographic locations if available)	
Data Source(s)	Possible GIS future utility (water/sewer) service area boundaries
Other Source(s)	Land use/development/comprehensive plans, local planner, town/county/city manager, economic development plan, comprehensive plan, public utilities, recent project level Indirect & Cumulative Effects reports

Teleworking

Outdoor experiences

Have the population trends occurred evenly across the CTP Study Area or are there certain areas that have grown and others that have remained the same or decreased?

Data Element: Geographic Population Growth Location & Trends (narrative and mapped)	
Data Source(s)	Population Change – US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data, Table P1 (2010) and P001 (2000) "Total Population" (and see data sources in Notes above)
Other Source(s)	Land use/development/comprehensive plans, local planner, public utilities, emergency management, town/county/city manager, comprehensive plan, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

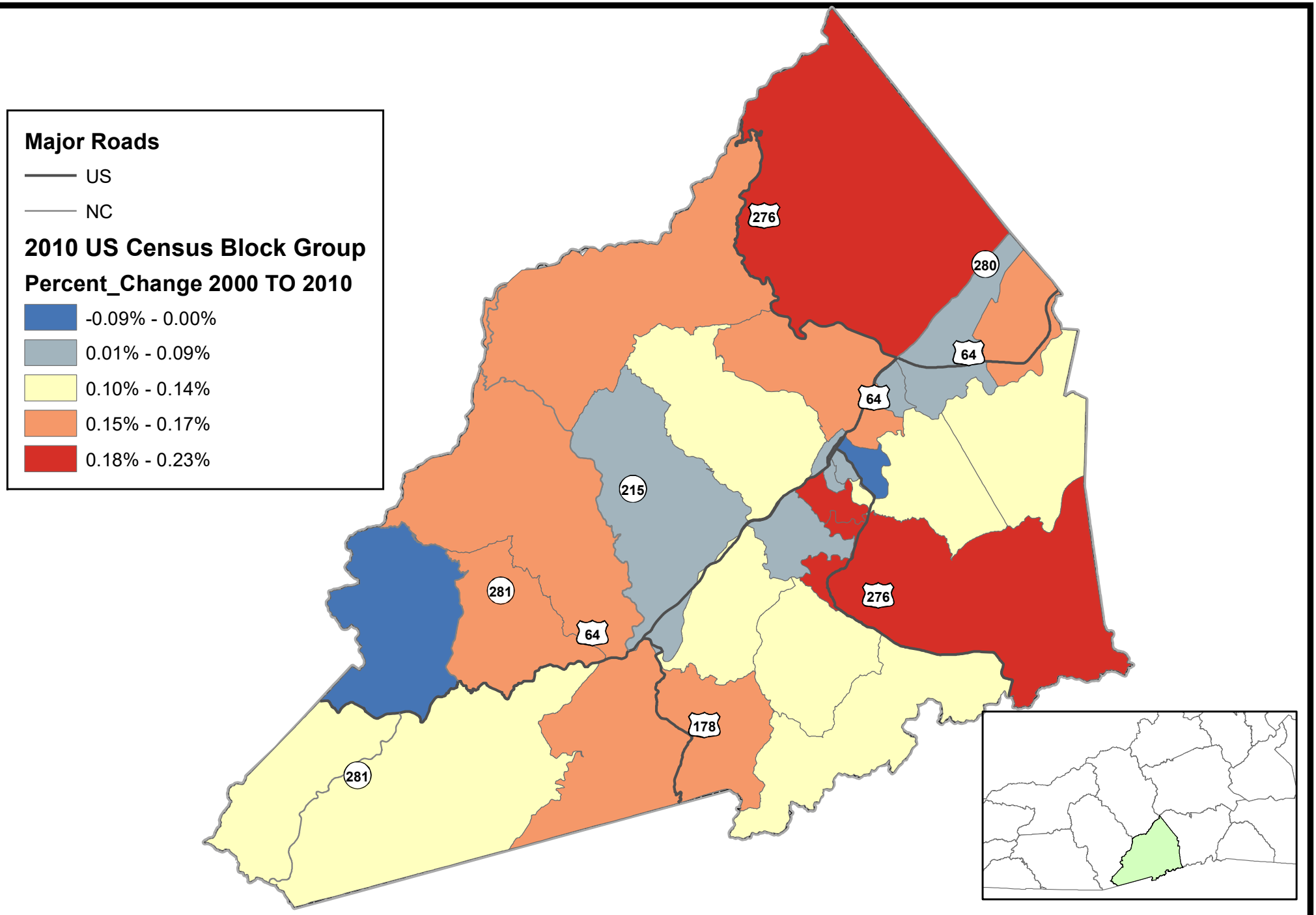
According to the Transylvania County 2025 Comprehensive Plan, population growth has occurred close to Brevard and Rosman, near the central and southeast part of the county.

Are there particular geographic areas within the CTP Study Area that have been especially affected, positively or negatively, by the population changes?

Data Element: Geographic Population Growth Effects (mapped)	
Data Source(s)	Population Change – US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data, Table P1 (2010) and P001 (2000) "Total Population" (and see data sources in Notes above). Utility (water/sewer) service area boundaries (local GIS layer). DENR's Natural Heritage Program GIS Database: *http://portal.ncdenr.org/web/nhp/gis-download*
Other Source(s)	Comprehensive plan, local planner, public utilities, emergency management, town/county/city manager, 303(d) water quality maps and reports, North Carolina Natural Heritage Program, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

See MAP 1D – POPULATION

Steering committee input. High conservation value in part of county southwest of Rosman. http://portal.ncdenr.org/c/document_library/get_file?uuid=1f5bf482-de40-4dc1-b20a-b4c4d23e6635&groupId=5118315



Transylvania County CTP 2017 CUR

2015 ACS Transylvania County Percent White

Map created 6/16/2017 By Vicki Eastland, Land of Sky RPO. Data Sources: NCDOT, LOSRC, US Census, 2015 ACS

2. POPULATION DIVERSITY

Data Element: Population Diversity	
Why important?	Population Diversity data are key aspects of documenting community characteristics. This data may also inform local planning efforts if population diversity is identified as a local public policy priority. Different race, age, income, and ethnic populations may have different communication needs during the CTP process. **Also Informs:** CTP public involvement plan Identification of potential transportation disadvantaged populations Development of CTP and Community Vision Development of Land Use and CTP scenarios

Identify the racial groups in the CTP Study Area (total and percentage).

Data Element: Race (provide in tabular format and mapped)	
Data Source(s)	US Census Table B02001: Race –Block Group (US Census Bureau, American Community Survey 2013 5-Year Estimates) (and see data sources in Notes above) or free service at county level at this for-profit site: *http://censusviewer.com/counties/NC*
Other Source(s)	Public schools, local planner, town/county/city manager, recent project level Community Impact Assessment reports

ACS 2015 5 Yr Estimates	**Estimate**	**Percentage**
TOTAL	32,928	100%
White	29,744	90.3%
African American	1,289	3.9%
American Indian	160	0.5%
Two or more races & Other	1,735	5.3%

See Map 2A – White Map

See Map 2A – African American Map

Note the ethnic Hispanic population in the CTP Study Area (total and percentage).

Data Element: Ethnic - Hispanic Population (provide in tabular format and mapped)	
Data Source(s)	US Census Table B02001: Race – B03002 Block Group (US Census Bureau, American Community Survey 2013 5-Year Estimates) (and see data sources in Notes above); and at county level *http://censusviewer.com/counties/NC*
Other Source(s)	Public schools, Latino advocacy organizations, churches, local planner, town/county/city manager, recent project level Community Impact Assessment reports

1,105 or 3.3%

https://www.census.gov/quickfacts/fact/table/transylvaniacountynorthcarolina/RHI725216#viewtop

See Map 2B - Hispanic

Note low-income populations in the CTP Study Area (total and percentage).

Data Element: Low Income Populations (provide in tabular format and mapped)	
Data Source(s)	US Census Table C17002 - Block Group (US Census Bureau, American Community Survey 2013 5-Year Estimates "Ratio of Income to Poverty Level for Past 12 Months)
Other Source(s)	Public schools, social service agencies, churches, local planner, town/county/city manager, recent project level Community Impact Assessment reports

9,079 or 27.6%

See Map 2C – Low Income

Identify the main Limited English Proficiency (LEP) language groups. Note which LEP language groups total 5% or greater, or 1000, whichever is less, and which have more than 50 adult speakers.

Data Element: Limited English Proficiency (mapped)	
Data Source(s)	LEP –, Table B16004- Block Group, (American Community Survey 2013 5-Year Estimates
Other Source(s)	*Local planer, schools, advocacy groups, churches (sometimes referred to as Local Area Resource Contacts)*

Spanish: 537

Other Indo-European Languages: 95

Asian and Pacific Island Languages: 100

https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_SPT_B16004&prodType=table

Are there geographic areas within the CTP Study Area that are associated with certain racial, ethnic, or foreign-born groups?

Data Element: Geographic Location for Race, Ethnicity, and Foreign-Born Populations (mapped)	
Data Source(s)	**Race**: US Census Bureau, American Community Survey 5-Year Estimates (2013, Table B020001, "Race" **Hispanic ethnicity**: US Census Bureau, American Community Survey 5-Year Estimates (2013), Table B03002, "Hispanic or Latino Origin by Race" **Foreign Born:** N/A – 2010 quantitative data does not appear to be available at present for North Carolina, and should therefore be documented from Other Source(s)s
Other Source(s)	Public schools; racial, ethnic or foreign born advocacy organizations; local planner; town/county/city manager; recent project level Community Impact Assessment reports

Steering Committee did not raise any major locations

Are there areas within the CTP Study Area where concerns about race, ethnicity, and income have affected past project outcomes? (Provide examples)

Data Element: Project History of Controversy from Impacts to Minority, Ethnic, or Low Income Populations or Communities (narrative)	
Data Source(s)	N/A
Other Source(s)	Local planner; engineering department; town/county/city manager; race, ethnicity, low income advocacy organizations; neighborhood groups, NCDOT Office of Civil Rights; NCDOT Public Involvement group (public hearing files); recent project level Community Impact Assessment reports, local media

Steering Committee did not raise any major locations

Has there been any other controversial projects in the past? If so please provide a brief summary of the controversy.

Brevard Bypass, N Broad St Not sure about N. Broad, the former West Loop, now know as Railroad Ave Extension, was very controversial. We have pretty much dropped it off the SPOT project lists.

Are there communities or populations within the CTP Study Area that have raised a concern about lack of voice in public decisions? (Provide examples)

Data Element: Previous Public Participation Concerns (narrative)	
Data Source(s)	N/A
Other Source(s)	Local planner, town/county/city manager, advocacy organizations, neighborhood groups, churches, recent project level Community Impact Assessment reports

Steering Committee did not raise any major locations

If communities or populations were identified in the two previous questions immediately above, are these communities focused in a specific area of the CTP Study Area or dispersed across the study area?

Data Element: Geographic Location of Prior or Recurring Impacts (mapped)	
Data Source(s)	N/A
Other Source(s)	Local planner, town/county/city manager, advocacy organizations, neighborhood groups, recent project level Community Impact Assessment reports

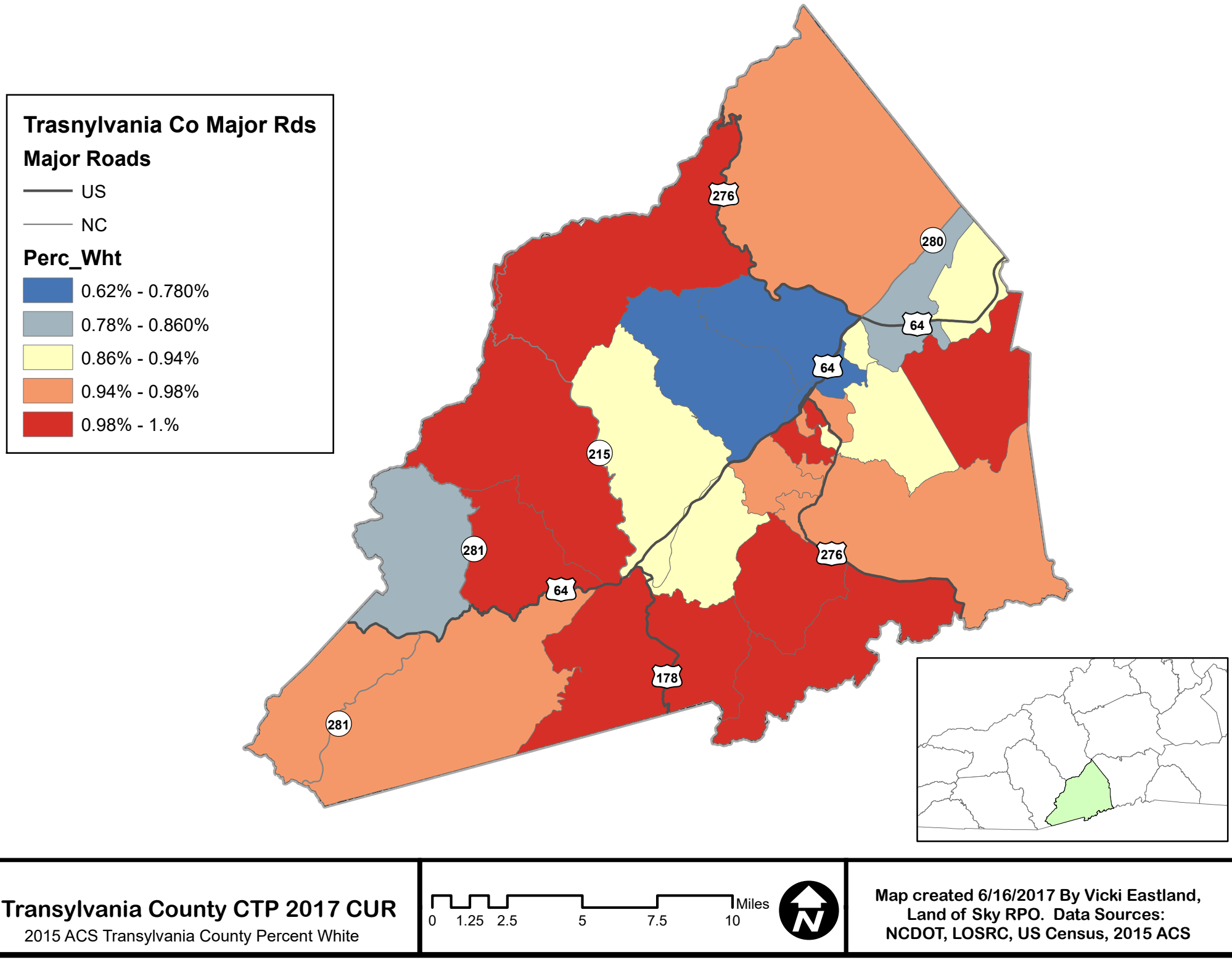
Steering Committee did not raise any major locations

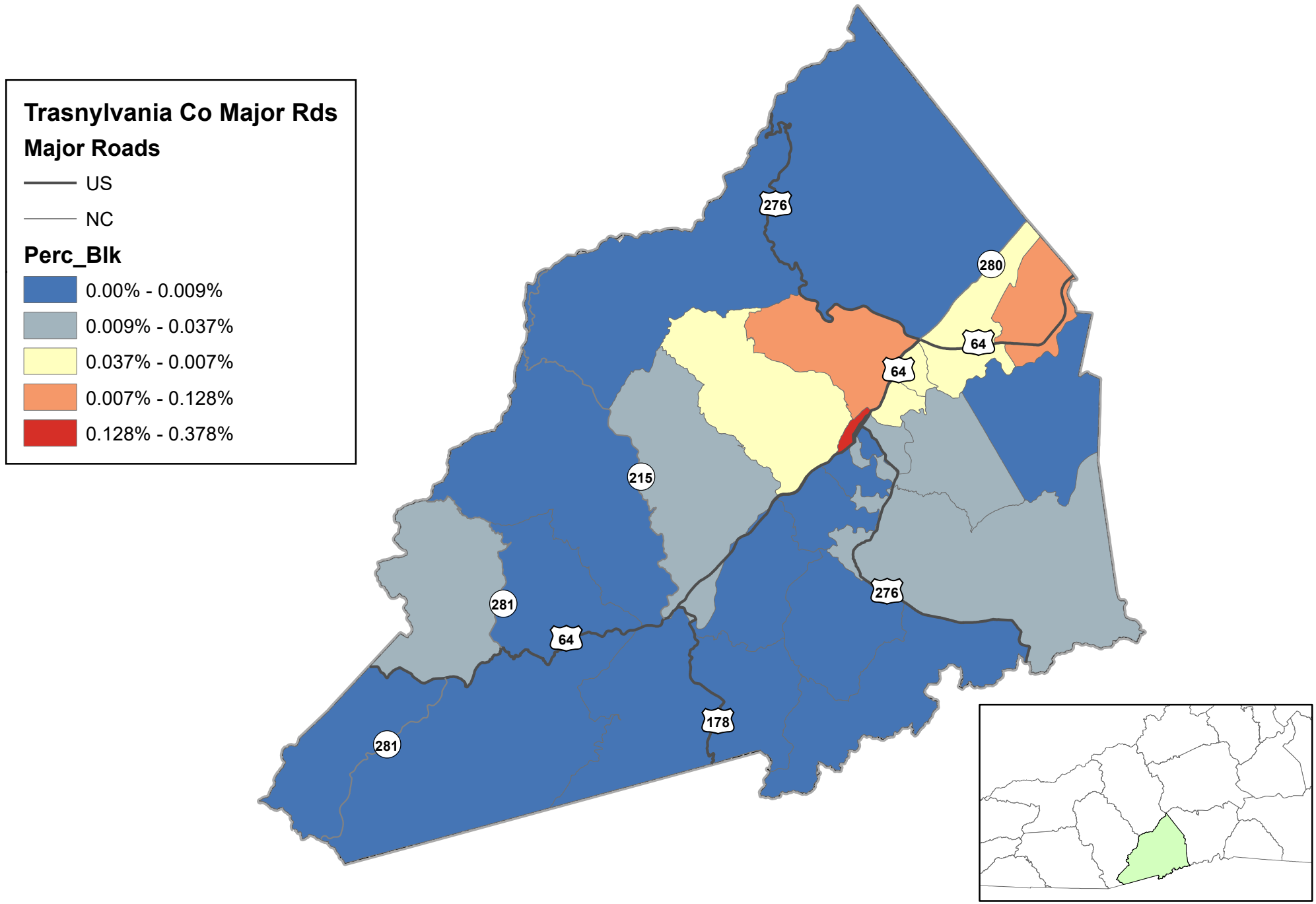
Identify the presence and locations of other potential transportation disadvantaged populations, including households with zero autos and seniors.

Data Element: Geographic Location Other Potential Transportation Disadvantaged Populations (mapped)	
Data Source(s)	**Households with zero autos**: US Census Table B08201 **Households with seniors**: US Census Table P12: Sex by Age – Block (2010 Census Summary File 1) (≥ 62 years old)
Other Source(s)	Local planner, town/county/city manager, advocacy organizations, recent project level Community Impact Assessment reports

See MAP 2I – Senior

See Map 2I – Zero Vehicle


Trasnylvania Co Major Rds
Major Roads
US
NC
Perc_Wht
0.62% - 0.780%
0.78% - 0.860%
0.86% - 0.94%
0.94% - 0.98%
0.98% - 1.%
276
280
64
64
215
281
64
276
178
281
Transylvania County CTP 2017 CUR
2015 ACS Transylvania County Percent White
0 1.25 2.5 5 7.5 10
Miles
N
Map created 6/16/2017 By Vicki Eastland,
Land of Sky RPO. Data Sources:
NCDOT, LOSRC, US Census, 2015 ACS



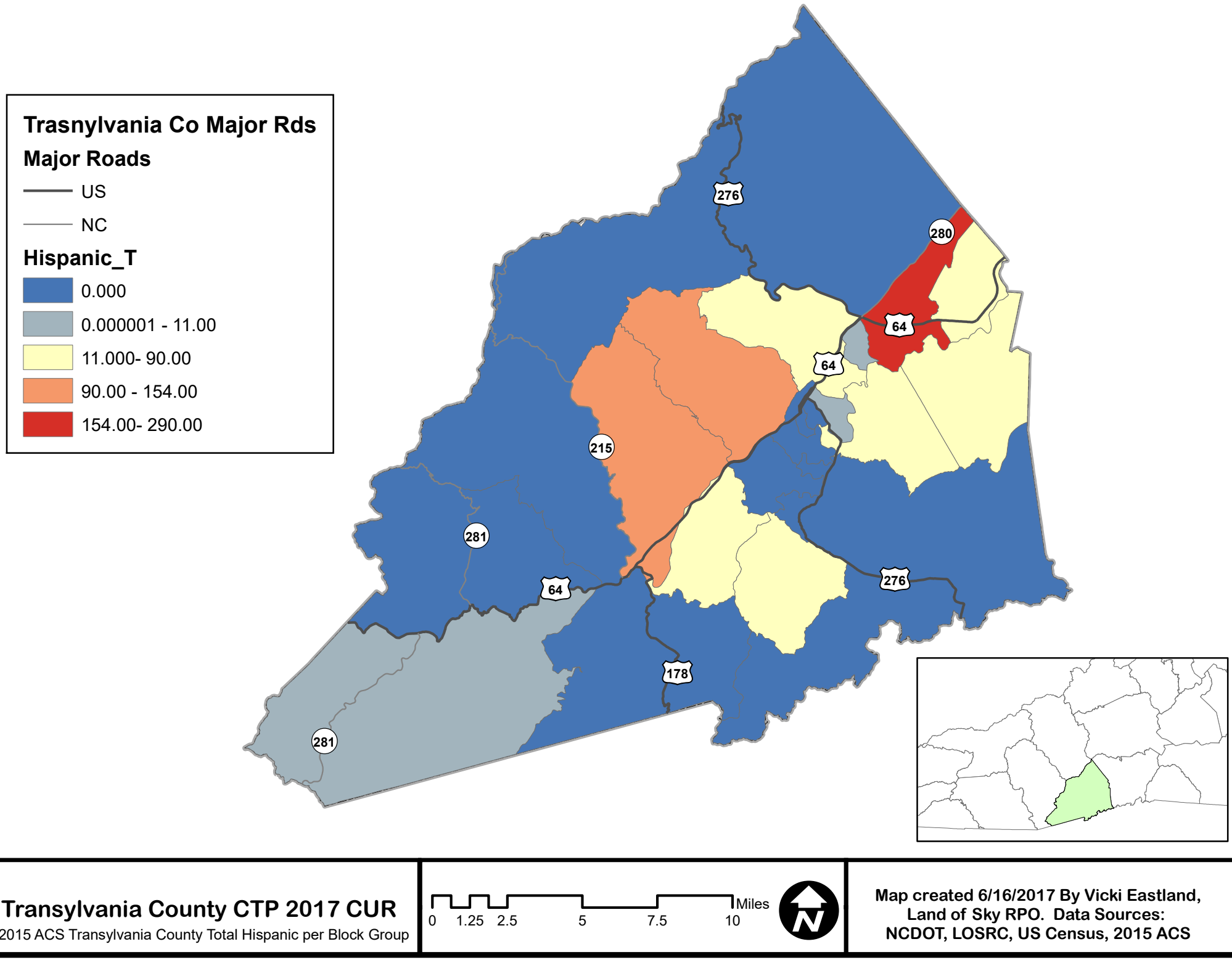
Transylvania County CTP 2017 CUR

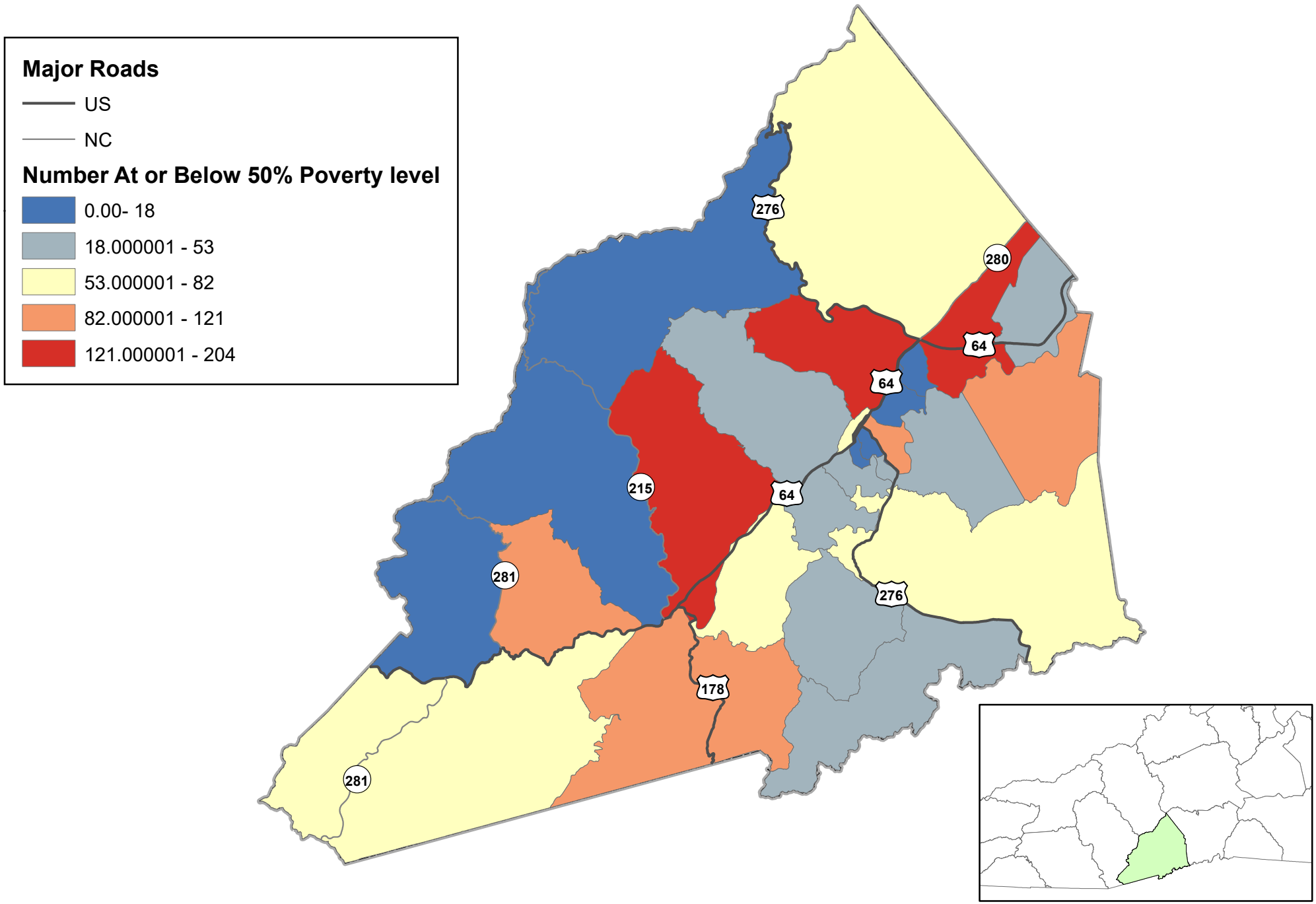
2015 ACS Transylvania County Percent Black

0 1.25 2.5 5 7.5 10 Miles

N

Map created 6/19/2017 By Vicki Eastland, Land of Sky RPO. Data Sources: NCDOT, LOSRC, US Census, 2015 ACS


Trasnylvania Co Major Rds
Major Roads
US
NC
Hispanic_T
0.000
0.000001 - 11.00
11.000- 90.00
90.00 - 154.00
154.00- 290.00
276
280
64
64
215
281
64
276
178
281
Transylvania County CTP 2017 CUR
2015 ACS Transylvania County Total Hispanic per Block Group
0 1.25 2.5 5 7.5 10 Miles
N
Map created 6/16/2017 By Vicki Eastland,
Land of Sky RPO. Data Sources:
NCDOT, LOSRC, US Census, 2015 ACS

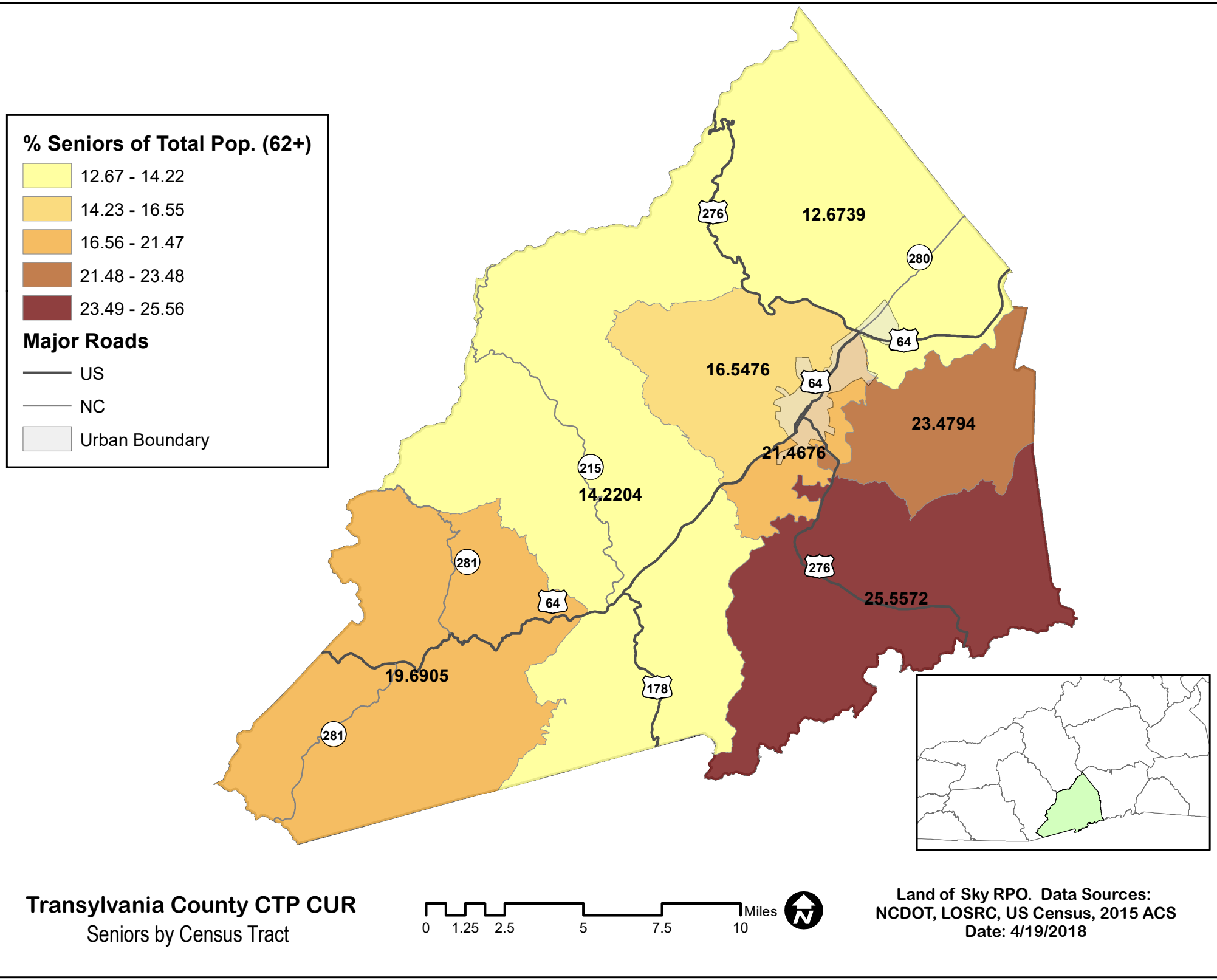


Transylvania County CTP 2017 CUR

Number Living at 50% or Below Poverty Level

0 1.25 2.5 5 7.5 10 Miles

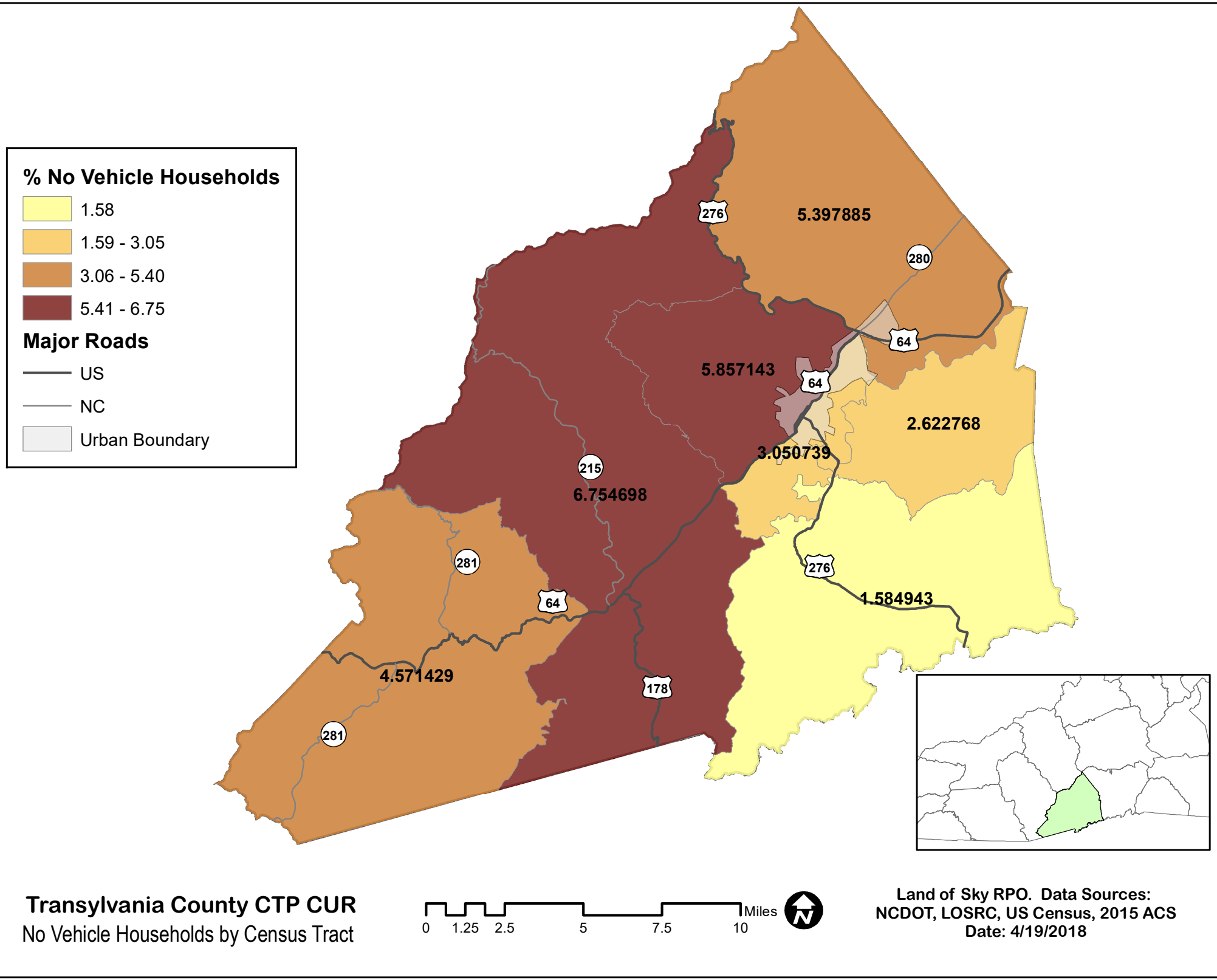
Map created 6/16/2017 By Vicki Eastland, Land of Sky RPO. Data Sources: NCDOT, LOSRC, US Census, 2015 ACS



Transylvania County CTP CUR

Seniors by Census Tract

Land of Sky RPO. Data Sources:
NCDOT, LOSRC, US Census, 2015 ACS
Date: 4/19/2018


% No Vehicle Households
1.58
1.59 - 3.05
3.06 - 5.40
5.41 - 6.75
Major Roads
US
NC
Urban Boundary
276
280
64
64
215
281
64
281
178
276
5.397885
5.857143
2.622768
3.050739
6.754698
1.584943
4.571429
Transylvania County CTP CUR
No Vehicle Households by Census Tract
0 1.25 2.5 5 7.5 10
Miles
N
Land of Sky RPO. Data Sources:
NCDOT, LOSRC, US Census, 2015 ACS
Date: 4/19/2018

3. COMMUNITY CHARACTER

Data Element: Community Character	
Why important?	Community character may reflect history, tenure, and intent. Community character is often what people like about where they live – characteristics that reflect a "sense of place". The goals of one community may not reflect the goals or what is important to another community – it is usually location (and sometimes neighborhood) specific. **Also Informs:** CTP public involvement plan Development of CTP and Community Vision Development of Land Use and CTP scenarios Indirect and Cumulative Effects (ICE) in CTP

Have communities identified community character goals?

Data Element: Current Community Character Goals (narrative, possibly mapped)	
Data Source(s)	N/A - Steering Committee
Other Source(s)	Land use/land development plan, comprehensive plan, small area plan, local planner, town/county/city manager, recent project level Community Impact Assessment reports

Preserve mountain characteristics, protect a vibrant downtown.

Have communities delineated any gateways, historic districts, view sheds, open space and other areas to be protected or enhanced?

Data Element: Geographic Location of Valued and Delineated Gateways, Historic Districts, Viewsheds, Open Space & Areas Requiring Protection or Enhancement (narrative, and mapped)	
Data Source(s)	CTP GIS Data Layers.xls: various layers depending on what is delineated (RPO/MPO may want to provide helpful layers unique to the area and not on nconemap) *(http://data.nconemap.com/geoportal/catalog/main/home.page*
Other Source(s)	Land use/land development plan, comprehensive plan, small area plans, local planner, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

None specified by the Committee. The Pisgah Forest intersection is considered a gateway.

The Rosenwald Community is a historic African American community.

4. SCHOOLS/PARKS

Data Element: Schools / Parks	
Why important?	Schools (*including private schools, charter schools, and community colleges*), and parks are important community resources that reflect interest, participation, and investment across generations. They are often landmarks and resources around which communities congregate, socialize, and recreate. **Also Informs:** CTP public involvement plan Development of CTP and Community Vision Development of Land Use and CTP scenarios Indirect and Cumulative Effects (ICE) in CTP *Note: Local Parks data is not currently available on statewide data layers and must be mapped through web map services, NC OneMap, and located by local authorities.*

Data Element: County Enrollment (table)	
Data Source(s)	CTP GIS Data Layers.xls: *(http://data.nconemap.com/geoportal/catalog/main/home.page* *http://www.ncpublicschools.org/docs/fbs/resources/data/statisticalprofile/2005 profile.pdf (2005)*
Other Source(s)	County school system

Year/Enrollment	County	Elementary Age (K-5)	Middle School (6-8)	High School (9-12)
2010	*Transylvania (2013)*	*1534*	*830*	*1104*
2020	*Transylvania (2017)*	*1474*	*772*	*1136*

Data: Tom Sweet (tsweet@tcsnc.org) with Transylvania Co Schools

Year/Enrollment	County	Brevard College
2000		
2010	*Transylvania*	*658 (2010)*
2020	*Transylvania*	*729 (2015)*
2030		
2040		

Note: Please add more columns if there are more universities or colleges in your planning area.

Are there particular geographic areas within the CTP Study Area where school facilities or operations have been especially affected by school age population changes?

Data Element: Geographic Locations of Schools (overlaid on population growth rate mapping)	
Data Source(s)	CTP GIS Data Layers.xls: 'Colleges and Universities,' 'Schools-Nonpublic, 'Schools-Public' (see CTP GIS Data Layers.xls; original source is NC OneMap *http://data.nconemap.com/geoportal/catalog/main/home.page* -- search for "schools"*)*
Other Source(s)	County school system

None reported by Tom Sweet from Transylvania County Schools.

Locate and map local, state, and national parks

Data Element: Geographic Locations of Parks, Gamelands & Refuges	
Data Source(s)	CTP GIS Data Layers.xls: Game Lands, Blue Ridge Parkway, Recreation Projects Land Water Conservation Fund, State Parks, and Managed Areas *(http://data.nconemap.com/geoportal/catalog/main/home.page* -- search for "parks"*)*
Other Source(s)	County and municipal parks and recreation departments

See 4B – Parks

Additional input from Steering Committee for Local Parks

Assess local parks and recreational facility sufficiency –

Data Element: Underserved Geographies (narrative and mapped; locations from above overlaid on total population mapping above)	
Data Source(s)	CTP GIS Data Layers.xls: Game Lands, Blue Ridge Parkway, Recreation Projects Land Water Conservation Fund, State Parks, and Managed areas *(http://data.nconemap.com/geoportal/catalog/main/home.page* **National Parks:** *https://irma.nps.gov/Stats/* **Toll-free dial-in number (U.S. and Canada):** (855) 201-9213 **State Parks:** *http://ncparks.gov/News/special/docs/eco_study.pdf* **Local Parks**: Local and county parks offices
Other Source(s)	Local and county parks offices, land use/land development plan, comprehensive plan, local planner, town/county/city manager

Are local parks and recreational facilities accessible and sufficient to meet current and projected demand?

According to Transylvania County/City of Brevard Parks and Recreation Master Plan, many of the local parks are accessible both for ADA purposes and for bicycle and pedestrian transit. Of those surveyed for the Master Plan, 90% believed the physical conditions of facilities were excellent, above average, or average.

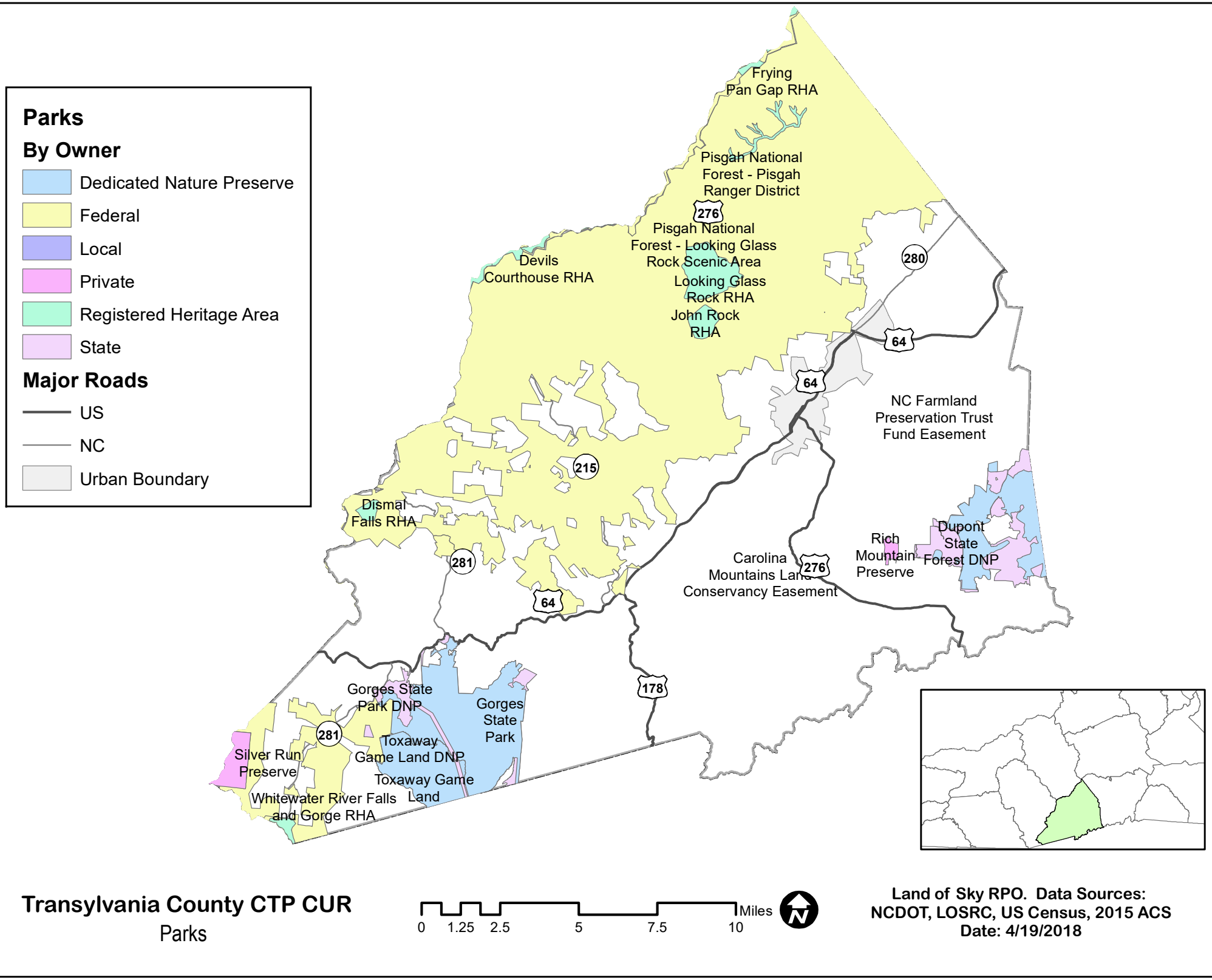
What is the projected demand?

Undetermined. Steering Committee

Are parks and recreational facility locations conveniently accessible to most of the current population?

Yes

Data: Transylvania County Parks and Rec Master Plan (2016) Link


Parks
By Owner
Dedicated Nature Preserve
Federal
Local
Private
Registered Heritage Area
State
Major Roads
US
NC
Urban Boundary
Frying Pan Gap RHA
Pisgah National Forest - Pisgah Ranger District
Pisgah National Forest - Looking Glass Rock Scenic Area
Looking Glass Rock RHA
John Rock RHA
Devils Courthouse RHA
Dismal Falls RHA
NC Farmland Preservation Trust Fund Easement
Carolina Mountains Land Conservancy Easement
Rich Mountain Preserve
Dupont State Forest DNP
Gorges State Park DNP
Gorges State Park
Toxaway Game Land DNP
Toxaway Game Land
Silver Run Preserve
Whitewater River Falls and Gorge RHA
276
280
64
215
281
178
Transylvania County CTP CUR
Parks
0 1.25 2.5 5 7.5 10 Miles
Land of Sky RPO. Data Sources:
NCDOT, LOSRC, US Census, 2015 ACS
Date: 4/19/2018

5. PUBLIC SAFETY/EMERGENCY RESPONSE

Data Element: Public Safety / Emergency Response	
Why important?	Transportation infrastructure is a key component for emergency response. It also contributes to public safety impacts, including vehicular (vehicular or bicycle and pedestrian crashes) and non-vehicular (crime). **Also Informs:** CTP public involvement plan Development of CTP and Community Vision Development of Land Use and CTP scenarios Indirect and Cumulative Effects (ICE) in CTP

A. Are there areas within the CTP Study Area that have high crime incidents?

Data Element: Geographic Location of High Crime Incidents (mapped)	
Data Source(s)	N/A – check with local officials
Other Source(s)	Police/sheriff's office, recent project level Community Impact Assessment reports

N/A

B. Are there areas within the CTP Study Area that have high numbers of pedestrian or bicyclist incidents or otherwise discourage pedestrian or bicyclist use? (reported or anecdotal)

Data Element: Geographic Location of High Pedestrian Or Bicycle Incidents or Crashes (mapped)	
Data Source(s)	***Ped Data:*** *http://www.pedbikeinfo.org/pbcat/index.cfm* *http://www.ncdot.gov/bikeped/researchreports/;* *http://www.pedbikeinfo.org/pbcat/_ped.cfm* ***Bike Data:*** *http://www.pedbikeinfo.org/pbcat/_bicycle.cfm*
Other Source(s)	Local engineering department, police/sheriff's office NCDOT Division of Bicycle and Pedestrian Transportation, NCDOT Transportation Mobility and Safety, local media, bicyclist organizations, pedestrian advocates, recent project level Community Impact Assessment reports

According to NCDOT Division of Bicycle and Pedestrian Transportation, there have been a total of 15 bicycle crashes from 2011-2015. In the same 5 year period, there were 21 reported pedestrian crashes. This data does not break out by geographic area.

C. Are there locations within the CTP Study Area with high medical response calls? (nursing homes, retirement communities, summer camps, etc.)

Data Element: Geographic Location of High EMS Calls (mapped)	
Data Source(s)	NCOneMap has a layer available for EMS locations **ftp://ftp.nconemap.com/outgoing/vector/ems.zip**
Other Source(s)	Emergency Medical Services (EMS), fire department, law enforcement, recent project level Community Impact Assessment reports

Steering Committee – Reached out to Kevin Shook T Co. EM (No Response)

D. Are there places in the CTP Study Area with known issues (isolation, access, etc.) with emergency response or evacuation?

Data Element: Geographic Location of Areas Experiencing Extended EMS Response Times (mapped)	
Data Source(s)	N/A – check with local officials. Can also contact local NC Department of Public Safety's County Emergency Coordinators (see https://www.ncdps.gov/Index2.cfm?a=000003,000010,000073)
Other Source(s)	EMS/ fire/police/public safety offices, local planner, town/county/city manager, recent project level Community Impact Assessment reports

Steering Committee – Reached out to Kevin Shook T Co. EM (No Response)

6. CENTERS OF COMMUNITY

Data Element: Centers of Community	
Why important?	Centers or focus areas within the community are important because they represent higher concentrations of socio-economic activity. Land use and public policy may identify existing or future centers as areas of denser development. Transportation is an important factor that can support or detract from that goal. **Also Informs:** CTP public involvement plan Development of CTP and Community Vision Development of Land Use and CTP scenarios Complete Streets goals and vision Indirect and Cumulative Effects (ICE) in CTP

A. List all major historic downtowns and mixed use urban centers:

Data Element: Geographic Location of Historic Districts, Central Business Districts, and Urban Centers (mapped)	
Data Source(s)	CTP GIS Data Lyaers.xls; Historic Resources – National Register (NR) & Determined Eligible (DE) polygons,
Other Source(s)	Local planner, land use/land development plan, comprehensive plan, local historic properties office/planner, historic properties advocacy group, town/county/city manager, NC Department of Commerce Division of Community Assistance, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

See MAP 6A – Historic

B. List major industrial parks, office parks and single use centers:

Data Element: Geographic Location of Major Industrial and Office Parks, and Single Use Centers (mapped)	
Data Source(s)	Local land use GIS layers, if available
Other Source(s)	Local planner, town/county/city manager, local commercial real estate offices, land use/land development plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

N Broad Street, US 276, US 64, Downtowns

Data Element: Six Largest Commercial Strips and Single Use Corridors *(mapped)*	
Data Source(s)	N/A – check with local officials
Other Source(s)	Local planner, town/county/city manager, local commercial real estate offices land use/land development plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

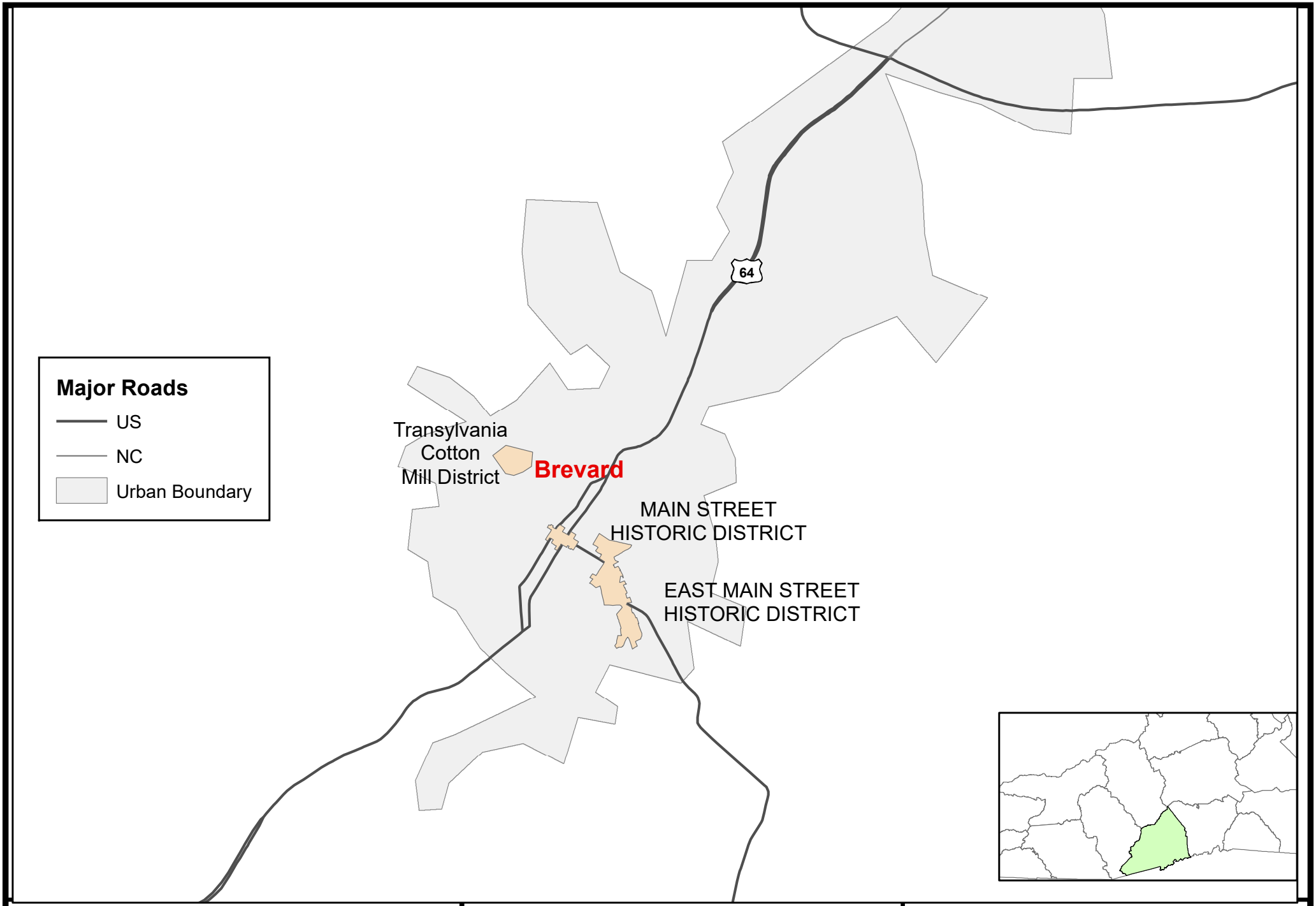
Steering Committee

C. List community centers, performing arts centers, libraries, museums, schools and colleges:

Data Element: Geographic location of community centers (mapped)	
Data Source(s)	Local land use GIS layers
Qualitative Source	Local planner, town/county/city manager, local commercial real estate offices, land use/land development plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

See Map 6D - Community

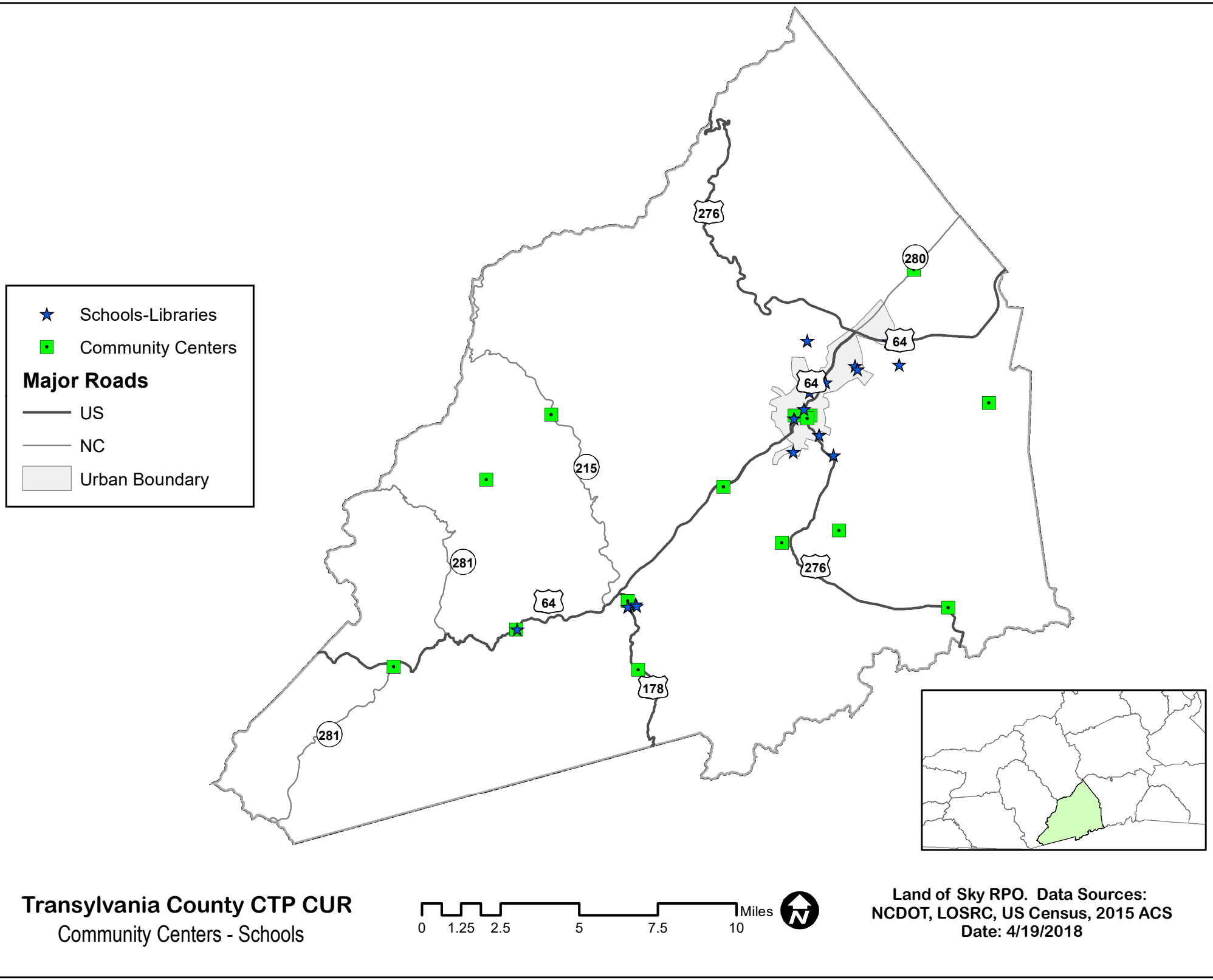
*See destinations/schools and community centers text files for output of GIS tables



Transylvania County CTP CUR

Historic District

Land of Sky RPO. Data Sources:
NCDOT, LOSRC, US Census, 2015 ACS
Date: 4/19/2018



Transylvania County CTP CUR

Community Centers - Schools

Land of Sky RPO. Data Sources:
NCDOT, LOSRC, US Census, 2015 ACS
Date: 4/19/2018

7. COMMUNITY EVENTS AND SPECIAL EVENT VENUES

Data Element: Community Events and Special Event Venues	
Why important?	Special or major events are important aspects of community life. They can be major draws and important contributors to the local economy, culture, and arts and entertainment, in an important way. Events can also be major traffic generators. **Also Informs:** CTP public involvement plan Development of CTP and Community Vision Development of Land Use and CTP scenarios Indirect and Cumulative Effects (ICE) in CTP

List the largest annual festivals:

Data Element: Significant Largest Annual Festivals (narrative, and mapped)	
Data Source(s)	N/A – check with local officials
Other Source(s)	Local tourism office/visitors center, local arts advocacy organization, chamber of commerce, Parks and Recreation Department, town/county/city manager, town/county/city or chamber of commerce website, recent project level Community Impact Assessment reports

None specified by Committee White Squirrel Weekend usually around Memorial Day, July 4th Shindig on Main St, Brevard Plein Air Festival September 8-13, other holiday specific events. Rosman host River Fest at the river park, usually mid-June, not sure of the date this year.

List the largest sporting events and venues:

Data Element: Significant Largest Sporting Events and Venues (narrative, and mapped)	
Data Source(s)	Local land use GIS layer, if available
Other Source(s)	Local tourism office/visitors center, chamber of commerce, town/county/city website, local colleges/universities, Parks and Recreation Department, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

None specified by Committee

List the largest commercial and civic entertainment venues:

Data Element: Significant Largest Commercial and Civic Entertainment Venues (narrative, and mapped)	
Data Source(s)	Local land use GIS layer, if available
Other Source(s)	Local tourism office/visitors center, chamber of commerce, town/county/city website, local planner, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

Brevard Music Center

List major attractions:

Data Element: Significant Major Attractions (narrative, and mapped)	
Data Source(s)	N/A – check with local officials
Other Source(s)	Local tourism office/visitors center, chamber of commerce, town/county/city website, local planner, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

See Major Destinations Map

8. ECONOMIC CONDITIONS/JOBS

Data Element: Economic Conditions/Jobs	
Why important?	The local economy is the lifeblood of the community. Without access to jobs, communities may fade away. **Also Informs:** Development of CTP and Community Vision Development of Land Use and CTP scenarios Indirect and Cumulative Effects (ICE) in CTP *Note: In the sections below, the difference between "three major employment centers" and "which three companies" is that the first is asking about locations while the second about specific employers who may or may not have multiple locations. Using Wake CTP Study Area as an example, major employment centers would be the Cary-Morrisville area, downtown Raleigh and Capital Blvd north of Raleigh, while the three largest employers may be the state, Wake County schools and WakeMed. Thus two of the largest employers are not major players in any of the major employment centers while the state is concentrated in the downtown center, but is otherwise scattered.*

What are the major employment centers in the CTP Study Area:

Data Element: Major Employment Centers (& number of jobs) - (mapped locations and numbers of jobs)	
Data Source(s)	**Employment Centers:** Local land use GIS layer, if available **Employment:** N/A
Other Source(s)	Comprehensive plan, land use/land development plan, local planner, economic development office or agency (chamber of commerce), economic development plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

1. Downtown Brevard
2. Brevard College

Which three (or more if you want) industry categories and three (or more if you want) companies employ the most people in the CTP Study Area (list industries, companies, and available employment data for each)?

Data Element: Top Three Industries and Top Three Employers (narrative and mapped)	
Data Source(s)	**Industry Category:** http://accessnc.commerce.state.nc.us/EDIS/demographics.html **Top three employers:** http://accessnc.commerce.state.nc.us/EDIS/business.html (Note: employment data is reported by company by range of employees, not the specific number of employees)
Other Source(s)	Economic development office or agency (chamber of commerce), local planner, town/county/city manager, economic development plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

1. Transylvania County Schools – Education - 500-999 employees
2. Transylvania County – Public Administration – 250-499
3. Brevard College Corp – Education – 250-499

Data: NC Commerce, Labor and Economic Analysis Division (2015)

Which three (or more if you want) companies or industries have produced the most new jobs in the CTP Study Area over the last ten years?

Data Element: Top Three Employers for New Job Creation (mapped)	
Data Source(s)	N/A – check with local officials
Other Source(s)	Economic development office or agency (chamber of commerce), local planner, town/county/city manager, economic development plan, comprehensive plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

How many jobs are expected to be in the CTP Study Area in the next 10 years? In the next 20 years? What Type of jobs are expected; are they the same as in the previous 10, 20 years?

Data Element: Job / Employment Growth Projections – 10 and 20 years - (narrative)	
Data Source(s)	N/A
Other Source(s)	economic development office or agency (chamber of commerce), economic development plan, comprehensive plan, local planner, town/county/city manager, Department of Commerce

5,622 new jobs

Are these jobs expected to be in the existing major employment centers or result in other areas? (This question may be completed during the CTP Study.)

Data Element: New Employment Locations (mapped)	
Data Source(s)	N/A – check with local officials
Other Source(s)	Economic development office or agency (chamber of commerce), economic development plan, comprehensive plan, local planner, town/county/city manager

9. DEVELOPMENT GOALS (NEW GROWTH)

Data Element: Development Goals	
Why important?	Understanding local development vision and goals is necessary to assess and plan future transportation and other infrastructure. This information is also significant for assessing cumulative human and natural environment effects during planning activities. **Also Informs:** CTP public involvement plan Development of CTP and Community Vision Development of Land Use and CTP scenarios Indirect and Cumulative Effects (ICE) in CTP

Locate major target areas for residential development

Data Element: Major Targeted Residential Development Areas (mapped)	
Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Land use/land development plan, local planner, local residential real estate office, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

Locate major target areas for employment centers:

Data Element: Major Targeted New Employment / Job Areas (mapped)	
Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Local planner, land use/land development plan, comprehensive plan, town/county/city manager, economic development office, economic development plan, chamber of commerce, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

Former Ecusta site for redevelopment

Locate major target areas for commercial development:

Data Element: Major Targeted Commercial Development Areas (mapped)	
Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Local planner, land use/land development plan, comprehensive plan, town/county/city manager, economic development office, economic development plan, chamber of commerce, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects /reports

US 64, US 276

Will development density be higher, lower or about the same as existing development?

Data Element: Forecast Development Density Trends (mapped)	
Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Local planner, land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

about the same

Where will proximity of housing to jobs, shopping and services be more, less or about the same as existing development?

Data Element: Forecast Change in Proximity to Jobs, Shopping, & Services (narrative, and mapped)	
Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Local planner, land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

Same

What plans for land use, highways, sidewalks, greenways, and bicycle routes already exist in the planning area?

Data Element: Forecasts Change in Highway, Street, Path, and Sidewalk network Connectivity (narrative, and mapped)	
Data Source(s)	Local future land use GIS layers, bicycle plans, safe routes to school plans, pedestrian plans,
Other Source(s)	Local planner, land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

2025 Transylvania County Comprehensive Plan

2023 Brevard Pedestrian and Bicycle Plan

City of Brevard 2018 Comprehensive Pedestrian Plan

Mills River N.C. 280 Corridor Study

2019 Transylvania County Bike Plan

10. FARMING OPERATIONS

Data Element: Farming Operations	
Why important?	Agriculture remains an important industry in North Carolina. North Carolina ranks 7th in the United States in farm profits. It is a very important contributor to the economic health of North Carolina, particularly for rural areas by adding $70 billion annually to the State's economy, accounting for 18% of the State's income and employing 17% of its workforce. **Also Informs:** CTP public involvement plan Development of CTP and Community Vision Development of Land Use and CTP scenarios Residents and government agencies of the presence of protected farmland soils. Indirect and Cumulative Effects (ICE) in CTP

How many acres of working farm and timber land are located in the CTP Study Area (total and percentage of overall CTP Study Area)?

Data Element: Acres of Working Farm and Timber Land (narrative)	
Data Source(s)	***http://srsfia2.fs.fed.us/states/north_carolina.shtml*** ***Farms***: *http://www.ncagr.gov/stats/codata/index.htm* ***Timber****: pages 18-19 of report (http://www.srs.fs.usda.gov/pubs/rb/rb_srs088.pdf)*
Other Source(s)	County Soil & Water Conservation office, NC Farm Bureau, local Farm Bureau office, NC Department of Agriculture, recent project level Community Impact reports

Farm Land: 17,929 acres (7.4% of Transylvania County)

Timber Land: 199,300 acres (82% of Transylvania County)

Are the agricultural areas associated with specific areas within the CTP Study Area?

Data Element: Location(s) of Agriculture Areas (mapped)	
Data Source(s)	***Prime Soils:*** *NCDOT* PDEA GIS prime soils layers
Other Source(s)	Land use/land development plan, comprehensive plan, manager, county Soil & Water Conservation office, county Farm Bureau office, local planner, town/county/city, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

According to 2009 Transylvania Farmland Preservation Plan (page 11), agricultural areas are evenly spread throughout the county. There are some concentrations near the central part of the county.

Are there farms within the CTP Study Area that are given special designation (Century Farms, voluntary agricultural districts VADs/EVADs, preservation agreements)?

Data Element: Protected Farmlands (mapped, by type)	
Data Source(s)	Local land use GIS layers (if available), tax parcel data *http://www.ncadfp.org/vadprogram.htm (county only)*
Other Source(s)	Land use/land development plan, tax office, county Soil & Water Conservation office, NC Agricultural Development and Farmland Preservation Trust Fund, local planner, town/county/city manager, recent project level Community Impact Assessment reports

Transylvania is enrolled as a Voluntary Agricultural District Program with 27 farms enrolled and has approved and endorsed Farmland Protection Plans. According to 2009 Transylvania Farmland Preservation Plan, there have been two families recognized by the NCDA as Century Farm Families.

Data: NCAD. Eric Caldwell Transylvania County Voluntary Agricultural District contact. http://www.ncadfp.org/Transylvania.htm

Is there a clear and defined relationship between area farms and area consumers (Community Supported Agriculture [CSAs], local stores, and farmer markets)?

Data Element: Relationship Between Farms and Markets (farms and markets mapped)	
Data Source(s)	*http://www.ncfarmfresh.com/farmmarkets.asp*
Other Source(s)	County Soil & Water Conservation office, county Agriculture Extension Service, county Farm Bureau office, recent project level Community Impact Assessment reports

There is one market, the Transylvania County Tailgate Market that operates seasonally on Saturdays. They offer organic and conventional produce, meaning there appears to be a relationship between markets and area farms.

Are there local (municipal), county or agricultural extension policies, programs and ordinances that promote rural or urban farming as a long term viable element of the economy?

Data Element: Farm/Agriculture Support Policies (narrative, include boundary of area covered by farmland preservation policy, if applicable)	
Data Source(s)	*http://www.cals.ncsu.edu/wq/lpn/ncordinances.htm#ordinances*
Other Source(s)	Comprehensive plan, farmland protection plan, County Soil & Water Conservation office, county Agriculture Extension Service, county Farm Bureau office, local planner, town/county/city manager, recent project level Community Impact Assessment reports

Yes, available at:
https://projects.ncsu.edu/project/waterprimer/LandPreservationNotebook/PDFOrdinances/TransylvaniaScanned.pdf

11. NATURAL RESOURCES

Data Element: Natural Resources	
Why important?	Natural resources are part of the community character and fabric, and in many cases are important components of the economy, especially in the context of recreational and tourism activities. Natural resources have socio-economic value and natural resource data is important so that it can be considered throughout the CTP process, including for indirect and cumulative effects studies. **Also Informs:** CTP public involvement plan Development of CTP and Community Vision Development of Land Use and CTP scenarios Indirect and Cumulative Effects (ICE) in CTP

Locate and describe any community identified important natural areas, waters, and resources, or other valued environmental areas or resources. These areas may or may not be identified as such by state or federal resource agencies. Describe whether natural resources or lands are considered locally important for economic, environmental, social, cultural, historical, recreational, regulatory, or other reasons. (Note: Natural resources will be identified during the CTP study on an 'Environmental Features Map'. The information developed here can be used to supplement the information on that map and/ or to highlight the features of highest local value.)

Data Element: Geographic Location of Important Natural Areas and Areas of Environmental Concern (narrative and mapped)	
Data Source(s)	Environmental Features Map (developed as part of the CTP study), Local land use GIS layers (if available) , *DENR's Conservation Planning Tool:* *http://portal.ncdenr.org/web/nhp/gis-download* NC Wildlife Resource Commission's NC Green Growth Toolbox: *http://www.ncwildlife.org/Conserving/Programs/GreenGrowthToolbox.aspx*,
Other Source(s)	Land use/land development plan, comprehensive plan, local planner, town/county/city manager, North Carolina Natural Heritage Program, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

Whole county, Pisgah National Forest, Nantahala National Forest, Dupont State Forest, Gorges State Forest, Headwaters State Forest, French Broad and Davidson Rivers, Pretty much the whole county,

12. TRANSPORTATION CHOICES

Data Element: Transportation Choices	
Why important?	Transportation choice has been identified by increasing numbers of communities, groups, and stakeholders as important to a community's livability and quality of life. It is important to document this as part of community understanding because it is a critical component of long range transportation planning. **Also Informs:** CTP public involvement plan Development of CTP and Community Vision Development of Land Use and CTP scenarios Indirect and Cumulative Effects (ICE) in CTP

Identify major existing and proposed pedestrian destinations:

Data Element: Geographic Locations of Major Pedestrian Destinations (mapped)	
Data Source(s)	Local transportation GIS layers, if available
Other Source(s)	Local transportation planner, local transportation plans (particularly if they include a pedestrian component), local planner, land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

Downtown Brevard

City of Brevard Comprehensive Pedestrian Plan (2006)

See Majors Destinations map

Identify major existing and proposed bicycle destinations:

Data Element: Geographic Locations of Major Bicycle Destinations (mapped)	
Data Source(s)	Local transportation GIS layers, if available
Other Source(s)	Local transportation planner, local transportation plans (particularly if they include a bicycle component), local planner, land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

See Map 12B - Bicycle

See Major Destinations Map

Identify major existing and proposed transit (bus and/or rail) destinations:

Data Element: Geographic Locations of Major Transit *(bus and/or rail)* Destinations (mapped)	
Data Source(s)	Local transportation GIS layers, if available
Other Source(s)	Local and regional transit planners, local transit and transit oriented development (TOD) plans, local planner, land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

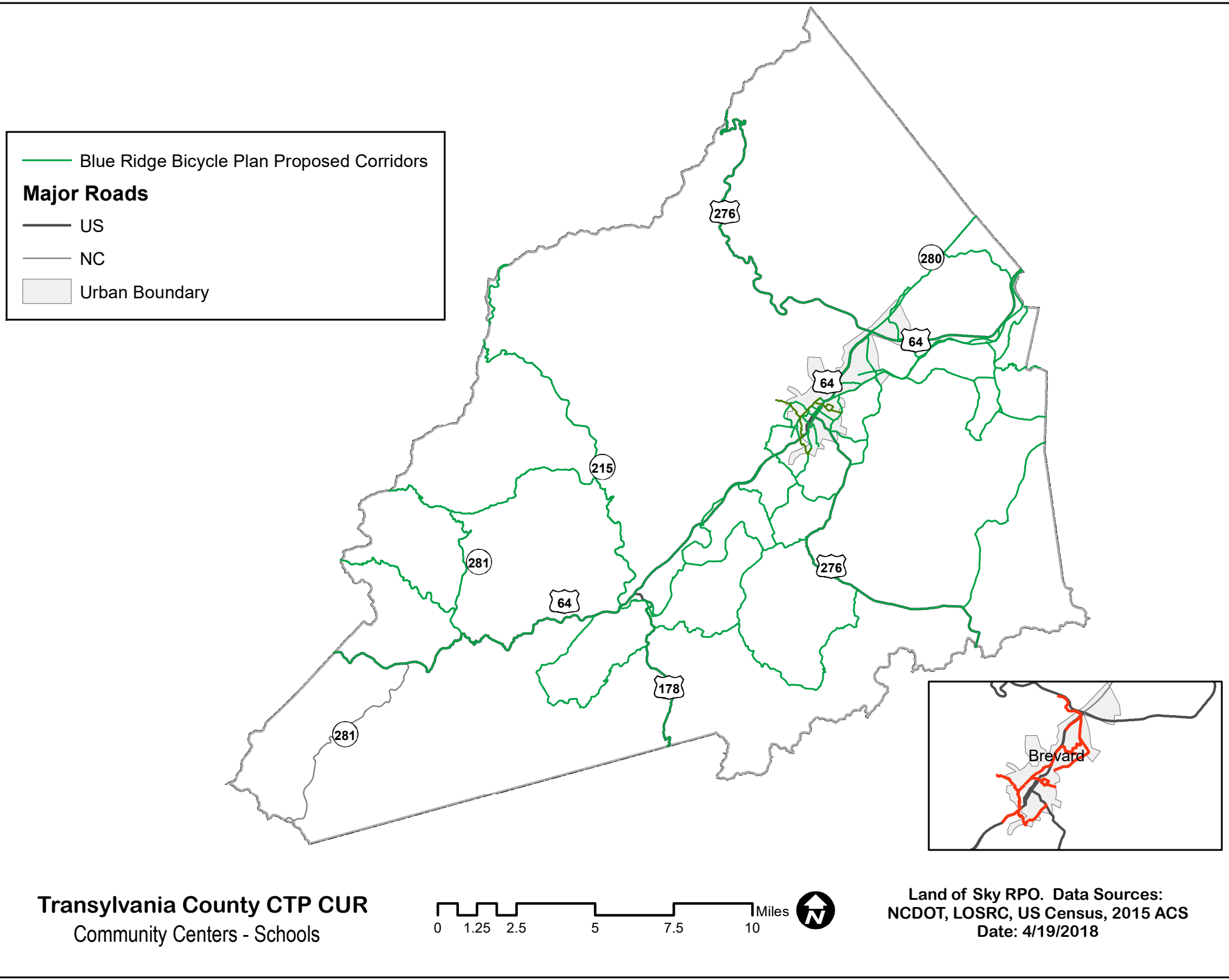
See Map 12C - Transit

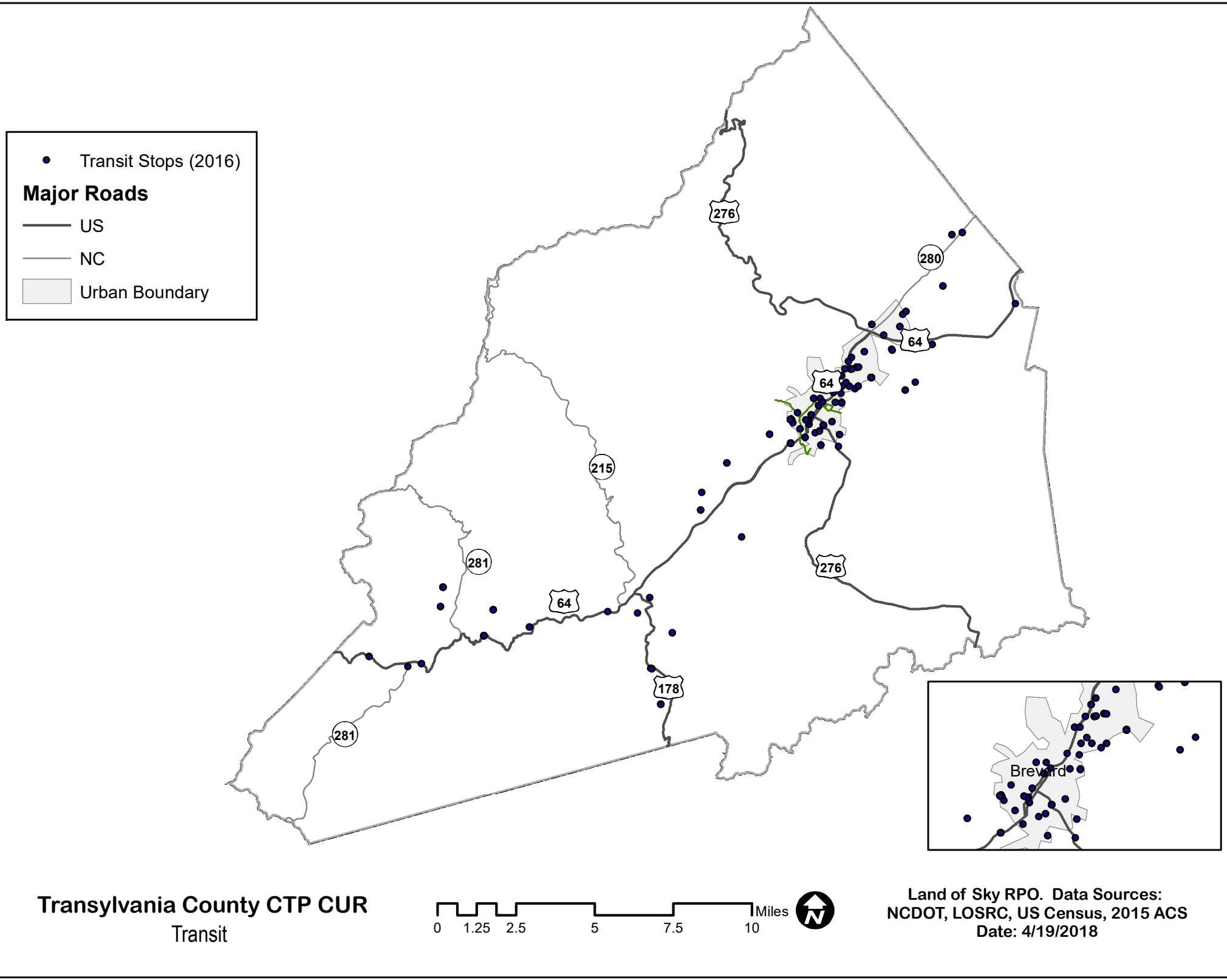
See Major Destinations map

Do opportunities exist to expand travel to these destinations? Expansion may include infill and densification within existing destinations, increasing the service area and/or creating new destinations.

Data Element: Geographic Locations of Opportunities to Expand Transportation Choice to Multi-modal Destinations (narrative, and mapped)	
Data Source(s)	N/A – check with local officials
Other Source(s)	Local planner, land use/land development plan, comprehensive plan, local transportation and transit planners, town/county/city manager, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

Steering Committee and/or Transylvania County Planning and/or LOSRPO


Blue Ridge Bicycle Plan Proposed Corridors
Major Roads
US
NC
Urban Boundary
276
280
64
64
215
281
64
276
178
281
Brevard
Transylvania County CTP CUR
Community Centers - Schools
0 1.25 2.5 5 7.5 10 Miles
N
Land of Sky RPO. Data Sources:
NCDOT, LOSRC, US Census, 2015 ACS
Date: 4/19/2018



Transylvania County CTP CUR

Transit

Land of Sky RPO. Data Sources:
NCDOT, LOSRC, US Census, 2015 ACS
Date: 4/19/2018

SOCIO-ECONOMIC DATA FORECAST AND METHODOLOGY

In the development of the Transylvania County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. The following socio-economic factors are integral in the establishment of planning assumptions for this study.

→ Population Trend and Projection

→ Employment Trend and Projection

→ Growth Rate Methodology

→ Land Use

Travel demand was projected from 2017 to 2045 using a travel demand model based on Annual Average Daily Traffic (AADT) from 2017 to 2045. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the 2025 Transylvania Comprehensive Plan was used and is shown in Figure 2.

POPULATION TRENDS AND PROJECTIONS

Data from the Office of State Budget and Management (OSBM) was used to estimate population trends. The base year population data is consistent with other sources such as the Transylvania County Comprehensive Plan (See table 1). Population trends from OSBM gave a population growth of about 0.65 percent using the annual growth rate (AGR) from previous years (2010-2020) as shown on Table 2. An estimated AGR rate of 1.17% was calculated (from 1970 to 2020).

The CTP also utilized the 2010 FBRMPO Travel Demand Model (TDM) v1.2, which included a 2045 future year. Data for this model was based on OSBM population trends available during its development in 2019. The model was last amended on October 8, 2018.

Table 1 - Population Data Table

Year	Population Transylvania County	Population City of Brevard	Population Town of Rosman	Population North Carolina
1970	**19,713**			**5,084,411**
1980	**23,471**			**5,880,095**
1990	**20,520**			**6,632,448**
2000	**29,334**			**8,046,813**
2010	**33,090**	**7,673**	**579**	**9,535,483**
2018		**7,795**	**690**	**10,389,148**
2020	**35,298**	**7,744**	**701**	**10,630,691**
2030	**38,378**			**11,836,070**
2040	**34,285**			**12,966,080**
2050	**34,313**			**14,170,486**

County Estimates (North Carolina Office of State Budget and Management) *https://www.osbm.nc.gov/facts-figures/population-demographics/state-demographer/historical-county-estimates*

Municipal Estimates (North Carolina Office of State Budget and Management) (Last updated September 16, 2019); *https://www.osbm.nc.gov/facts-figures/linc*

Table 2 - Transylvania County Annual Growth Rates

Growth Rates Per Year (AGR)	Growth Rates Per Year (AGR) Prior Decade	Growth Rates Per Year (AGR) Since 1970
1970	--	--
1980	**1.76%**	**1.76%**
1990	**-1.33%**	**0.20%**
2000	**3.64%**	**1.33%**
2010	**1.21%**	**1.30%**
2020	**0.65%**	**1.17%**
2030	**0.84%**	**1.12%**
2040	**-1.12%**	**0.79%**
2050	**0.01%**	**0.70%**

**https://d4.nccommerce.com/LausSelection.aspx* accessed 3/20/2020

***https://www.nccommerce.com/about-us/divisions-programs/labor-economic-analysis-division* accessed 6/25/2020

****https://www.census.gov/quickfacts/yanceycountynorthcarolina* accessed 6/25/2020

EMPLOYMENT

Data from the French Broad River MPO (FRBMPO) Travel Demand Model (TDM) was used employee and employer locations to estimate base and future employment conditions. The base year employment conditions matched with other sources such as Bureau of Labor Statistics (BLS), which uses resident location for tracking. The difference is likely due to those residents who live and work in different counties. The 2045 employment totals were based on an employment-population ratio of 0.453, which is in line with recent trends (See table 3).

Table 3 – Transylvania County Employment and Population from TDM

Year	Transylvania County Population	Transylvania County Employed	Employed/Population Ratio
1990	20,520	11,922	0.581
2000	29,334	13,471	0.459
2010	33,090	13,138	0.397
2015*	32,676	13,529	0.414
2045*	42,232	19,151	0.453

www.bls.gov/lau/
Accessed on August 7, 2025
*Developed for the Travel Demand Model by NCDOT, LOSRPO, FBRMPO, and supporting consultants

Growth Rate Methodology

Historic Traffic Trends will be analyzed and used to linearly project 2045 volumes. Population and employment trends will be used by the CTP steering committee to establish a low, medium, and high growth rate that will be used to inform projected 2045 traffic volumes. Facilities will be increased by their historic growth unless the determined growth rate by the steering committee is higher. Areas of negative or zero growth will grow at a conservative rate of the established low growth. Areas with anticipated development will use the established high growth rate. (See Table 4)

Table 4 - Estimated Traffic Volume Growth Rates Applied to Transylvania County AADTs

Growth	Percent Linear Annual Growth Rate
Low	0.1%
Medium	1.2% (Projected population growth)
High	1.5%

CTP Estimates	2017	2045
Population	35,596	47,556
Employment	14,535	19,974

LAND USE

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2025 Transylvania County Comprehensive Plan was used to meet this requirement.

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

Residential:

Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.

Commercial:

Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast-food restaurants and service stations; all other commercial establishments would be considered retail.

Industrial:

Land devoted to the manufacturing, storage, warehousing, and transportation of products.

Public:

Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.

Agricultural:

Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.

Mixed Use:

Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help determine the location and type of proposed transportation improvements.

Most growth in Transylvania County is expected to occur in the vicinity of U.S. 64 from Rosman to Brevard, and from Brevard to Henderson County, as well as N.C 280. Commercial Nodes are U.S. 276 in Cedar Mountain community, and the U.S. 64 – N.C. 281 intersection west of Lake Toxaway.

TRANSPORTATION PLANNING ANALYSIS DATA

The influences and impacts of other transportation planning related data & analyses below were used to help analyze the existing transportation system. In this section, the data and maps used include:

→ Bridge Deficiency Assessment

→ Traffic Crash Analysis

→ Consideration of Natural and Environmental Features

→ Existing Freight / Truck Data

→ Resiliency

BRIDGE DEFICIENCY ASSESSMENT

Bridges are a vital element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Finally, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. For these reasons, it is imperative that bridges be constructed tothe same design standards as the system of which they are a part.

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. Thirty-One deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 6. Of these, two are scheduled for replacement in the 2020 – 2029 TIP. Additionally, two others occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendations and cross sections associated with the recommendations.

The Structures Management Unit analyzes bridges within the Division and shares this information with the Division Bridge Program Manager to assist in determining the prioritization of the bridge projects. The structures unit utilizes various metrics such as condition, structural adequacy, safety, serviceability, and functional capability during this analysis. Once the Division and Structures Management Unit agree upon the bridge replacement priority, the bridges with the highest priorityare replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is structurally deficient does not imply that it is likely to collapse or that it is

unsafe. It means the bridge must be monitored, inspected, and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards. These bridges also may be occasionally flooded.

Deficient bridges on roads in the CTP are shown in the table below. For more information on deficient bridges within the planning area, contact the Structures Management Unit using the information in the Contact Information appendix.

Figure 6

BRIDGE DEFICIENCIES

TRANSYLVANIA

CTP Analysis and Information

Bridge Features

- Deficient Bridge
- Bridge
- Other Structure

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 0.5 1 2 3 4 5 6 7 8 Miles

Sheet 3 of 3

Base map date: March 20, 2019

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: June 12, 2023

PLANNING LEVEL CRASH ANALYSIS

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The Traffic Safety Unit within NCDOT's Transportation Mobility and Safety Unit publishes many datasets related to traffic safety. One dataset used as a reference for the development of this CTP is planning level crash data grouped by Intersection and segments. This dataset identifies locations that have experienced 5 or more crashes within the most recent five-year period. The locations in Transylvania County which occurred between January 1, 2014, and December 31, 2018, are shown on Figure 5. The CTP Steering Committee reviewed Figure 5 and commented that Transylvania County has a low crash history with most incidents along U.S. 64 through Brevard which should partially be alleviated with the recent improvements along this corridor (R-5800). One intersection was identified during the development of this CTP and recommended for improvements to address crashes: the Pisgah Forest Intersection - U.S. 64, U.S. 276, and N.C. 280 Intersection.

Figure 3 shows bicycle crash locations and Figure 3 show pedestrian crash locations.

Since safety concerns often need more immediate addressing than long-range projects identified during a CTP, all public comments concerning safety received during the development of the Transylvania CTP were shared with NCDOT Division 14 for review and consideration.

The primary method for identifying locations that are likely to produce a safety project is through the Highway Safety Improvement Program (HSIP). The HSIP provides a continuous and systematic process that identifies, reviews, and addresses specific traffic safety concerns throughout the state

The table in this section depicts a summary of the crashes occurring in the planning area between Jan. 1, 2014, and Dec. 31, 2018. The data represents locations with five or more crashes. The "Number of Crashes" column indicates the number of crashes reported within 150 feet of the intersection during the study period. Intersections are described as the crossing between "Road A" and "Road B". The Average Severity listed is the average crash severity for reported crashes at that location. The NCDOT is involved with investigating and improving many of these locations.

To request a more detailed analysis for any of the locations below, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in the Contact Information appendix.

Figure 5

HIGH FREQUENCY CRASH LOCATIONS

TRANSYLVANIA COUNTY

CTP Analysis and Information

Planning Level Crash Locations

(January 2014 - December 2018)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
31 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 Miles

Sheet 2 of 3

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: March 16, 2022

Figure 5

HIGH FREQUENCY CRASH LOCATIONS

TRANSYLVANIA COUNTY

CTP Analysis and Information

Planning Level Crash Locations

(January 2014 - December 2018)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
31 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 0.75 1.5 Miles

Sheet 2 of 3

Base map date: March 18, 2018

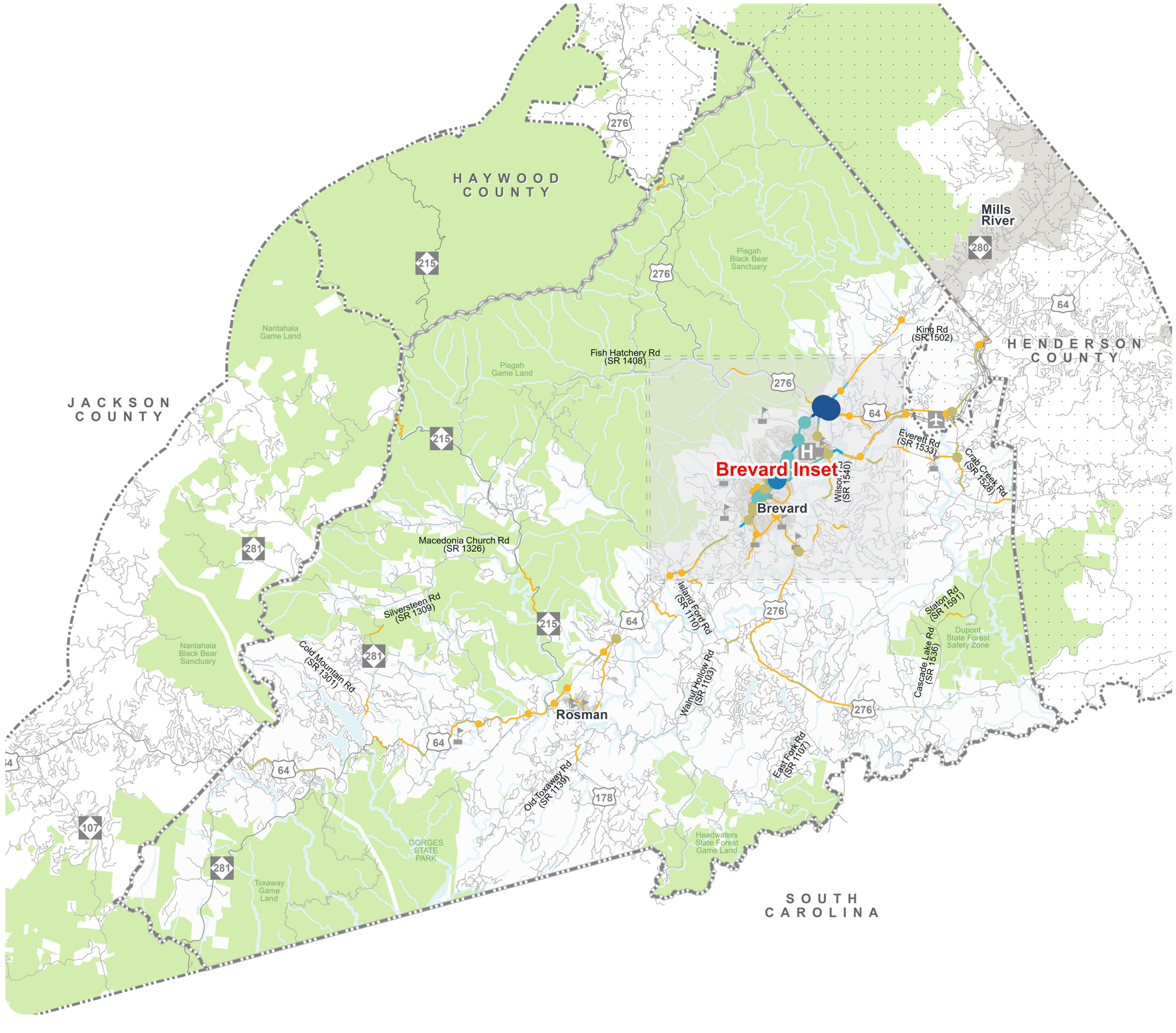
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DRAFT WORKING MAP
Plan Date: March 16, 2022

Figure 5

HIGH FREQUENCY CRASH LOCATIONS



TRANSYLVANIA COUNTY, NC 1861

TRANSYLVANIA

CTP Analysis and Information

Planning Level Crash Locations

(January 2019 - December 2024)

Total Crashes	Intersection	Road Section
5 - 9	●	─
10 - 19	●	─
20 - 29	●	─
30 - 39	●	─
40 - 49	●	─
50 and above	●	─

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 0.5 1 2 3 4 5 6 7 8 Miles

Sheet 2 of 3

Base map date: March 20, 2019

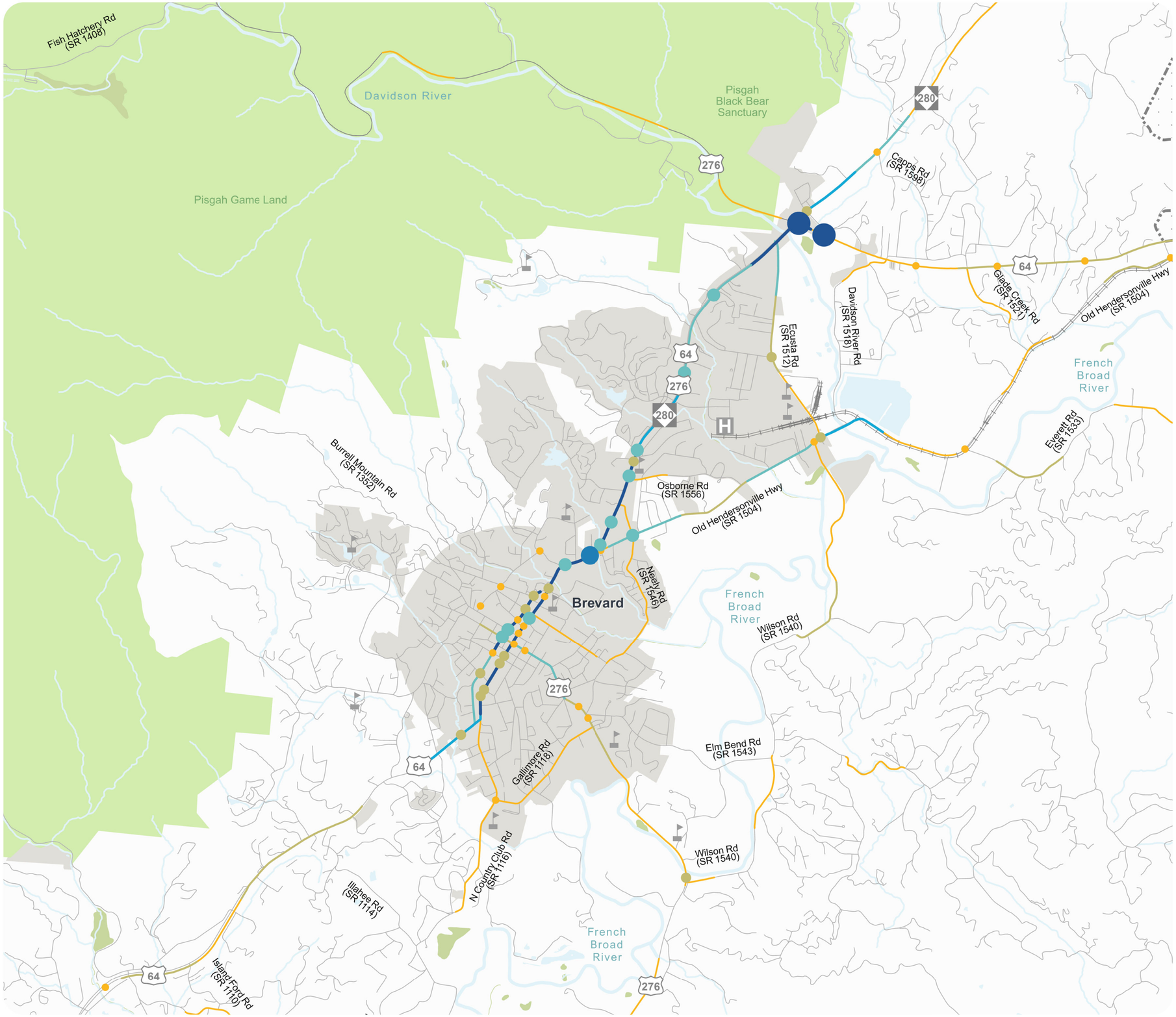
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Plan Date: March 24, 2026

Figure 5

HIGH FREQUENCY CRASH LOCATIONS





TRANSYLVANIA

CTP Analysis and Information

Planning Level Crash Locations

(January 2019 - December 2024)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
31 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 0.25 0.5 1 1.5 Miles

Sheet 2 of 3

Base map date: March 20, 2019

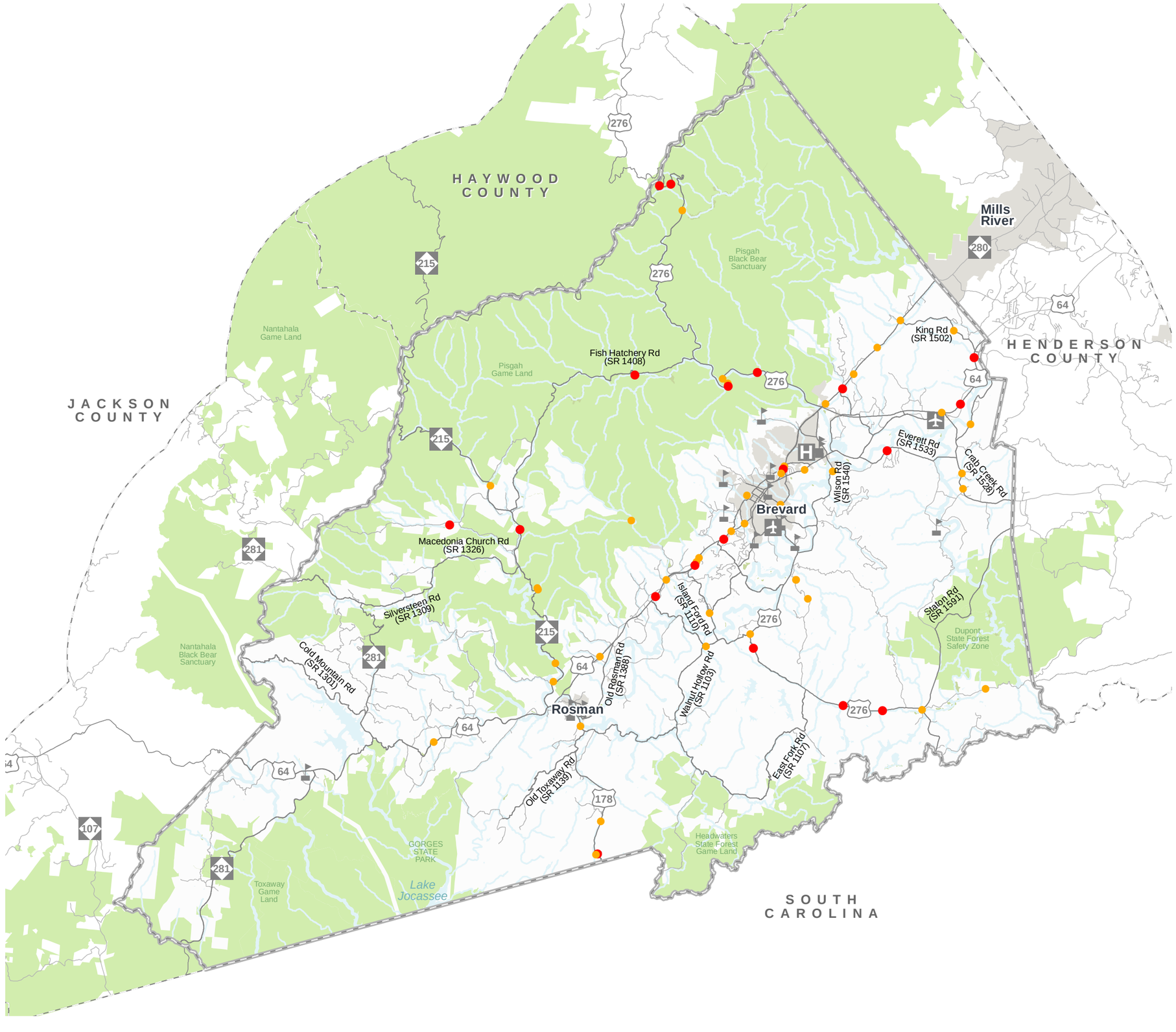
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Plan Date: March 10, 2026

Figure 5

SEVERE CRASH LOCATIONS



TRANSYLVANIA COUNTY

CTP Analysis and Information

Severe and Fatal Crash Features
(January 2013 - December 2017)

- A (Severe Crash)
- K (Fatal Crash)

Other Features

- Study Road

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 8 Miles

Sheet 2 of 4

Base map date: March 18, 2018

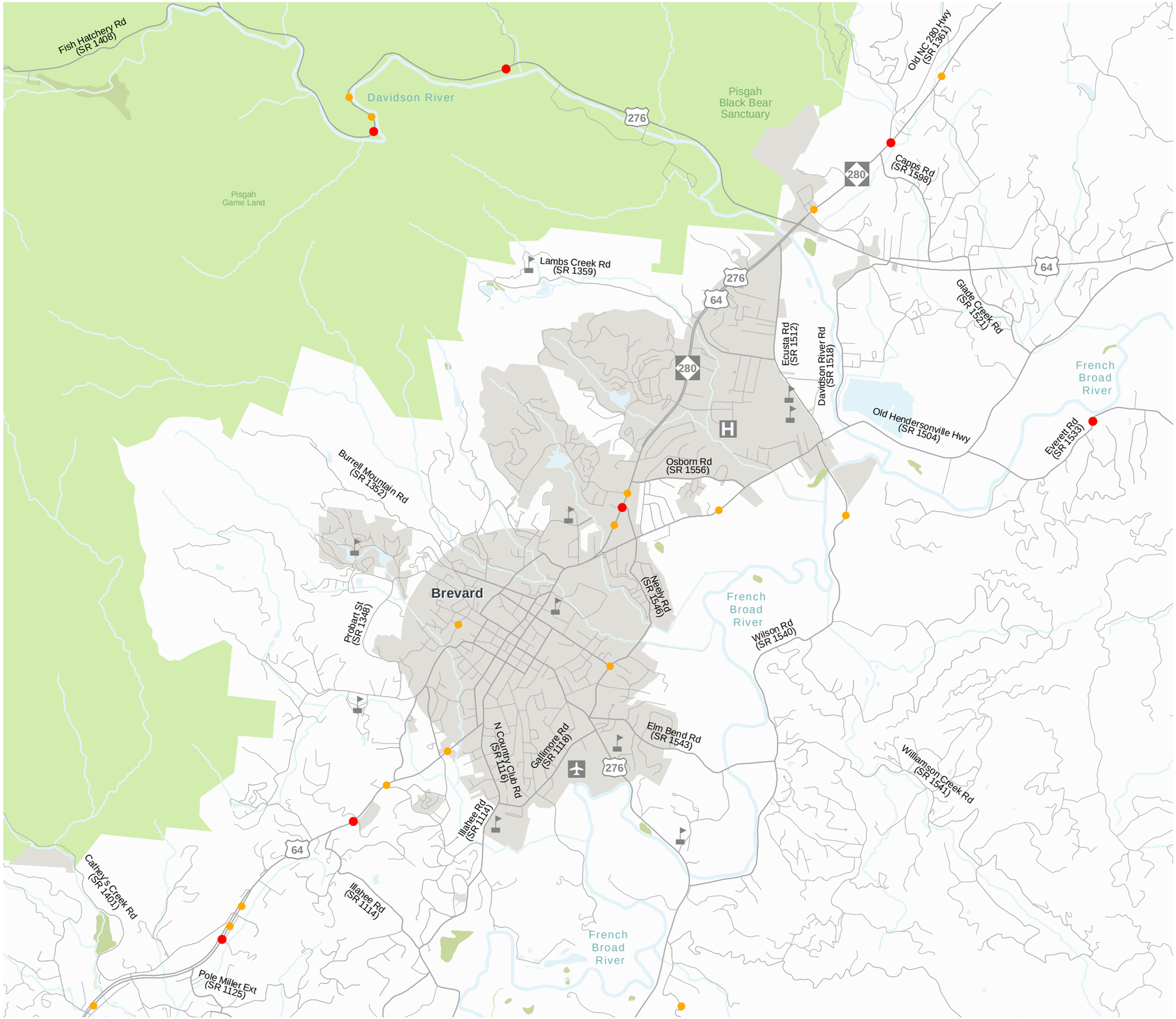
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DRAFT WORKING MAP
Plan Date: June 05, 2019

Figure 5

HIGH FREQUENCY CRASH LOCATIONS



TRANSYLVANIA COUNTY

CTP Analysis and Information

Severe and Fatal Crash Features
(January 2013 - December 2017)

- A (Severe Crash)
- K (Fatal Crash)

Other Features

- Study Road

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 1 2 Miles

Sheet 2 of 4

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: June 05, 2019

CONSIDERATION OF NATURAL AND HUMAN ENVIRONMENT

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife,water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, every effort was made to minimize potential impacts to these features using the best available data. Any potential impacts to these resources were identified as a part of the project proposals on the project sheets. Prior to implementing transportation recommendations of the CTP, amore detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

In the Interagency Coordination appendix, the long-range transportation planning process coordinates with environmental resource agencies and other local, state, and federal agencies and entities. In North Carolina, this coordination follows an Interagency Coordination Protocol described in that section.

Environmental Features

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following table. Environmental features occurring within Transylvania County are shown in Figure 13 and are shown in **bold** text in the table below.

Environmental Features - Table

- 24k Hydro Lines
- **303D Streams**
- Airport Boundaries
- Anadromous Fish Spawning Areas
- APNEP - Submerged Aquatic Vegetation
- Beach and Waterfront Access
- **Benthic Habitat**
- **Bicycle Routes**
- **Boating Access**
- **Churches and Cemeteries**
- **Colleges and Universities (Points)**
- **Conservation Tax Credit Properties**
- **Critical Habitat for Threatened and Endangered Species**
- Emergency Operation Centers
- Fish Nursery Areas
- **Hazard Substance Disposal Sites (points &polygons)**
- **Hazardous Waste Facilities**
- **High Quality Waters and OutstandingResource Water Management**
- **Historic Resources – National Register and Determined Eligible (points and polygons)**
- **Hospitals**
- Hydrography - 1:24,000-scale (polygons)
- **Landscape Habitat Indicator Guilds (LHIGs) Managed Areas**
- **National Wetlands Inventory (polygons)**
- **Natural Heritage Element Occurrences**
- NC-CREWS: N.C. Coastal Region Evaluation of Wetland Significance
- NCDOT Maintained Mitigation Sites
- Railroads (1:24,000)
- Recreation Projects - Land and Water Conservation Fund
- Regional Trails
- Sanitary Sewer Systems - Treatment Plants
- **Schools (Public & Non-Public)**
- Significant Natural Heritage Areas
- State Natural and Scenic Rivers
- State Parks
- **Target Local Watersheds - EEP**
- **Trout Streams (DWQ)**
- Trout Waters WRC (arcs & polygons)
- Unique Wetlands
- **Water Distribution Systems – Tanks & Treatment Plants**
- **Water Supply Watersheds**

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.

Figure 7

ENVIRONMENTAL FEATURES

TRANSYLVANIA

CTP Analysis and Information

Primary Environmental Features Legend

- Hospital
- Historic Resources - National Register and Determined Eligible (Point)
- Targeted Local Watersheds - EEP
- Conservation Tax Credit Properties
- Historic Resources - National Register and Determined Eligible (Polygon)
- National Wetlands Inventory (NWI)
- NC National Parks

Full report at:
http://tinyurl.com/DCHC-CTP

N

0 0.45 0.9 1.8 2.7 3.6 4.5 5.4 6.3
Miles

Sheet 1.1 of 3

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: October 14, 2025

Figure 7

ENVIRONMENTAL FEATURES

TRANSYLVANIA

CTP Analysis and Information

Primary Environmental Features Legend

- M — Mitigation Site - NCDOT Maintained
- Critical Habitat for Threatened and Endangered Species
- Land and Water Conservation Fund (Recreation Projects)
- Natural Heritage Significant Areas
- Managed Areas
- Parks and Recreation
- Landscape Habitat Indicator Guilds

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 3 4 5 6 7 8 Miles

Sheet 1.2 of 3

Base map date: March 20, 2019

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DRAFT WORKING MAP
Plan Date: October 14, 2025

Figure 7

ENVIRONMENTAL FEATURES

TRANSYLVANIA

CTP Analysis and Information

Primary Environmental Features Legend

Legend

Biodiversity Wildlife Habitat Assessment

- 9 - 10 (Maximum)
- 8
- 7
- 6
- 5
- 2 - 4
- 1 (Moderate)
- 0 (Unrated)
- Impervious Surface > 20%
- Flood Hazard Area

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 3 4 5 6 7 8 Miles

Sheet 1.3 of 3

Base map date: March 20, 2019

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DRAFT WORKING MAP
Plan Date: October 14, 2025

Figure 7

ENVIRONMENTAL FEATURES

TRANSYLVANIA

CTP Analysis and Information

Environmental Features Legend

- HW — Hazard Substance Disposal Site
- HW — Hazardous Waste Facility
- WTP — Sanitary Sewer System - Treatment Plant
- WaterTanks
- WTP — Water Distribution System - Treatment Plant
- PS — Water System Pumps
- 303d - Streams
- Hazard Substance Disposal Area
- Benthic Habitat
- High Quality Waters and Outstanding Resource Water Management
- Water Supply Watershed

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 3 4 5 6 7 8 Miles

Sheet 2.1 of 3

Base map date: March 20, 2019

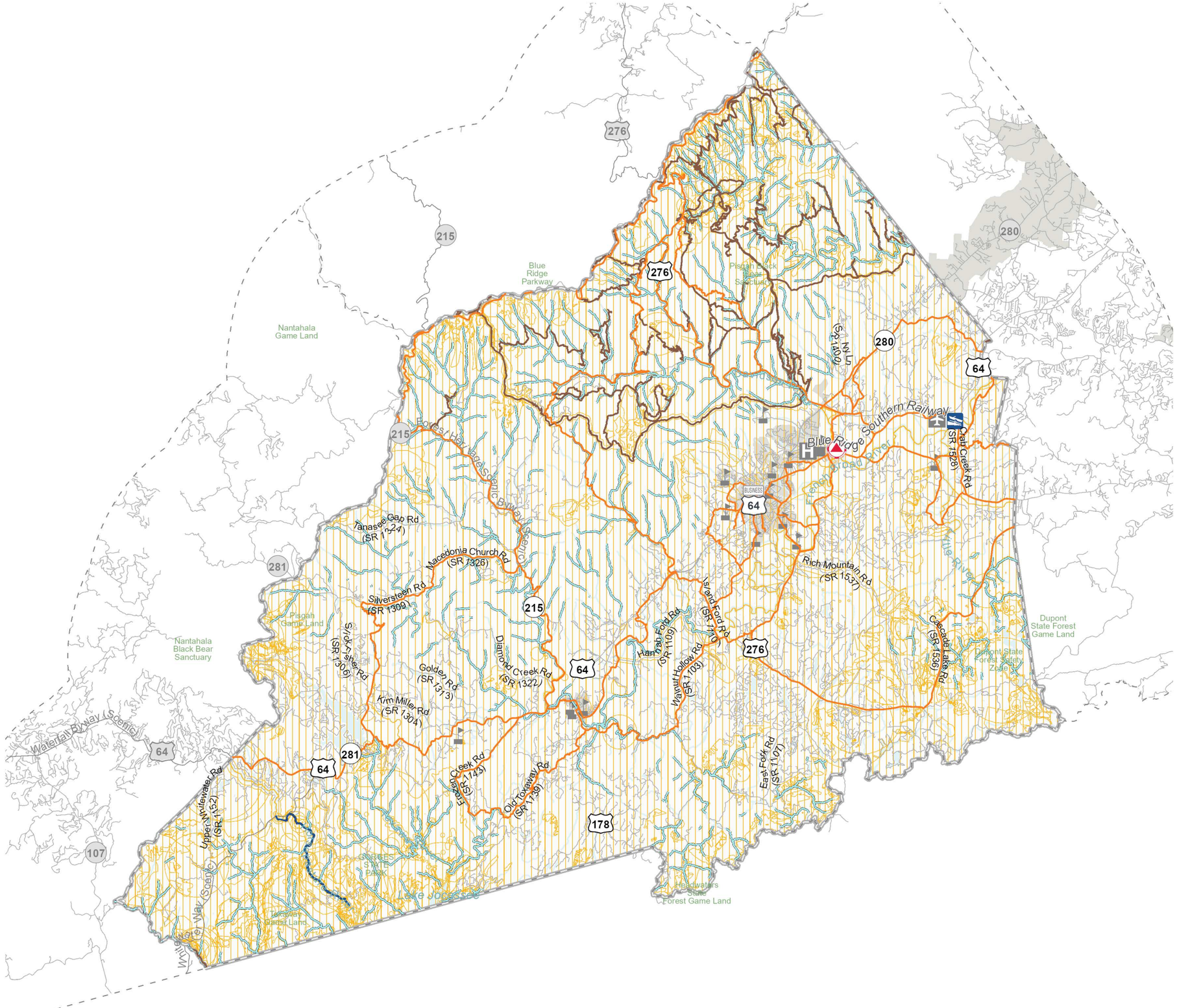
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DRAFT WORKING MAP
Plan Date: October 14, 2025

Figure 7

ENVIRONMENTAL FEATURES



TRANSYLVANIA

CTP Analysis and Information

Environmental Features Legend

- Boating Access - Public
- Emergency Operation Center
- Bicycle Routes
- Regional Trails
- Wild & Scenic Rivers
- Trout Waters (WRC)
- Natural Heritage Element Occurrences

Sheet 2.2 of 3

Base map date: March 20, 2019

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DRAFT WORKING MAP
Plan Date: October 14, 2025

Figure 7

ENVIRONMENTAL FEATURES

Additional Environmental Features

TRANSYLVANIA

CTP Analysis and Information

Additional Environmental Features Legend

- Historic Resources - National Register and Determined Eligible (Point)
- Sanitary Sewer System - Discharges
- Sanitary Sewer System - Pump
- WaterPumps
- Water Distribution System - Well
- Historic Resources - Other Categories
- Geology - Faults

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 3 4 5 6 7 8 Miles

Sheet 3 of 3

Base map date: March 20, 2019

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Plan Date: October 14, 2025

FREIGHT

N.C. Department of Transportation wants an effective, actionable Statewide Freight Plan within Comprehensive Transportation Plans that:

1. Set specific multimodal transportation goals, strategies and actions that will contribute to increased North Carolina jobs, improved economic competitiveness, and enhanced quality of life

2. Provide clear, compelling freight-specific recommendations that support the 25-year vision, strategic corridors and address the criteria in the Strategic Transportation Investments prioritization process

3. Offer strategies for helping elected officials, taxpayers and voters, and the public better understand the value of freight transportation investments

4. Meet FAST Act requirements and ensure that North Carolina can use its National Freight Program funds, which require states to develop comprehensive state freight plans and encourages states to establish state freight advisory committees.

    - N.C. Freight Network Assessment
    - Supply Chain and Logistics Profile
    - Truck Parking Study

Major generators of goods in the Transylvania County Region were identified, along with their proximity to nearby major roadways. Based on the data, most truck freight movement used the following roadways: U.S. 64 & N.C. 280.

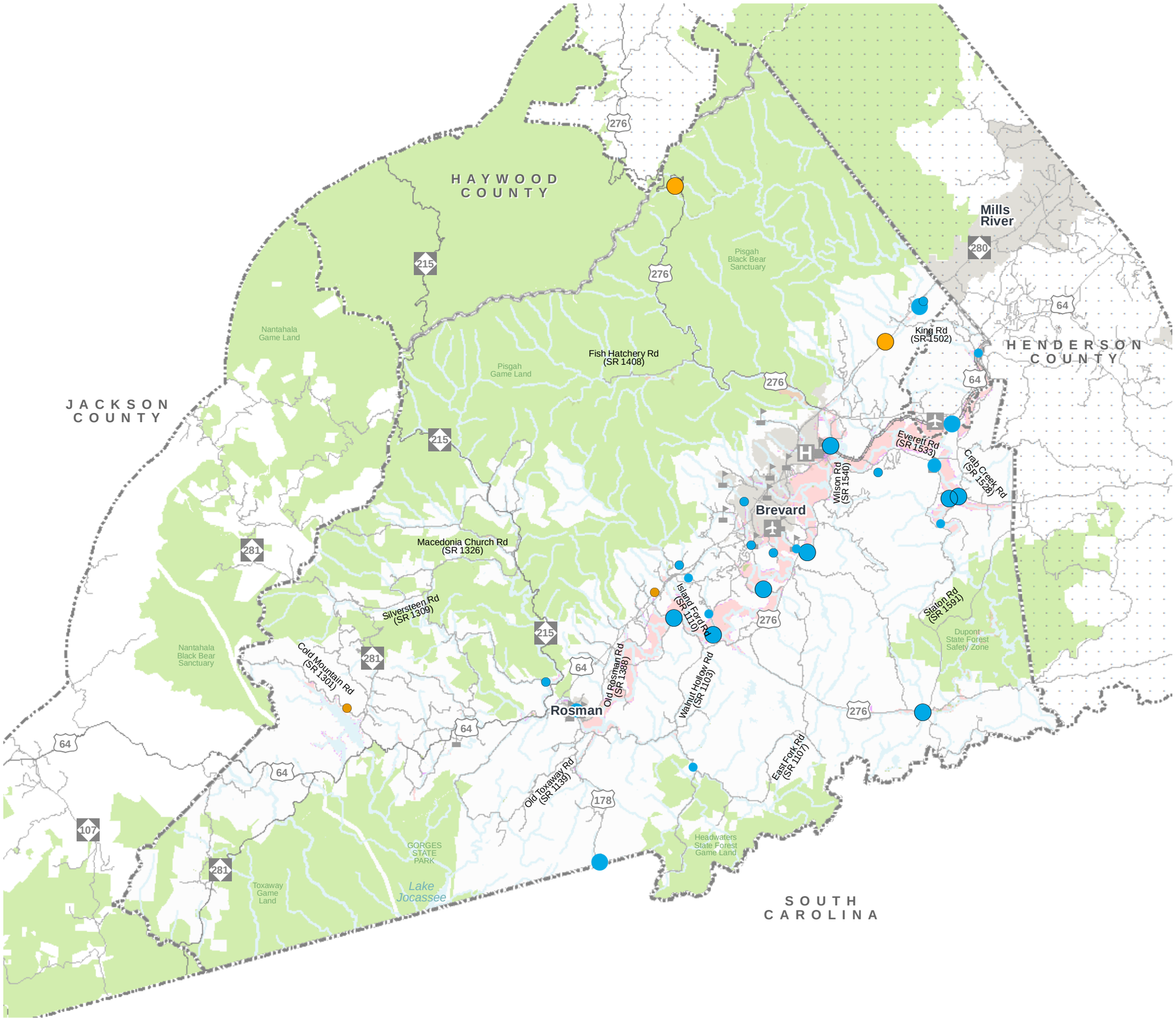
RESILIENCY

NCDOT is developing a statewide Risk and Resiliency Plan, which will include a Vulnerability and Risk assessment for all the Strategic Transportation Corridors (STCs). The aim of the Risk and Resiliency Plan is to achieve the initial objectives set forth by Governor Cooper's Executive Order 80 Section 9 (EO 80) and define meaningful, action-oriented pathways to further understand, identify, and manage weather and climate risk and vulnerabilities in order to plan, design, build and maintain a more resilient and sustainable transportation network.

With Transylvania County being in a mountainous location, there are multiple environmental factors that were considered during the CTP process. Some roads had unaddressed deficiencies due to being alongside cliffs or beside steep slopes. New location projects are often limited due to the terrain, so improving existing roads is often ideal. Road closings can be a big factor in certain areas; therefore, improving alternate routes was important in the development of CTP.

Figure 5

Flooding and Landslide Events



TRANSYLVANIA COUNTY

CTP Analysis and Information

Flooding and Landslide Event Data Collected:
Bridge or Road Impassable
(January 2010 - July 2019)

- Flood, Reported, Rare
- Flood, Anecdotal, Rare
- Flood, Anecdotal, Heavy Rain
- Flood, Reported, Regularly
- Flood, Anecdotal, Regularly
- Landslide, Reported, Rare
- Landslide, Reported, Regularly
- 500-Year Floodplain
- 100-Year Floodplain

Other Features

- Study Road

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 8 Miles

Sheet 2 of 4

Base map date: March 18, 2018

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Plan Date: March 16, 2022

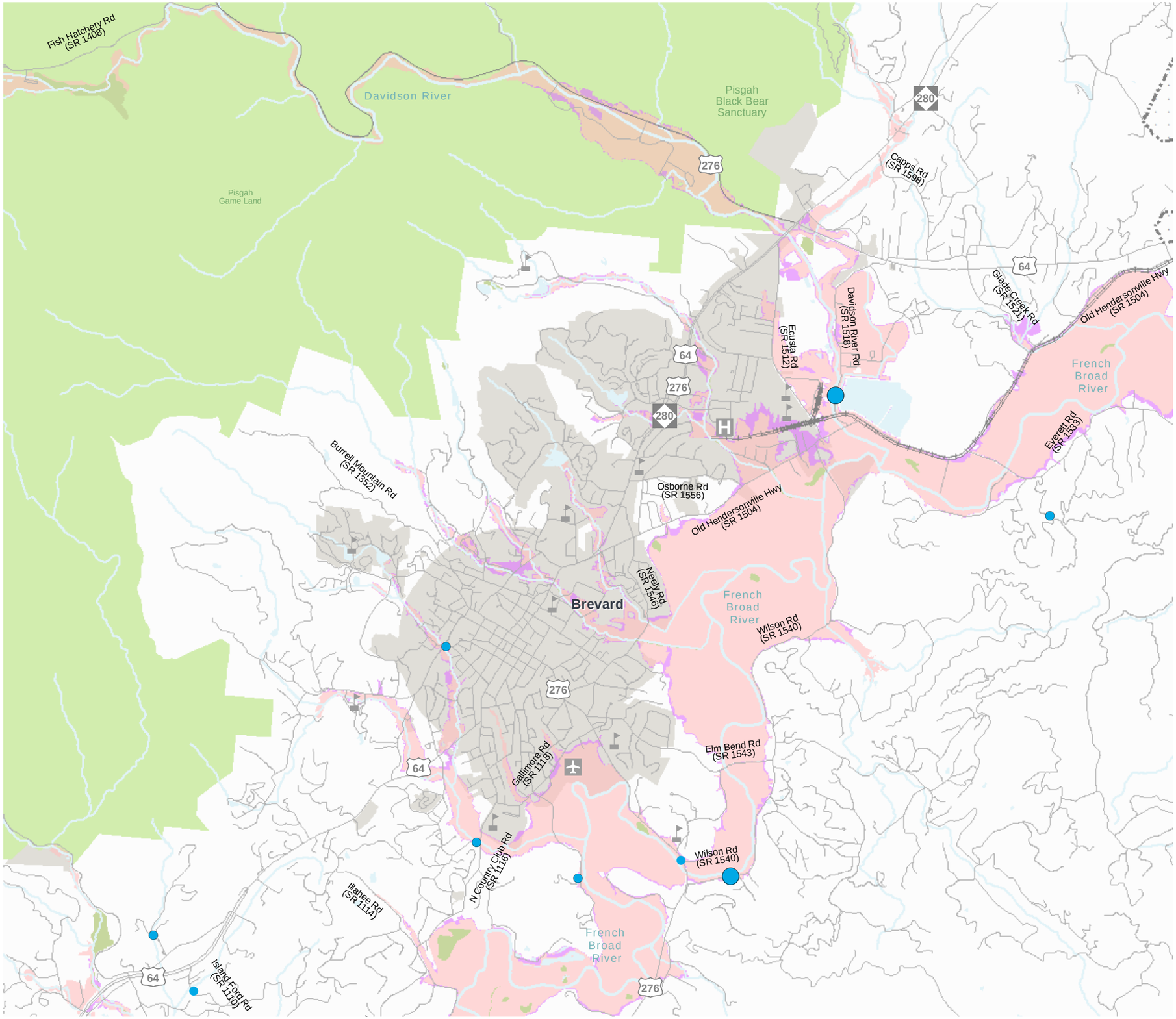


Figure 5

Flooding and Landslide Events

TRANSYLVANIA COUNTY

CTP Analysis and Information

Flooding and Landslide Event Data Collected:
Bridge or Road Impassable
(January 2010 - July 2019)

- Flood, Reported, Rare
- Flood, Anecdotal, Rare
- Flood, Anecdotal, Heavy Rain
- Flood, Reported, Regularly
- Flood, Anecdotal, Regularly
- Landslide, Reported, Rare
- Landslide, Reported, Regularly
- 500-Year Floodplain
- 100-Year Floodplain

Other Features

- Study Road

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 0.5 1 2 Miles

Sheet 2 of 4

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: March 16, 2022

Figure 5

Flooding and Landslide Events

TRANSYLVANIA COUNTY

CTP Analysis and Information

Flooding and Landslide Event Data Collected:
Bridge or Road Impassable
(January 2010 - July 2019)

- Flood, Reported, Rare
- Flood, Anecdotal, Rare
- Flood, Anecdotal, Heavy Rain
- Flood, Reported, Regularly
- Flood, Anecdotal, Regularly
- Landslide, Reported, Rare
- Landslide, Reported, Regularly
- 500-Year Floodplain
- 100-Year Floodplain

Other Features

- Study Road

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 0.5 1 Miles

Sheet 2 of 4

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: March 16, 2022

MULTIMODAL ANALYSIS

This appendix shows documentation for the methodologies used for each mode of transportation. This section provides maps utilized in the analysis process for each mode.

NCDOT adopted a **"Complete Streets"** policy in July 2009, and it was updated in 2019. The policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the department will collaborate with municipalities and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths and context-based traffic speeds. These streets are well-integrated with surrounding land uses. The complete street policy and concepts were used in the development of the CTP. The CTP proposes projects that include multi-modal project proposals as documented in the project sheets within this section. Refer to the project sheets for recommended cross sections for all project proposals and refer to the NCDOT Cross sections for more detailed information on the typical sections.

The following information is provided in this section:

➔ Highway

➔ Bicycle and Pedestrian

➔ Public Transportation

➔ Rail

HIGHWAY

Analysis of the Existing and Future Transportation System

In order to develop a CTP, the following are considered:

- Analysis of the transportation system, including any local and statewide initiatives.
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses.
- Public input, including community vision and goals and objectives.

Analysis Methodology and Data Requirements

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. Reliable forecasts of future travel patterns must be estimated to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

After forecasts are complete, deficiencies are identified through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel demand. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies in pavement widths, intersection geometry, or intersection controls. System deficiencies may result from missing travel links, bypass routes, loop facilities, or improvements needed to meet statewide initiatives.

One of those statewide initiatives is the Strategic Transportation Corridors (STC) adopted by the Board of Transportation on March 4, 2015.

The STC identified a network of critical multimodal transportation corridors considered the backbone of the state's transportation system. These 25 corridors move most of our freight and people, link critical centers of economic activity to international air and seaports, and support interstate commerce. They must operate well to help North Carolina attract new businesses, grow jobs, and catalyze economic development.

The primary purpose of the STC is to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities. They connect statewide and regional activity centers to enhance economic development, promote highly reliable, efficient mobility and connectivity, and support good decision-making. The primary goal to support this purpose is to create a greater consensus towards the

development of a genuine vision for each corridor that establishes the statewide or regional importance of facilities and the need for maintaining high capacity and travel speed. During the development of CTPs, the STC network has been cross-referenced to ensure plan consistency. Incorporating the statewide and regional mobility goals set forth in the STC network has been done in a manner that fits with the character and vision for the community or county. If this cannot be achieved through the use of existing facilities, an alternative solution has been sought.

In the development of this plan, travel demand was projected from 2017 to 2045 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 2017 to 2045. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Transylvania County Working Group (05-14-2019), Refer to the Socio-economic Data forecasting methodology Appendix for more information.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least 80 percent of the capacity. Refer to maps labeled Figure 2 for existing and future capacity deficiencies. The 2045 traffic volumes in Figure 2 are an estimate of the traffic volume in 2045 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2045 French Broad River MTP.

Capacity is the maximum number of vehicles with a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the Transportation Planning Division’s LOS D Standards for Systems Level Planning. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to the Definition and References appendix for detailed information on LOS.

Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found in this plan. Some portions of the plan may require revisions to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests mostly with the policy boards and residents Transylvania County. Projects should be prioritized locally and submitted to the Land of Sky RPO for regional prioritization and submittal to NCDOT. Refer to the Contact Information Appendix for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design, and construction of the recommended projects.

Recommended improvements shown on the CTP map represent an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or state) Environmental Policy Act (SEPA), as applicable. During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data to the NEPA/SEPA process.

Figure 2

2017 VOLUME AND CAPACITY DEFICIENCIES

TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features

(Base Year 2017)

2017 Volume / 2017 Capacity	Under Capacity (0-0.79)
2017 Volume / 2017 Capacity	Near Capacity (0.80-0.99)
2017 Volume / 2017 Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 Miles

Sheet 1 of 2

Base map date: March 18, 2018

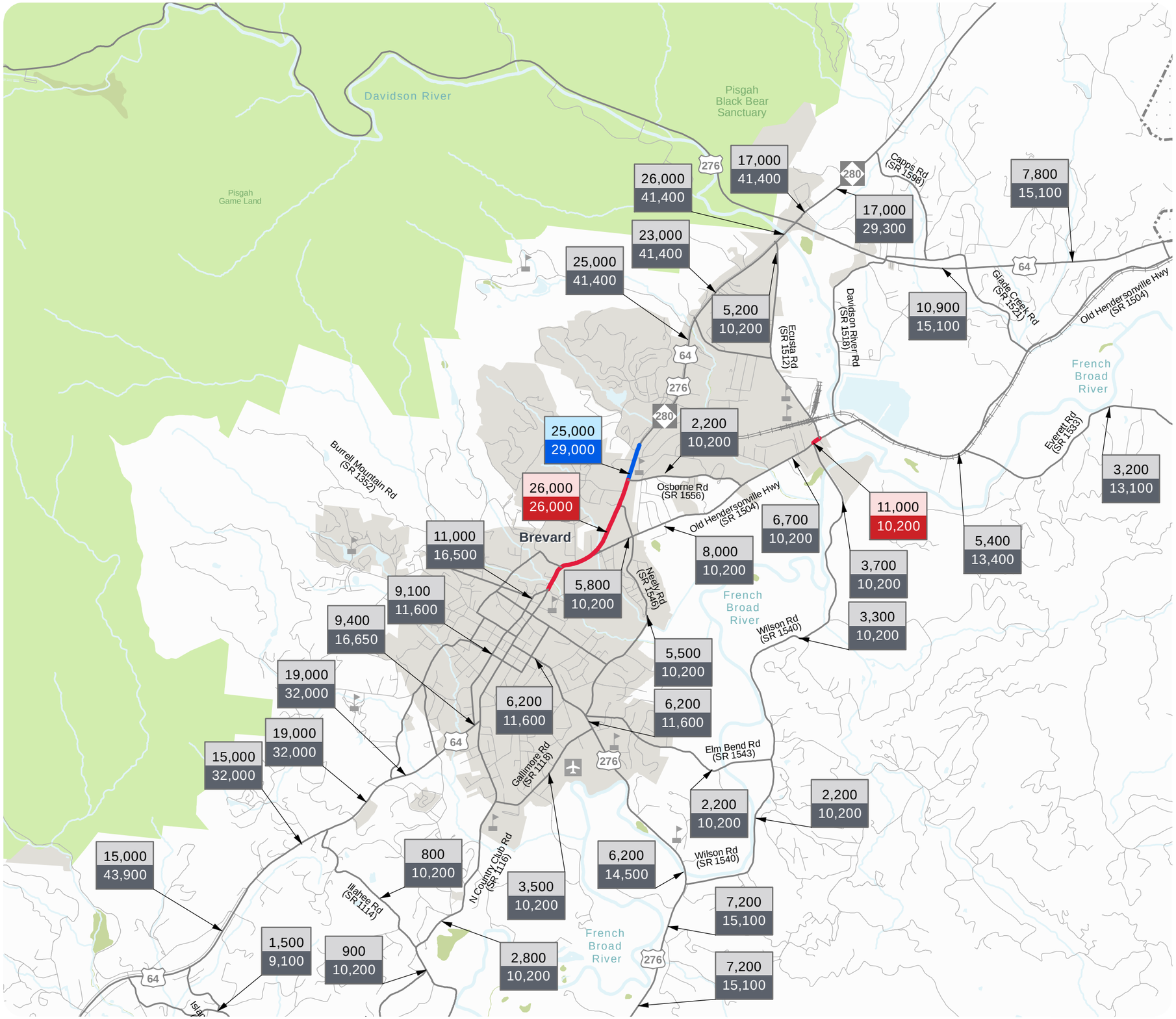
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DRAFT WORKING MAP
Plan Date: March 02, 2022

Figure 2

2017 VOLUME AND CAPACITY DEFICIENCIES



TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features

(Base Year 2017)

2017 Volume / 2017 Capacity	Under Capacity (0-0.79)
2017 Volume / 2017 Capacity	Near Capacity (0.80-0.99)
2017 Volume / 2017 Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 0.75 1.5 Miles

Sheet 1 of 2

Base map date: March 18, 2018

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Plan Date: March 16, 2022

Figure 2

2019 VOLUME AND CAPACITY DEFICIENCIES

TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features

(Base Year 2019)

2019 Volume / 2019 Capacity	Under Capacity (0-0.79)
2019 Volume / 2019 Capacity	Near Capacity (0.80-0.99)
2019 Volume / 2019 Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 Miles

Sheet 1 of 2

Base map date: March 18, 2018

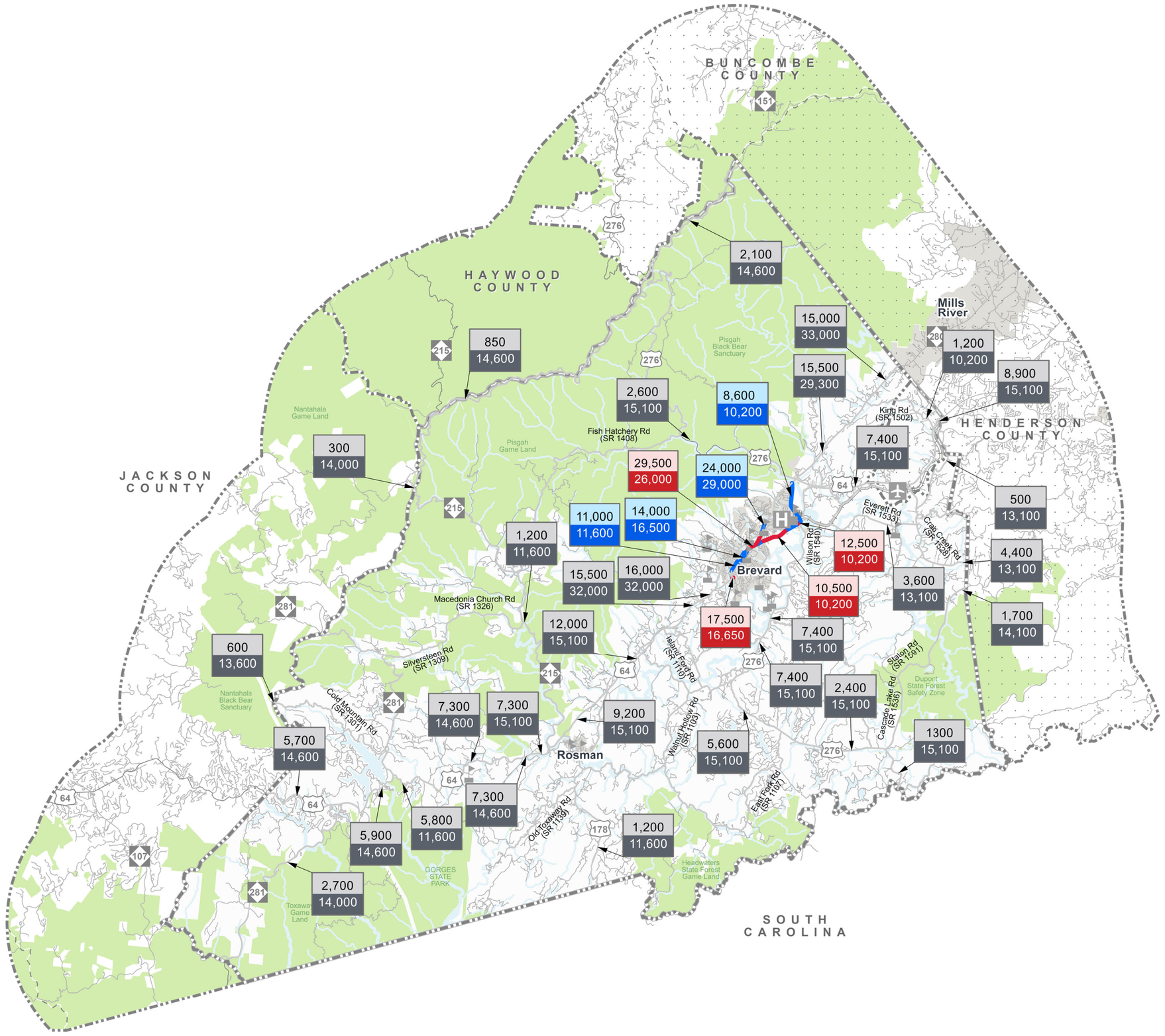
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DRAFT WORKING MAP
Plan Date: March 28, 2022

Figure 2

2023 VOLUME AND CAPACITY DEFICIENCIES



TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features

(Base Year 2023)

2023 Volume / 2023 Capacity	Under Capacity (0-0.79)
2023 Volume / 2023 Capacity	Near Capacity (0.80-0.99)
2023 Volume / 2023 Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 3 4 5 6 7 8 Miles

Sheet 1 of 2

Base map date: March 18, 2018

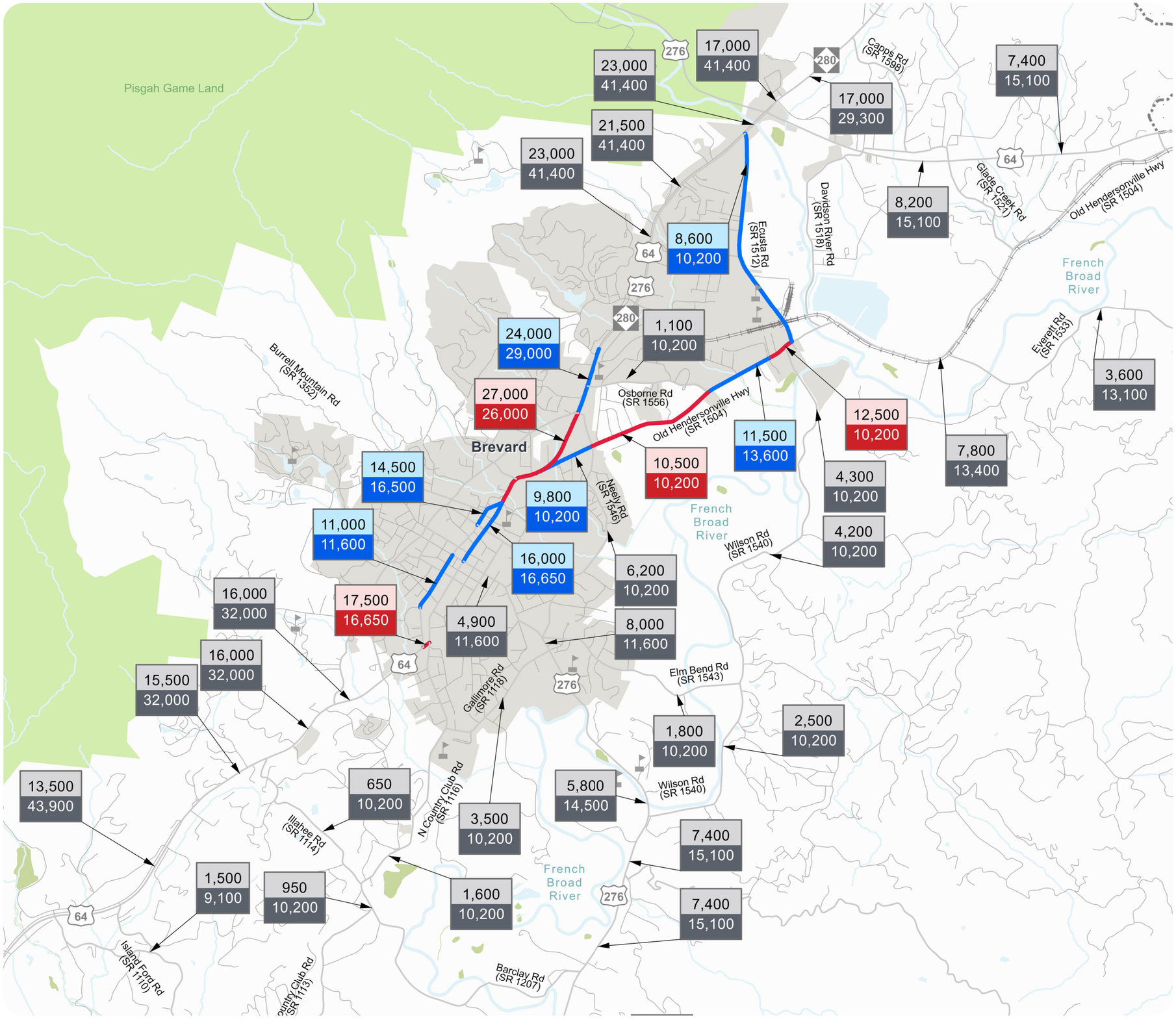
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DRAFT WORKING MAP
Plan Date: February 18, 2026

Figure 2

2023 VOLUME AND CAPACITY DEFICIENCIES



TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features

(Base Year 2023)

2023 Volume / 2023 Capacity	Under Capacity (0-0.79)
2023 Volume / 2023 Capacity	Near Capacity (0.80-0.99)
2023 Volume / 2023 Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at: http://tinyurl.com/y5wy3fe3

N

0 0.5 1 1.5 Miles

Sheet 1 of 2

Base map date: March 18, 2018

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DRAFT WORKING MAP

Plan Date: February 18, 2026

Figure 2

2045 VOLUME AND CAPACITY DEFICIENCIES

TRANSYLVANIA COUNTY

CTP Analysis and Information

HAYWOOD COUNTY

JACKSON COUNTY

SOUTH CAROLINA

HENDERSON COUNTY

Brevard Inset

1,200 / 14,600
600 / 14,600
410 / 14,000
3,880 / 13,800
3,900 / 14,600
10,800 / 11,600
720 / 14,000
10,000 / 11,600
12,600 / 14,600
9,900 / 14,600
13,800 / 14,500
1,700 / 11,600
15,300 / 15,100
18,800 / 15,100
28,500 / 32,000
24,500 / 32,000
3,700 / 15,100
21,600 / 29,300
24,100 / 33,000
1,500 / 11,600
10,400 / 15,100
10,500 / 15,100
12,200 / 15,100
9,800 / 15,100
4,600 / 13,100
890 / 10,200
12,900 / 15,100
630 / 13,100
5,800 / 1,100
4,370 / 14,100
3,100 / 15,100
1,250 / 15,100

Nantahala Game Land
Pisgah Game Land
Pisgah Black Bear Sanctuary
Nantahala Black Bear Sanctuary
GORGES STATE PARK
Toxaway Game Land
Headwaters State Forest Game Land
Dupont State Forest Safety Zone

Fish Hatchery Rd (SR 1408)
Macedonia Church Rd (SR 1326)
Silersteen Rd (SR 1309)
Cold Mountain Rd (SR 1301)
Old Toxaway Rd (SR 1139)
Old Rosman Rd (SR 1388)
Island Ford Rd (SR 1110)
Walnut Hollow Rd (SR 1103)
East Fork Rd (SR 1107)
Wilson Rd (SR 1540)
King Rd (SR 1502)
Everett Rd (SR 1533)
Crab Creek Rd (SR 1526)
Station Rd (SR 1591)

276 215 281 64 107 178 280

Volume and Capacity Ratio Features
(Future Year 2045)

2045 Volume / 2045 Capacity	Under Capacity (0-0.79)
2045 Volume / 2045 Capacity	Near Capacity (0.80-0.99)
2045 Volume / 2045 Capacity	Over Capacity (1.00+)

Other Features

Studied Roads

MPO Bounary

RPO Boundary

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 8 Miles

Sheet 2 of 2

Base map date: March 18, 2018

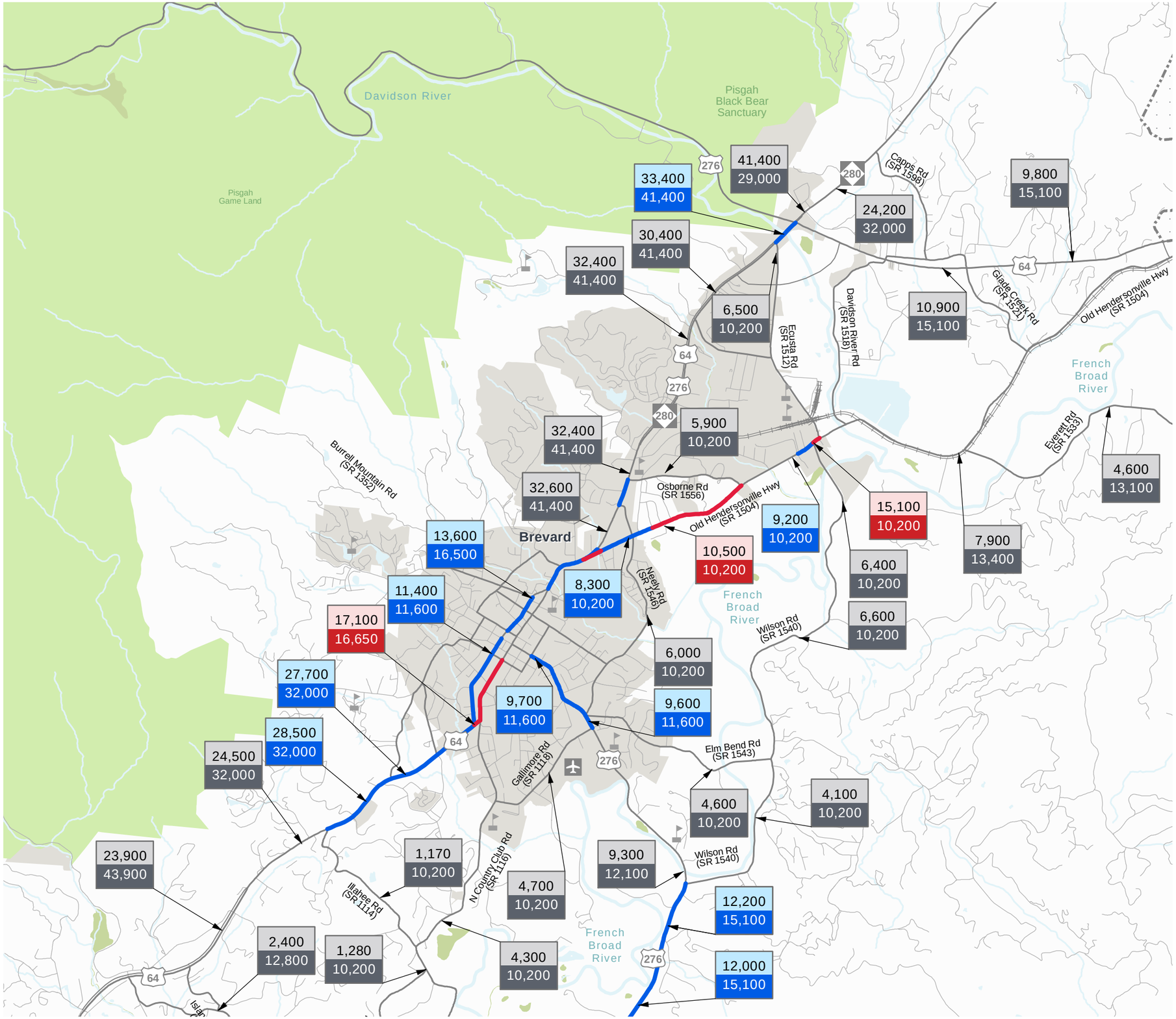
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DRAFT WORKING MAP
Plan Date: March 14, 2022

Figure 2

2045 VOLUME AND CAPACITY DEFICIENCIES



TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2045)

2045 Volume / 2045 Capacity	Under Capacity (0-0.79)
2045 Volume / 2045 Capacity	Near Capacity (0.80-0.99)
2045 Volume / 2045 Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Bounary
- RPO Boundary

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 0.25 0.5 1 1.5 2 Miles

Sheet 2 of 2

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: March 14, 2022

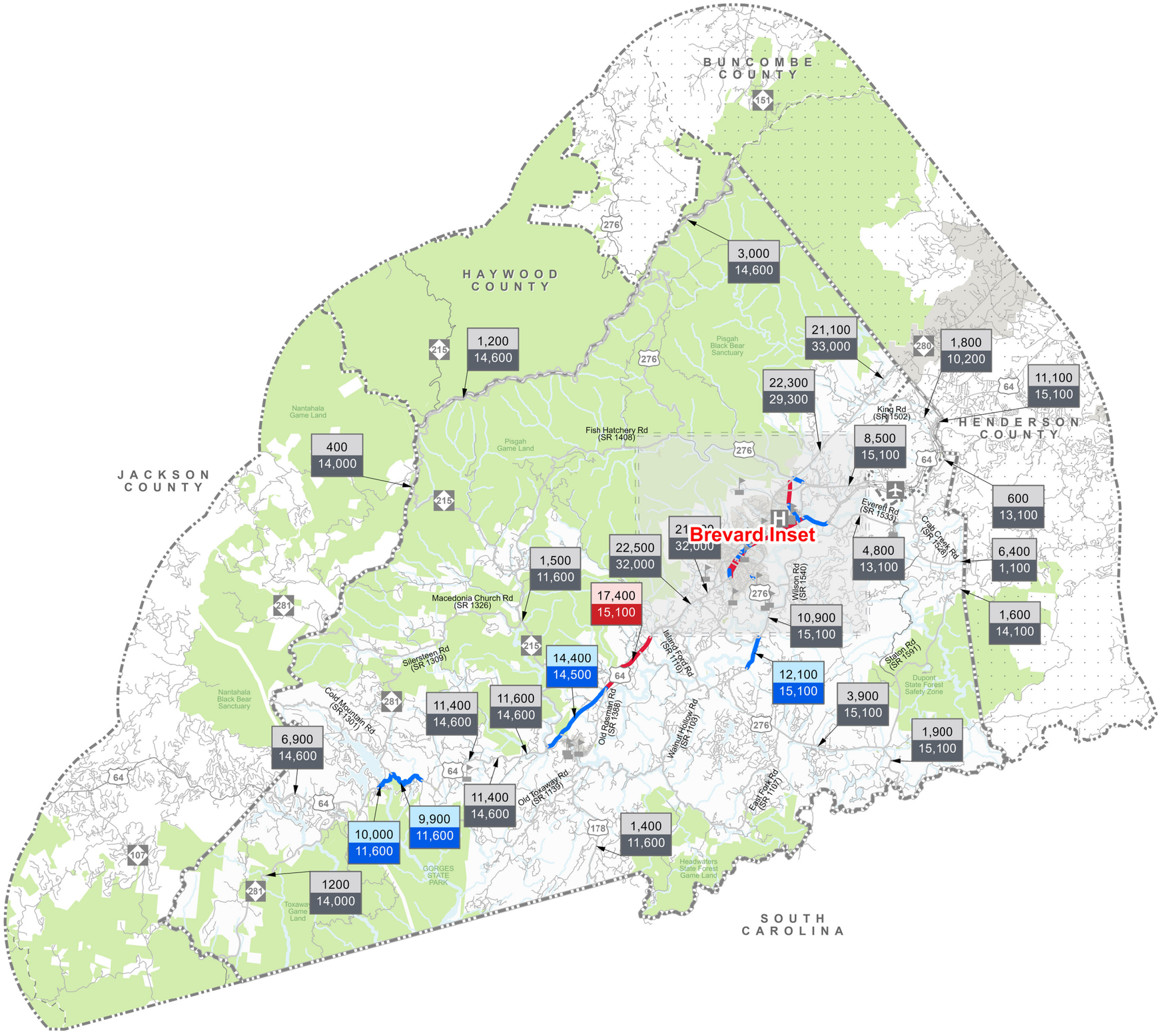


Figure 2

2050 VOLUME AND CAPACITY DEFICIENCIES

TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2050)

2050 Volume / 2050 Capacity	Under Capacity (0-0.79)
2050 Volume / 2050 Capacity	Near Capacity (0.80-0.99)
2050 Volume / 2050 Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 8 Miles

Sheet 2 of 2

Base map date: March 18, 2018

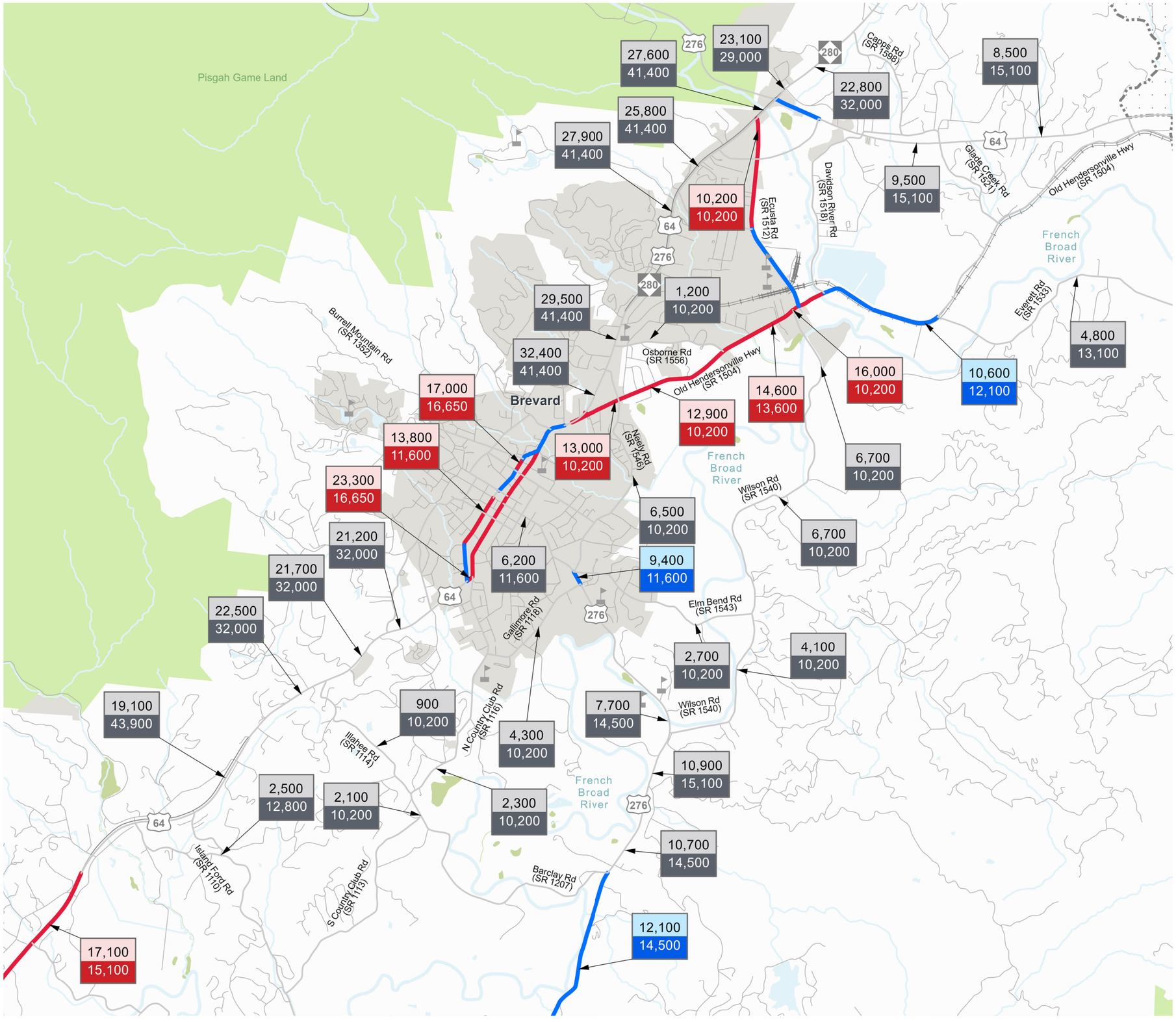
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DRAFT WORKING MAP
Plan Date: February 18, 2026

Figure 2

2050 VOLUME AND CAPACITY DEFICIENCIES



TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2050)

- 2050 Volume / 2050 Capacity — Under Capacity (0-0.79)
- 2050 Volume / 2050 Capacity — Near Capacity (0.80-0.99)
- 2050 Volume / 2050 Capacity — Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 0.25 0.5 1 1.5 2 Miles

Sheet 2 of 2

Base map date: March 18, 2018

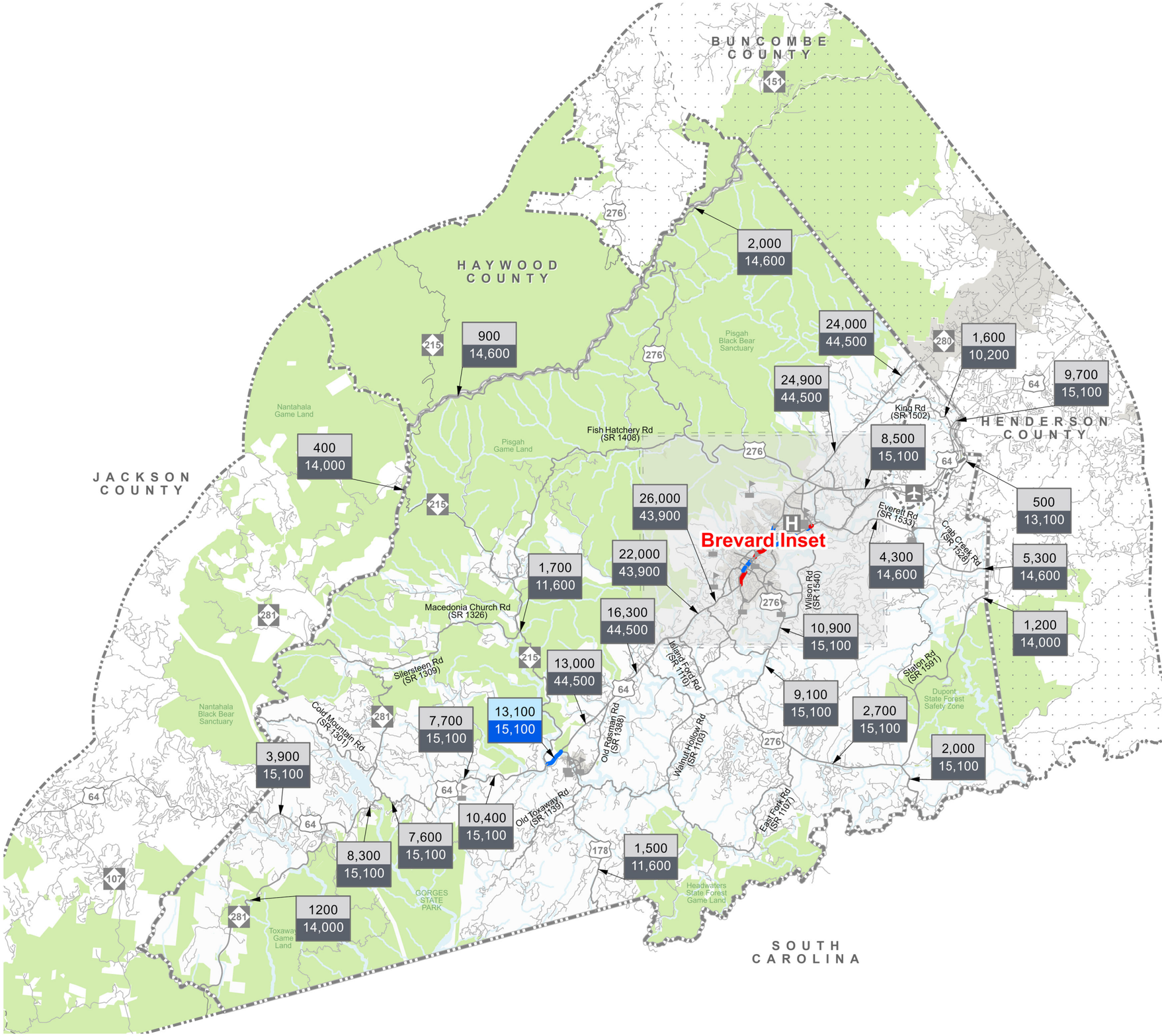
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DRAFT WORKING MAP
Plan Date: February 18, 2026

Figure 2

2050 VOLUME AND CAPACITY DEFICIENCIES WITH CTP



TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2050)

- 2050 Volume / 2050 Capacity — Under Capacity (0-0.79)
- 2050 Volume / 2050 Capacity — Near Capacity (0.80-0.99)
- 2050 Volume / 2050 Capacity — Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 8 Miles

Sheet 2 of 2

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: March 02, 2026

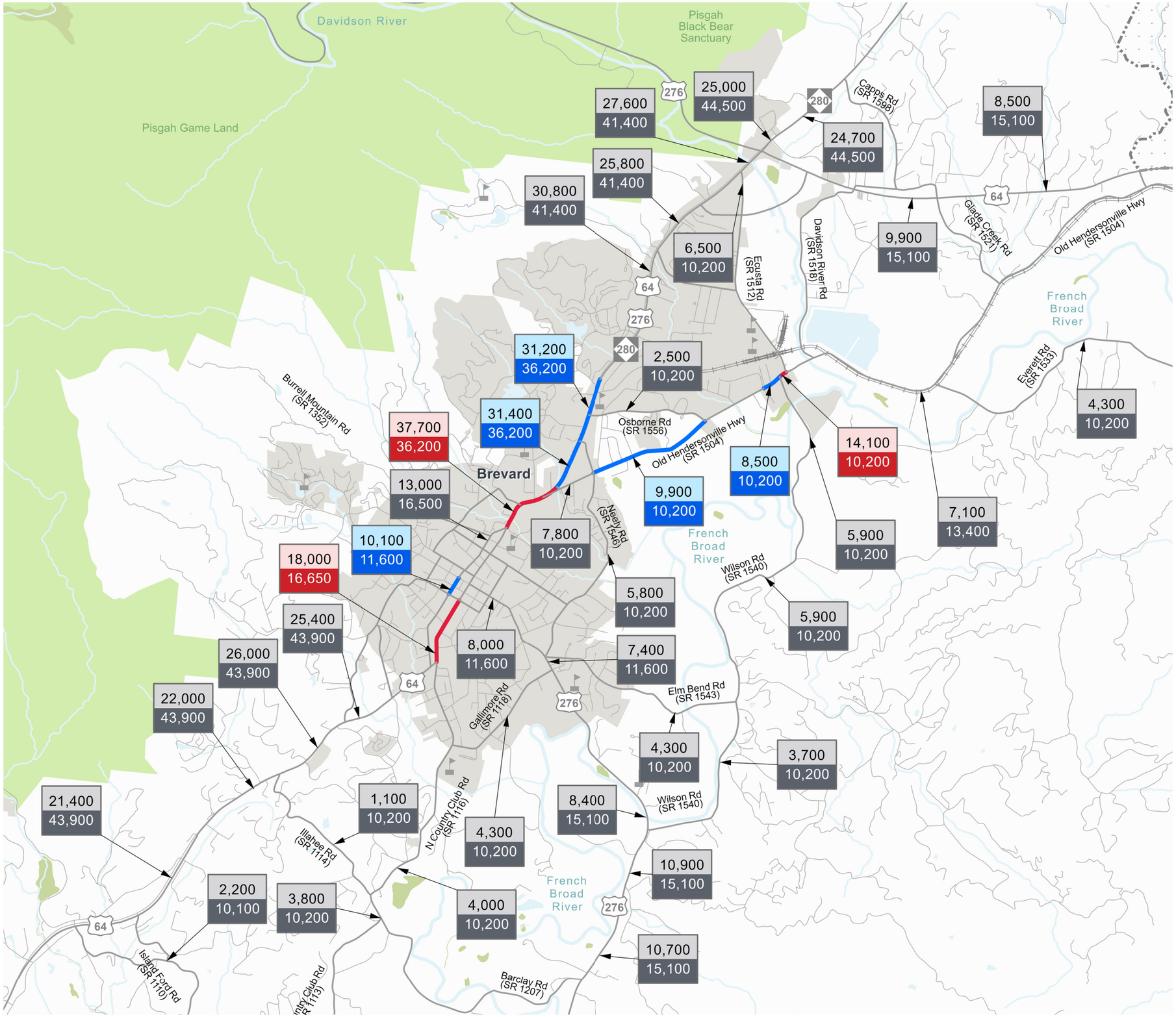


Figure 2

2050 VOLUME AND CAPACITY DEFICIENCIES With CTP

TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2050)

2050 Volume / 2050 Capacity	Under Capacity (0-0.79)
2050 Volume / 2050 Capacity	Near Capacity (0.80-0.99)
2050 Volume / 2050 Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 0.25 0.5 1 1.5 2 Miles

Sheet 2 of 2

Base map date: March 18, 2018

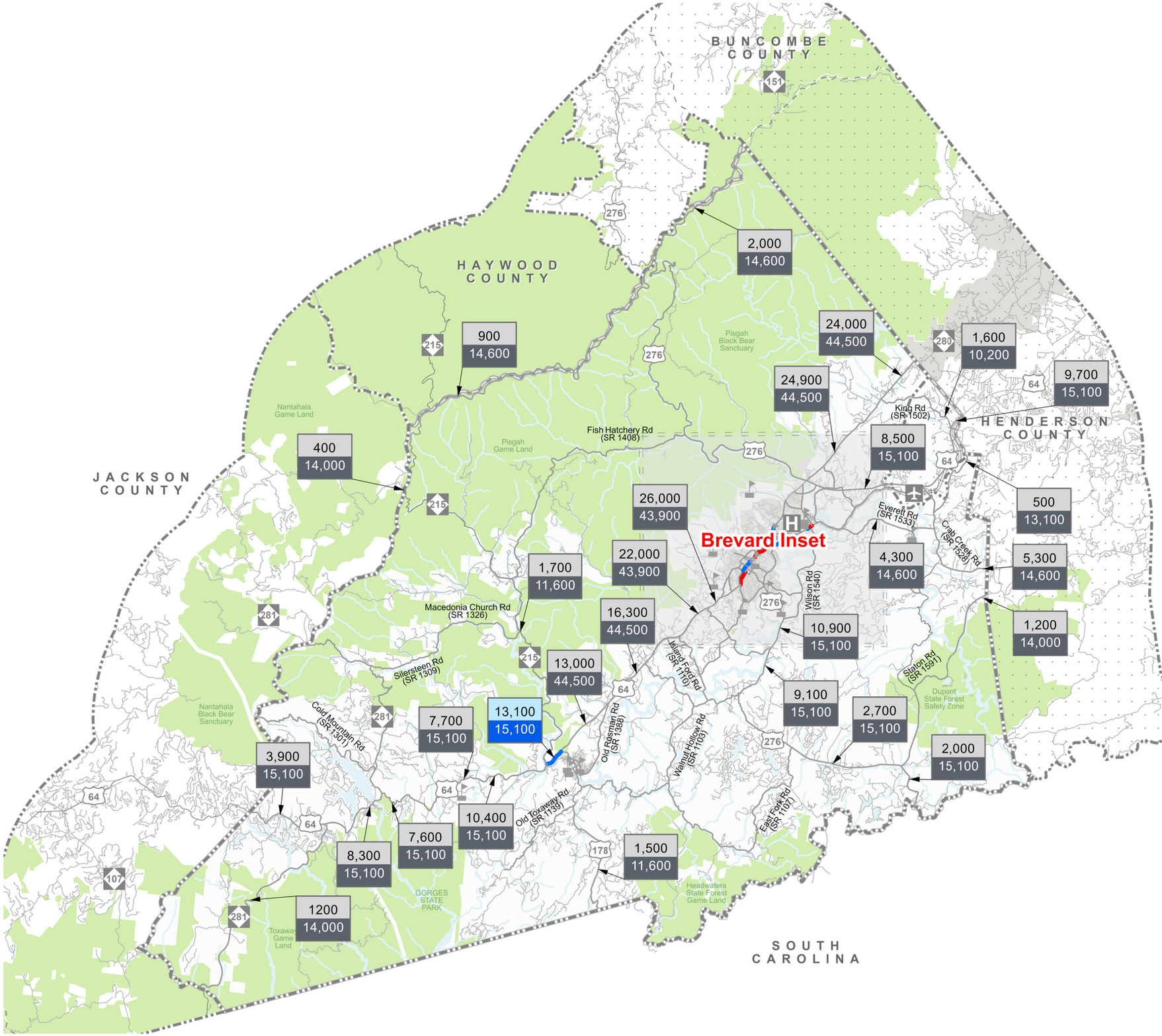
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DRAFT WORKING MAP
Plan Date: March 02, 2026

Figure 2

2050 VOLUME AND CAPACITY DEFICIENCIES WITH CTP



TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2050)

- 2050 Volume / 2050 Capacity — Under Capacity (0-0.79)
- 2050 Volume / 2050 Capacity — Near Capacity (0.80-0.99)
- 2050 Volume / 2050 Capacity — Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 8 Miles

Sheet 2 of 2

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: March 02, 2026

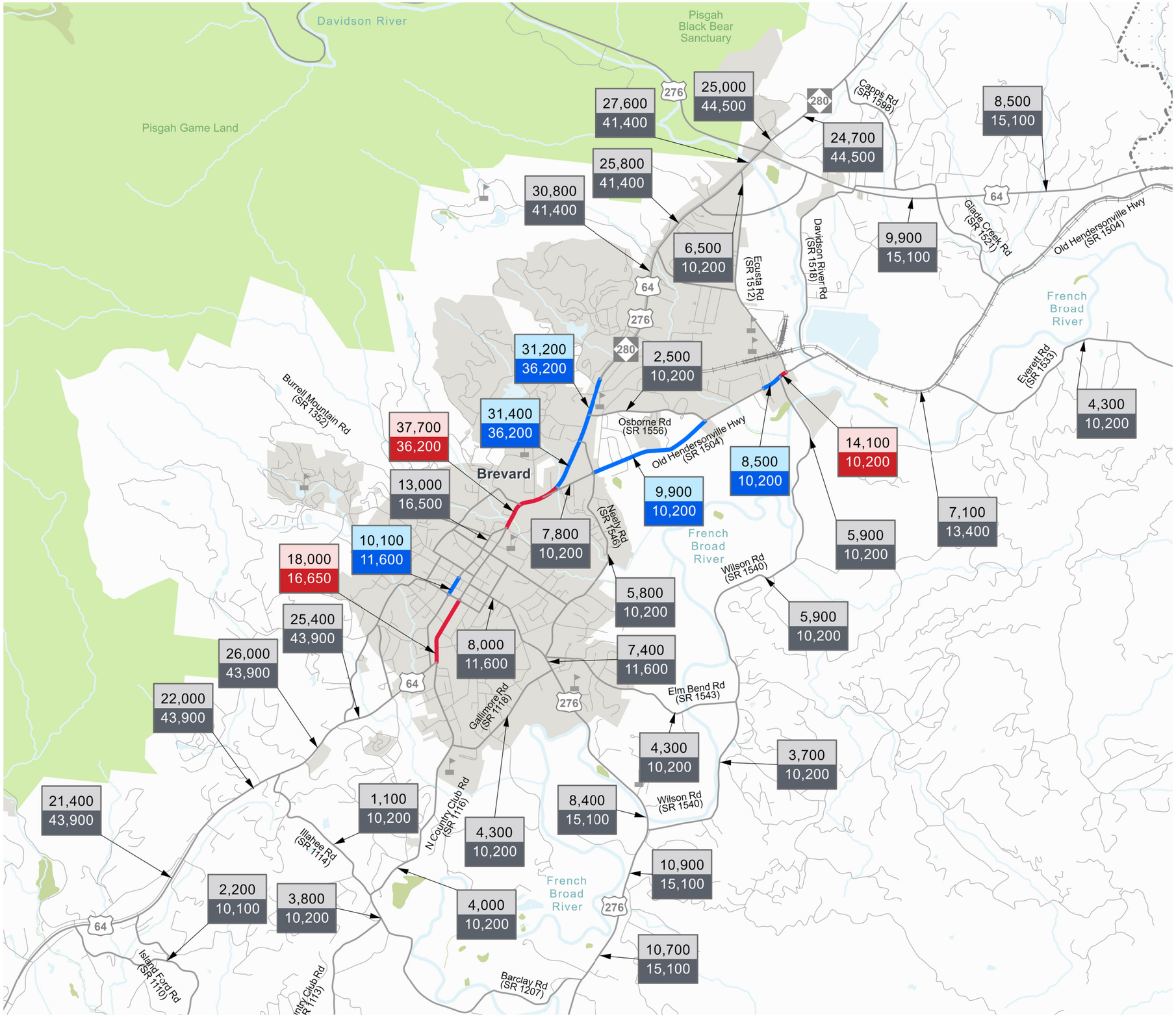


Figure 2

2050 VOLUME AND CAPACITY DEFICIENCIES With CTP

TRANSYLVANIA COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2050)

2050 Volume / 2050 Capacity	Under Capacity (0-0.79)
2050 Volume / 2050 Capacity	Near Capacity (0.80-0.99)
2050 Volume / 2050 Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 0.25 0.5 1 1.5 2 Miles

Sheet 2 of 2

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: March 02, 2026

BICYCLE AND PEDESTRIAN

Bicyclists, pedestrians, and transit users are an integral part of the transportation system in North Carolina. Many communities are working to improve mobility for cyclists and pedestrians and incorporate first-mile and last-mile connections for transit users. NCDOT's Complete Streets Policy, updated in 2019, clarifies responsibilities regarding the provision of bicycle, pedestrian, and transit facilities along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, and maintenance. All bicycle, pedestrian, and transit improvements undertaken by NCDOT are based upon this policy. An Action Plan and Implementation Guide were developed to support the policy. The 2019 Complete Streets Policy some now covers guidelines from the other, replaced policies.

Reference

Inventories of planned bicycle and pedestrian facilities for the planning area are presented in the Inventory Table. The Transylvania County Bicycle Plan, the Bevard Pedestrian and Bicycle plan, and the N.C. 280 Corridor bikeway study were used in the development of these elements of the CTP. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Integrated Mobility Division. Refer to the Contact Information appendix for contact information for the Integrated Mobility Division.

Bicycle and Pedestrian Analysis

The steering committee identified popular destinations that people would walk or bike to and marked them on a map. This map placed two-mile buffers around key destinations to identify common connectors between them. This map was used along with bicycle and pedestrian crash analysis maps to identify roadways in need of bicycle or pedestrian facilities. Recommendations from the Transylvania County Bicycle Plan, the Bevard Pedestrian and Bicycle plan, and the N.C. 280 Corridor bikeway study were also heavily referenced during this step and compiled in the maps in this appendix. Roadway facilities with highway improvement proposals were also re-evaluated for bicycle and pedestrian improvements.

Bicycle improvements aimed to provide connected facilities that accommodated bike facilities with the addition of bike lanes, multiuse paths, or paved shoulders. Some recommendations include facilities on: the N.C. 8 Bike Route, U.S. 64, N.C. 281, and N.C. 215. The steering committee also recommended improved signage along the state Bike Route. Pedestrian improvements aimed to improve and expand connections between sidewalks within town limits.

Figure 3

Bicycle Analysis

TRANSYLVANIA COUNTY

CTP Analysis and Information

Bicycle Features

- Bicycle Lane
- Bicycle Route

Multiuse Path

- Multiuse Path (Outisde of ROW)
- Side Path (Inside of ROW)
- Bicycle and Pedestrian Bridge

Other Features

- Bicycle Crash Location
- Destination
- Study Road
- Easement
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 Miles

Sheet 1 of 5

Base map date: March 18, 2018

Legal Disclaimer

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DRAFT WORKING MAP
Plan Date: February 28, 2022

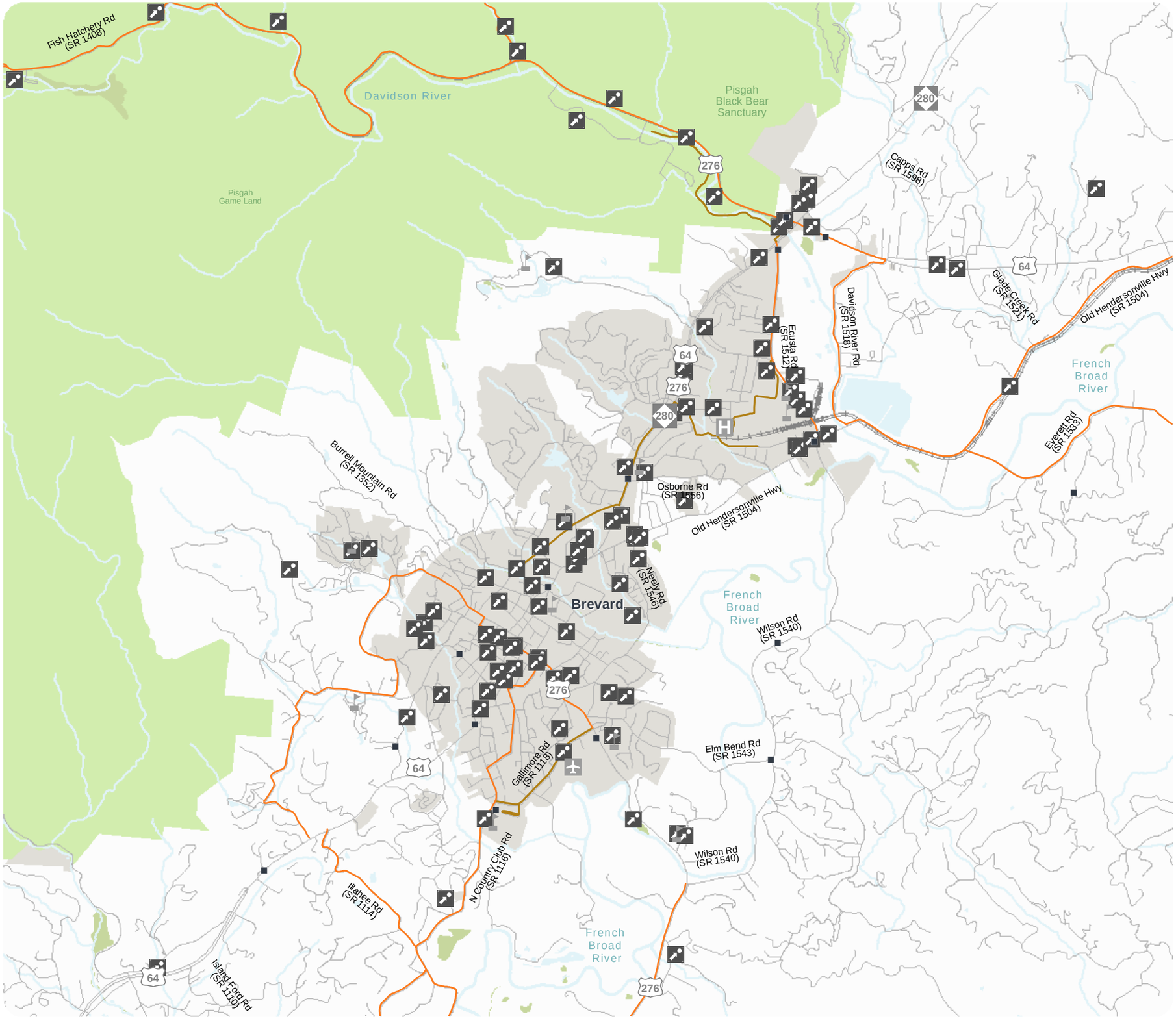


Figure 3

Bicycle Analysis

TRANSYLVANIA COUNTY

CTP Analysis and Information

Bicycle Features

- Bicycle Lane
- Bicycle Route

Multiuse Path

- Multiuse Path (Outisde of ROW)
- Side Path (Inside of ROW)
- Bicycle and Pedestrian Bridge

Other Features

- Bicycle Crash Location
- Destination
- Study Road
- Easement
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 0.75 1.5 Miles

Sheet 1 of 5

Base map date: March 18, 2018

Legal Disclaimer

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DRAFT WORKING MAP
Plan Date: January 20, 2022

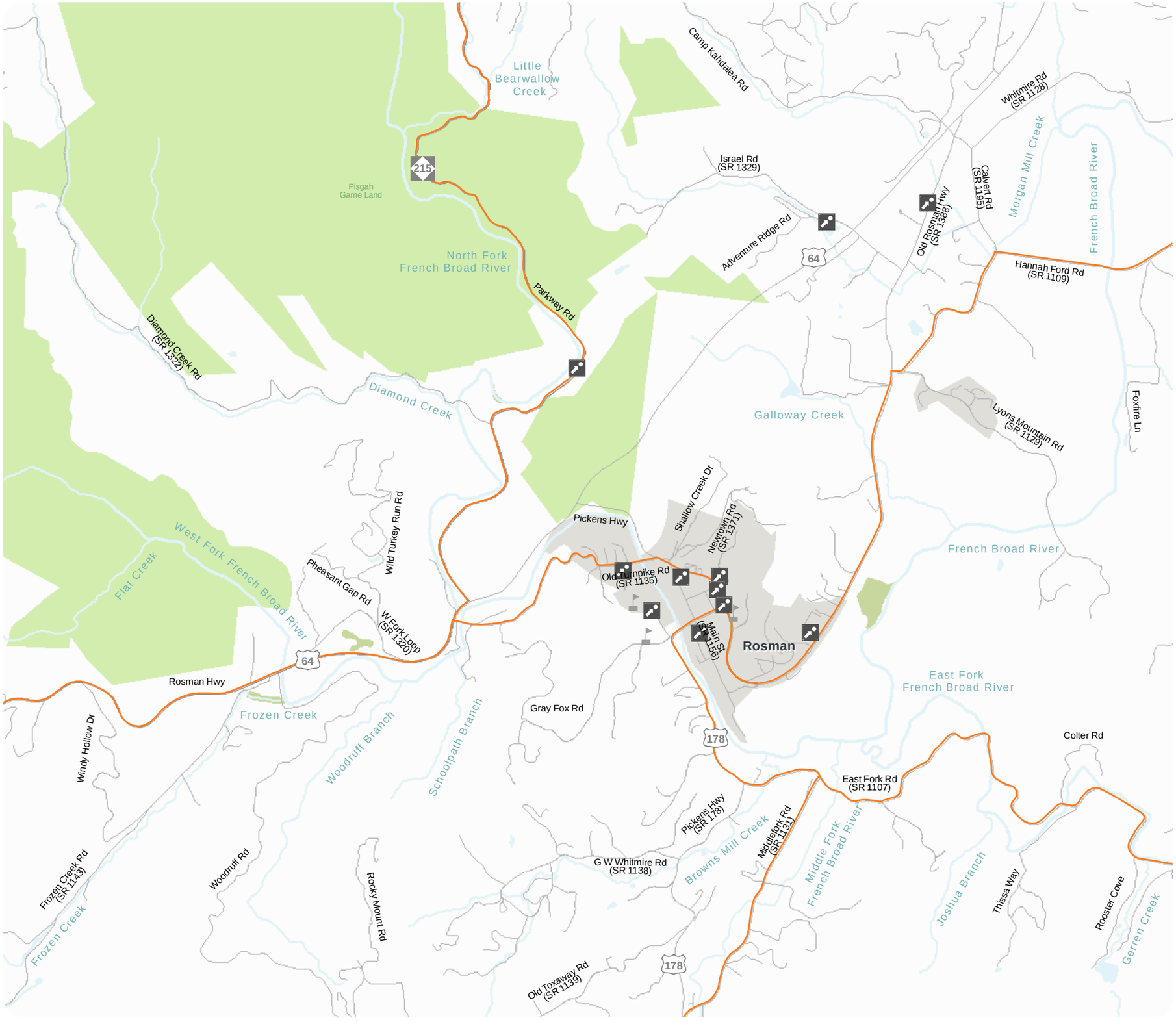


Figure 3

Bicycle Analysis

TRANSYLVANIA COUNTY

CTP Analysis and Information

Bicycle Features

- Bicycle Lane
- Bicycle Route

Multiuse Path

- Multiuse Path (Outisde of ROW)
- Side Path (Inside of ROW)
- Bicycle and Pedestrian Bridge

Other Features

- Bicycle Crash Location
- Destination
- Study Road
- Easement
- MPO Boundary
- RPO Boundary

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 0.5 1 Miles

Sheet 1 of 5

Base map date: March 18, 2018

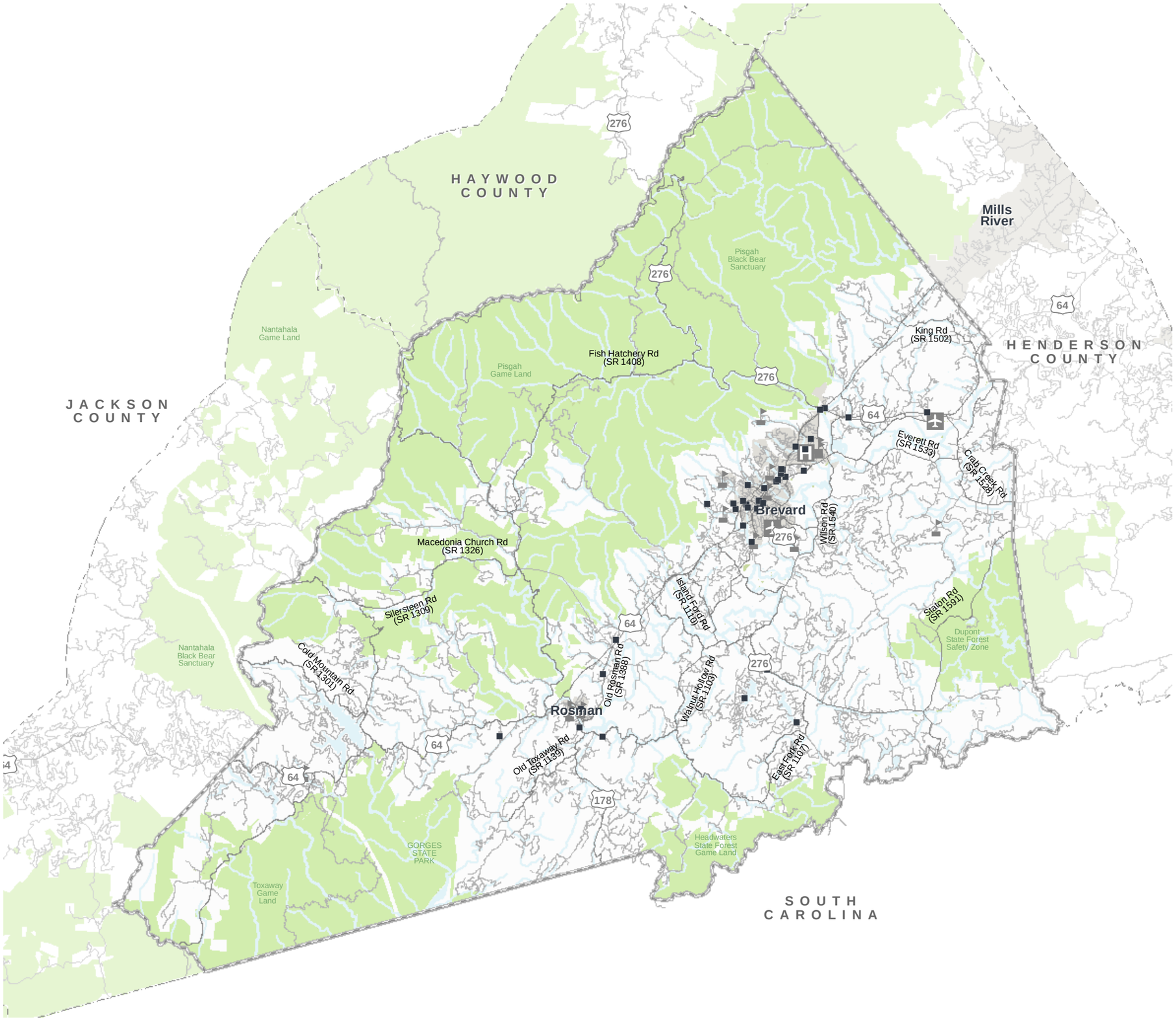
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DRAFT WORKING MAP
Plan Date: January 20, 2022

Figure 3

Pedestrian Analysis



TRANSYLVANIA COUNTY

CTP Analysis and Information

Pedestrian Features

- Sidewalk
- Multi-Use Path
- Common Roadway
- Bicycle and Pedestrian Bridge

Other Features

- Pedestrian Crash Location
- Destination
- Study Road

Full report at:
https://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 8 Miles

Sheet 2 of 5

Base map date: March 18, 2018

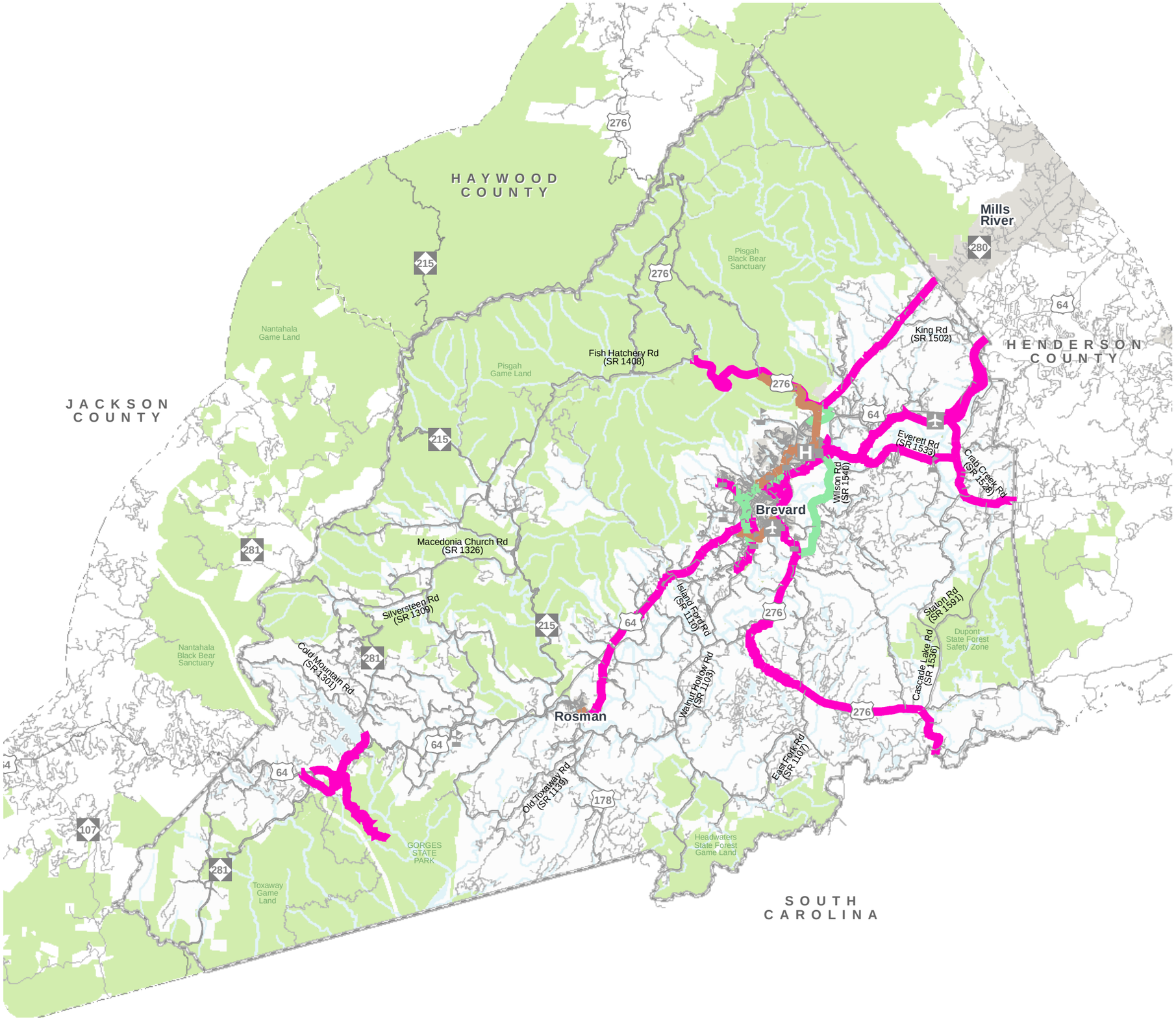
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DRAFT WORKING MAP
Plan Date: May 12, 2019

Figure 3

Bicycle Analysis



TRANSYLVANIA COUNTY

CTP Analysis and Information

Bicycle Features

Local Plan Priorities

- Study Roads
- Local Priorities
- In Development
- Existing MUP

Full report at:
http://tinyurl.com/y5wy3fe3

N

0 1 2 4 6 Miles

Sheet 1 of 5

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: March 16, 2022

PUBLIC TRANSPORTATION

Public transportation and rail are vital modes of transportation that give alternatives for transporting people and goods from one place to another. North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

Urban Transportation Fixed Corridors

There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems provide service in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides urban and rural transportation within the county.

- **Fixed Routes – Local**: Provides service to every stop along the route
- **Fixed Route – Express**: Does not provide service every stop along the route
- **Bus on Shoulder (BOSS)**: Specific routes designated to bypass congested traffic areas
- **Bus Rapid Transit Busways** that operate in rapid transit highway corridors

Rural Fixed Corridors

Local transportation efforts formerly centered on assisting clients of human service agencies. Today, most rural systems serve the public and those clients.

Deviated Fixed Route – Transit service provided that uses a hybrid of fixed-route and demand response services. With this type of service, buses stop at fixed points and maintain a timetable but can deviate from the route to go to a specific location for a scheduled request.

Regional Fixed Corridors

Regional Transit Service that connects local and regional providers, and transportation authorities. Regional community transportation systems are composed of two or more contiguous counties providing coordinated/consolidated service. Although such systems are not new, single-county systems are encouraged to consider mergers to form more regional systems.

Park and Ride Lots

They are vehicle lots designed for transit commuters.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on the inventory table. All recommendations for public transportation were coordinated with the local governments and the Integrated Mobility Division of NCDOT. Refer to the contact information appendix to contact the Integrated Mobility Division.

EXISTING PUBLIC TRANSPORTATION

Transylvania In Motion provides public services to take people to local shopping centers, work, medical appointments and many other places. There are two major ways these services are provided: A deviated-fixed transit route and demand response services. These systems provide travel for workers, medical appointments, and hikers.

Fixed Routes

The fixed transit route in Transylvania is called Transylvania In Motion (TIM). TIM operates a route between Brevard and Rosman three times a day, morning, midday, and evening. Currently the Fixed Route has a total of 22 stops in Brevard and 5 stops in Rosman. In Brevard, buses arrive at designated stop every 60 minutes from 7:00 A.M. to 4:00 P.M. The van makes limited trips to Rosman, going through that area 3 times from 6:30 A.M. to 4:25 P.M. Various stops along this route include: grocery stores, the hospital, downtown, shopping centers, and apartment complexes.

Demand Response:

Transylvania County Transit's Demand Response service allows the public to schedule rides within the Transylvania area. The public may ride the county vans at a cost of $1.00 per person each way within Transylvania County. General public transportation is for shopping trips, hair / barber appointments, employment, mail, bill payments, etc. for any individuals not involved with other agency programs. All requests for transportation must be made prior to 10:00 am at least one (1) workday in advance. General public hours of operation are 8:30am-5:00pm Monday through Friday apart from County holidays. Fares are expected to be paid upon boarding the vehicle.

Park and Ride Lots:

Currently, there is one existing Park and Ride Lot along the South route in Transylvania County.

- **South Route Stop 5: Park-N-Ride:** This is located at the southern end of the route, on U.S. 64 west of U.S. 178. This stop gets picked up three times a day, at **6:45 am**, **11:25 am**, and **4:25 pm.**

Community Feedback

The Transylvania County CTP Survey showed that Transylvania County Transit is an important service, especially for elderly populations. Comments on the survey included:

1. **Expand and/or maintain service across multiple jurisdictions (Asheville to Black Mountain, Hendersonville to Fletcher, etc.)**
2. **Target transportation to and from jobs, interviews, applications for jobs and job skills**
3. **Extend hours of service to cover nights, weekends, and holidays**
4. **Improve coordination and collaboration between transit agencies for greater efficiencies with cross county trips**
5. **Develop new fixed route and deviated fixed route service**

Future of Transit

The vision for the future of Transylvania County Transit is to provide services to all transit riders and
improve the efficiency of the transit system through emerging technology, seamless transportation,
and expansion of services. Long range expansions to the transit system being explored includes:

1. **Expand and/or maintain service across multiple jurisdictions**
2. **Target transportation to and from jobs, interviews, applications for jobs and job skill development opportunities**
3. **Extend hours of service to cover nights, weekends, and holidays**
4. **Improve coordination and collaboration between transit agencies for greater efficiencies with cross county trips**
5. **Develop new fixed route and deviated fixed route service**

RAIL

Today North Carolina has 3,245 miles of railroad tracks throughout the state. There are two types of
trains that operate in the state, passenger trains and freight trains.

Intercity passenger service is provided by Amtrak which currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 975,645 passengers in 2013.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back every day. However, no passenger trains operate over the rail line from High Point that dead ends at Asheboro or over the rail line that runs from Gulf, NC to Greensboro. Combined, the Carolinian and Piedmont carry more than 300,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 17 smaller freight railroads, known as shortlines.

Currently, there are no rail services in Transylvania County.

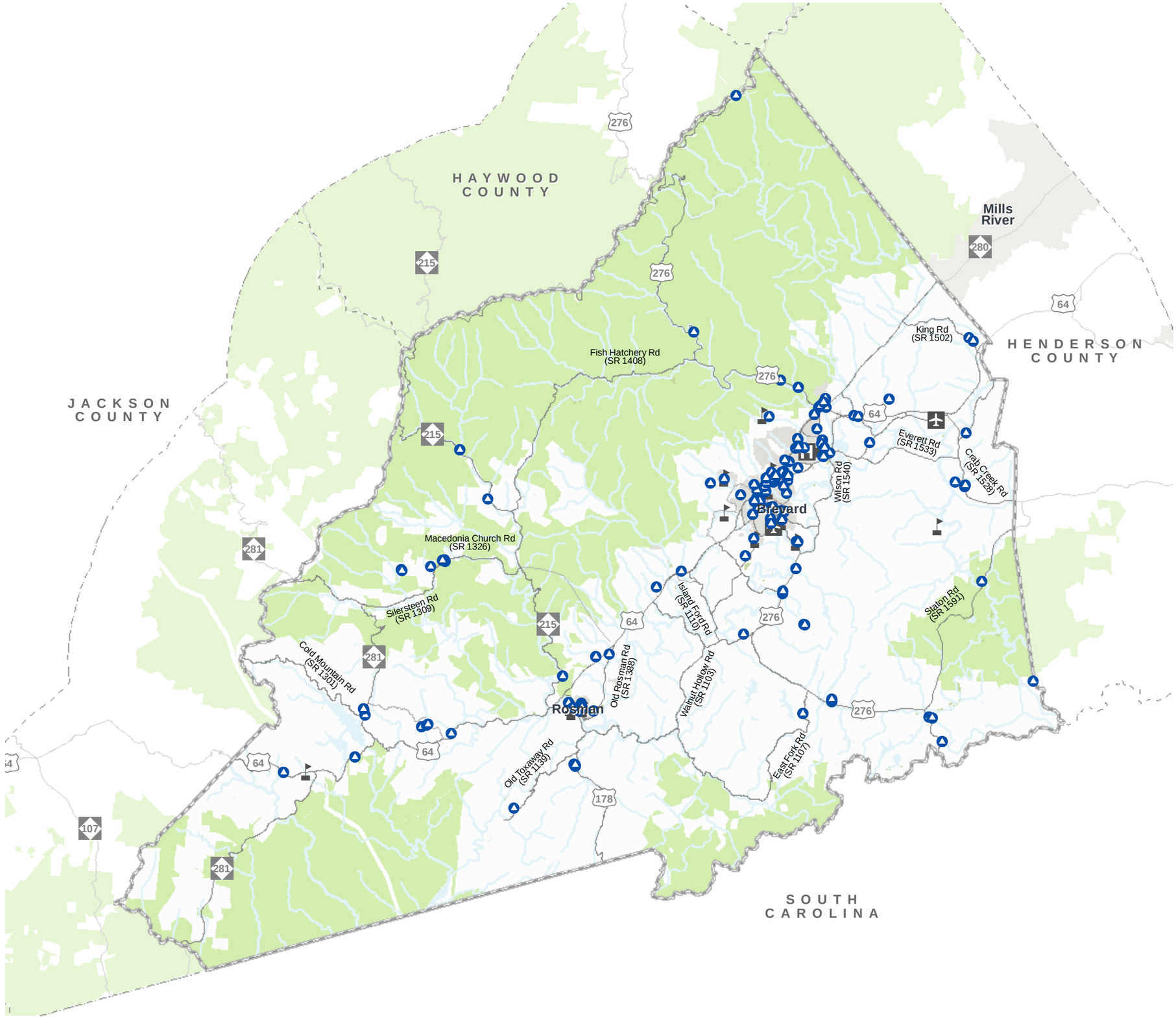


Figure 3

PUBLIC TRANSPORTATION ANALYSIS

TRANSYLVANIA COUNTY

CTP Analysis and Information

Public Transportation Features

- Urban Fixed Bus Corridor
- Regional Bus Corridor
- Rural Fixed Bus Corridor
- Transit Facility
- Park and Ride Lot
- Amtrak Station
- Intermodal Terminal

Public Transportation Analysis Features

- Airport
- Seaport
- Military Installation
- Ferry Route
- Destination
- Hospital
- School
- Study Road
- On-Demand Service Area

Full report at:
http://tinyurl.com/DCHC-CTP

N

0 1 2 4 6 8 Miles

Sheet 4 of 5

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: June 06, 2019

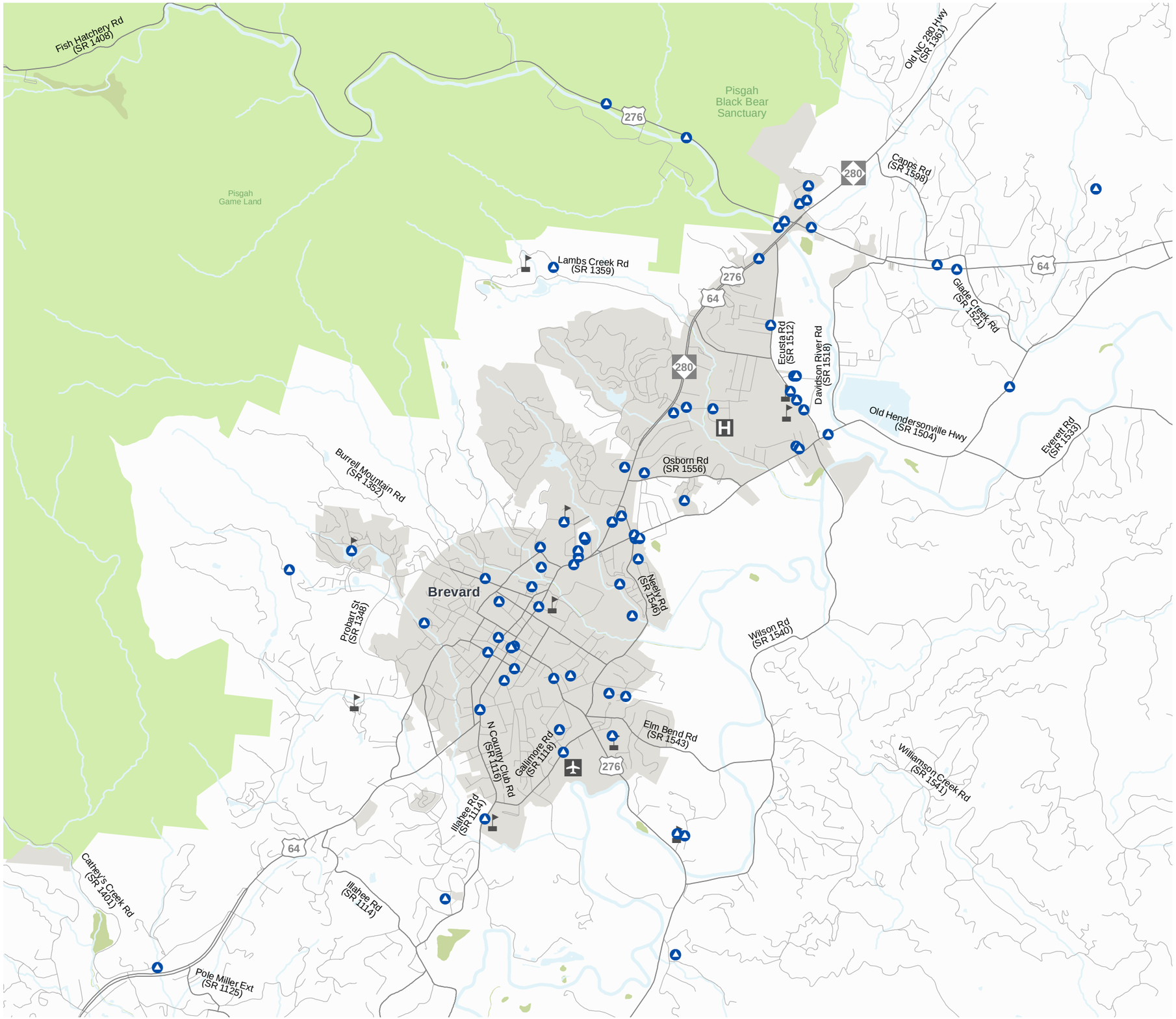


Figure 3

PUBLIC TRANSPORTATION ANALYSIS

TRANSYLVANIA COUNTY

CTP Analysis and Information

Public Transportation Features

- Urban Fixed Bus Corridor
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- Transit Facility
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- Amtrak Station
- Intermodal Terminal

Public Transportation Analysis Features

- Airport
- Seaport
- Military Installation
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- Destination
- Hospital
- School
- Study Road
- On-Demand Service Area

Full report at:
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N

0 0.25 0.5 1 1.5 2 Miles

Sheet 4 of 5

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DRAFT WORKING MAP
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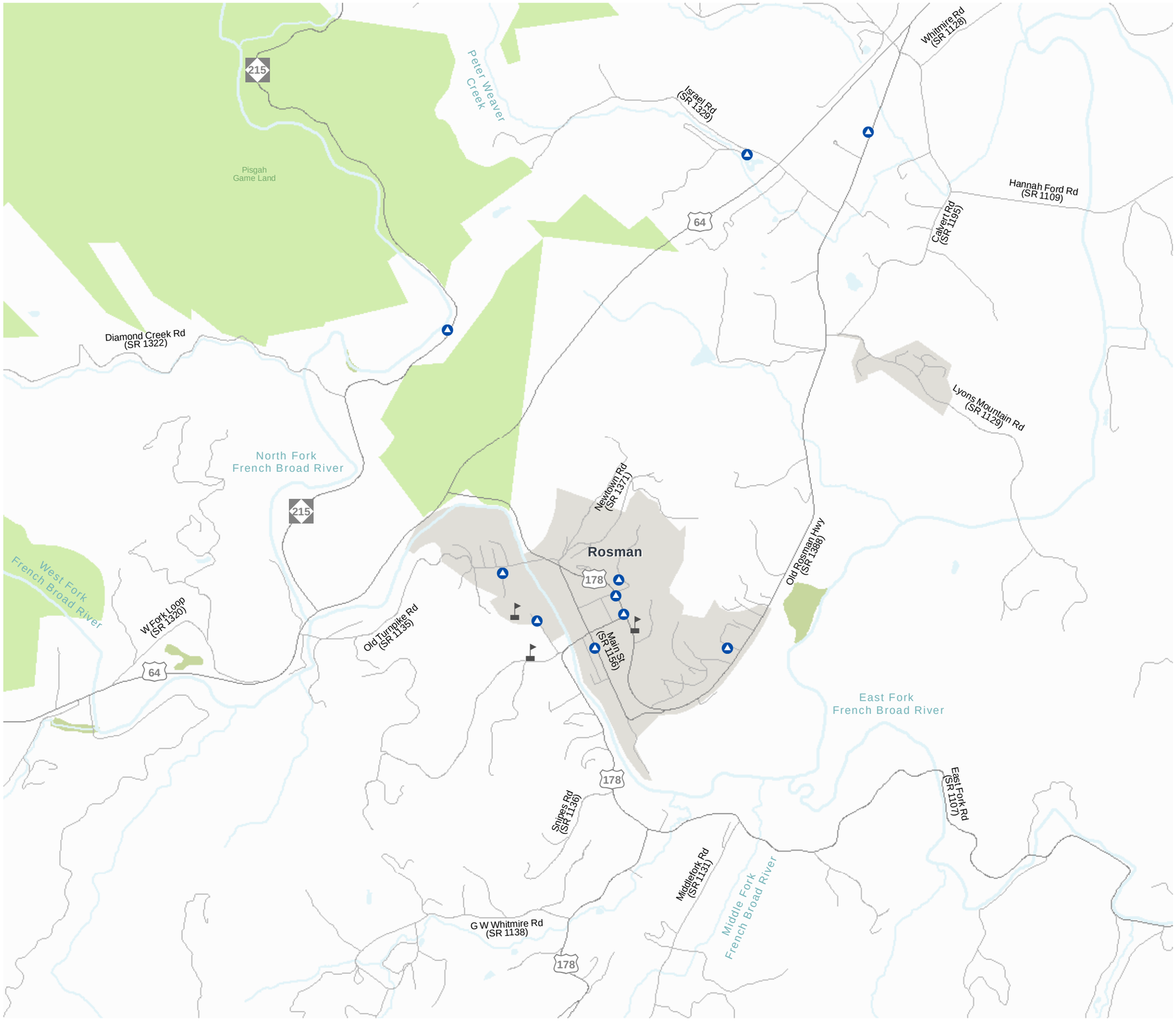


Figure 3

PUBLIC TRANSPORTATION ANALYSIS

TRANSYLVANIA COUNTY

CTP Analysis and Information

Public Transportation Features

- Urban Fixed Bus Corridor
- Regional Bus Corridor
- Rural Fixed Bus Corridor
- Transit Facility
- Park and Ridge Lot
- Amtrak Station
- Intermodal Terminal

Public Transportation Analysis Features

- Airport
- Seaport
- Military Installation
- Ferry Route
- Destination
- Hospital
- School
- Study Road
- On-Demand Service Area

Full report at:
http://tinyurl.com/DCHC-CTP

N

0 0.125 0.25 0.5 0.75 1 Miles

Sheet 4 of 5

Base map date: March 18, 2018

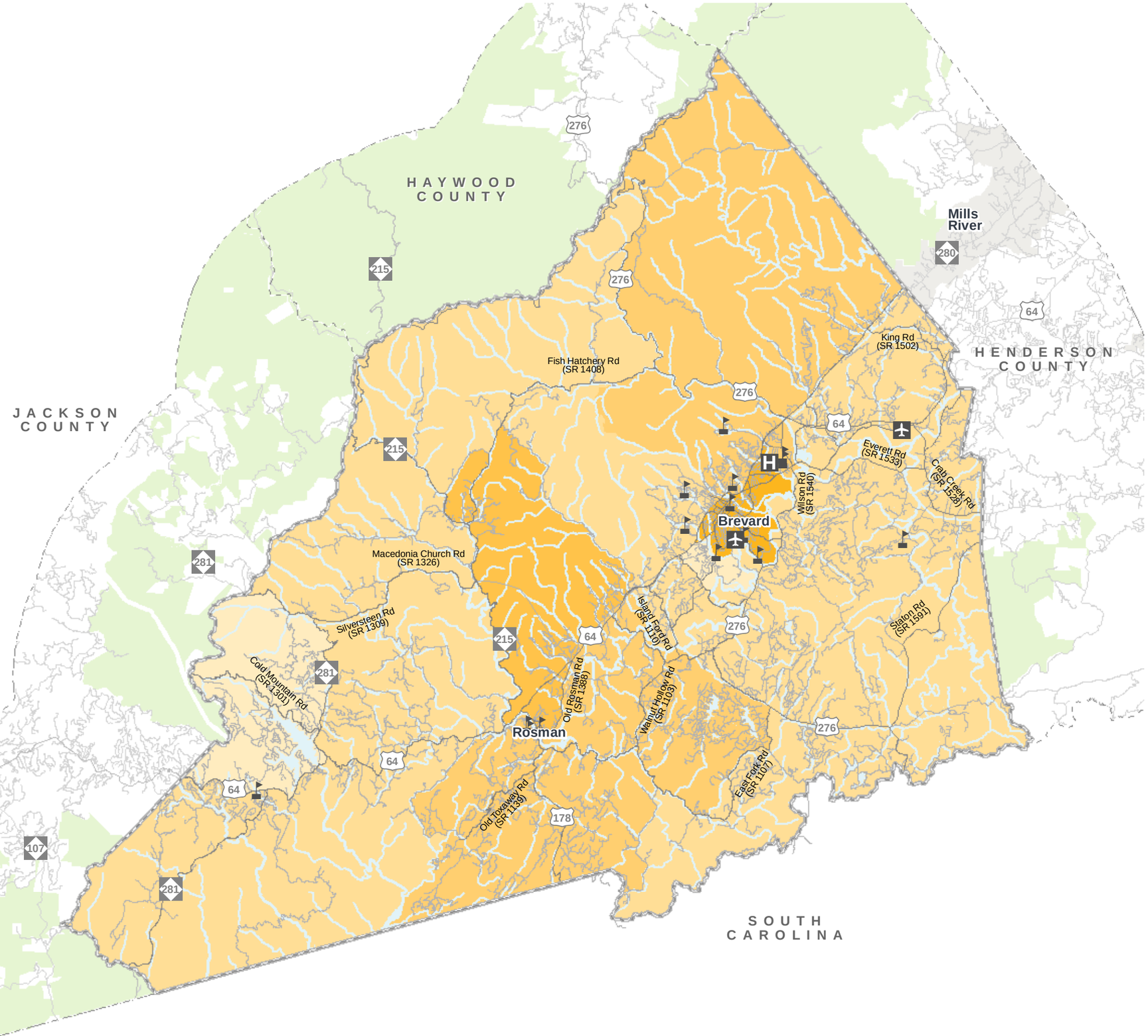
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DRAFT WORKING MAP
Plan Date: June 06, 2019

Figure 3

PUBLIC TRANSPORTATION TDI ANALYSIS



TRANSYLVANIA COUNTY

CTP Analysis and Information

Public Transportation Features

- Urban Fixed Bus Corridor
- Regional Bus Corridor
- Rural Fixed Bus Corridor
- Transit Facility
- Park and Ride Lot
- Amtrak Station
- Intermodal Terminal

Public Transportation Analysis Features

- Airport
- Seaport
- Military Installation
- Ferry Route
- Destination
- Hospital
- School
- Study Road

0 5 10 15 20+ Transit Dependency Index

Full report at:
http://tinyurl.com/DCHC-CTP

N

0 1 2 4 6 8 Miles

Sheet 5 of 5

Base map date: March 18, 2018

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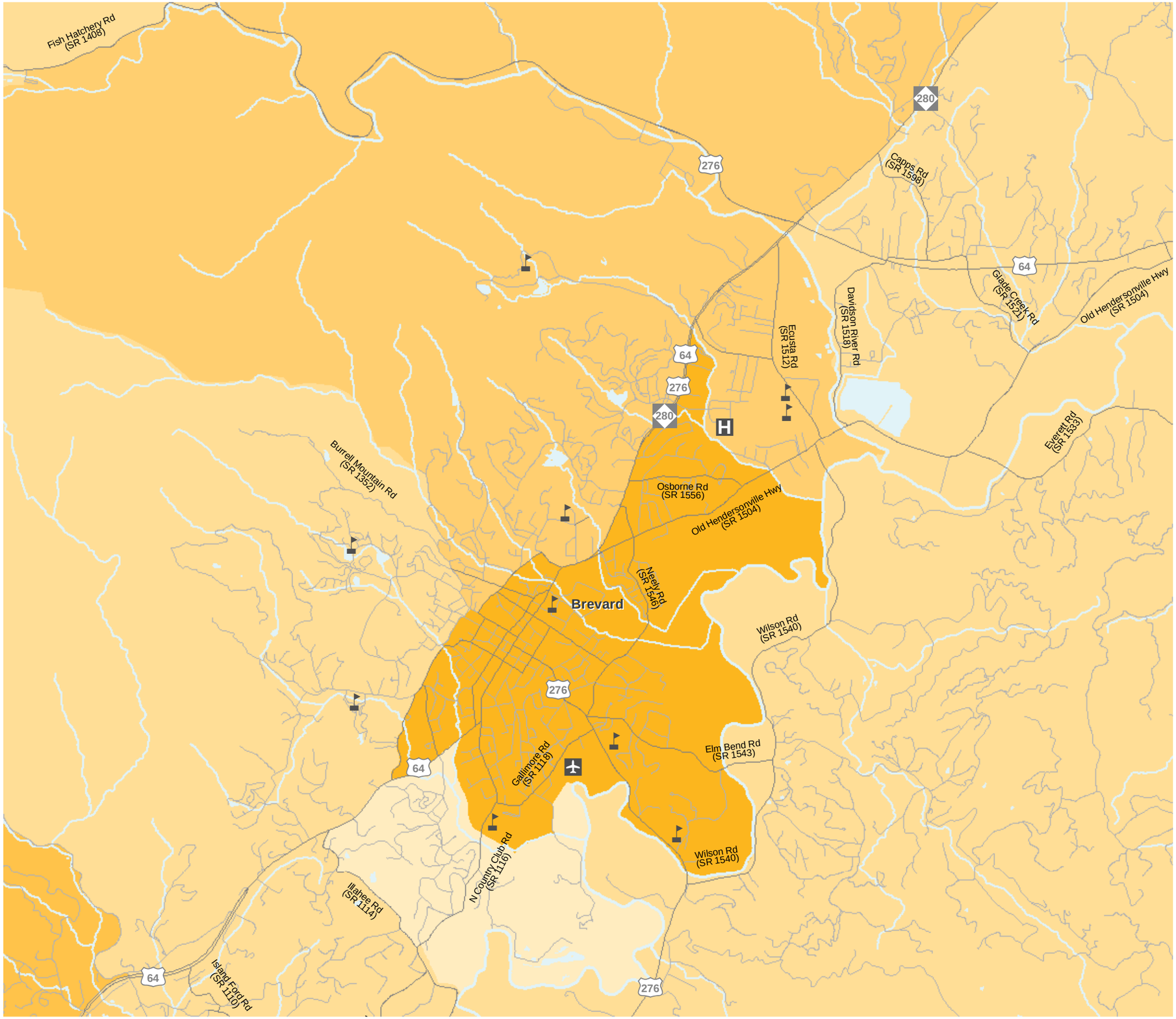


Figure 3

PUBLIC TRANSPORTATION TDI ANALYSIS

TRANSYLVANIA COUNTY

CTP Analysis and Information

Public Transportation Features

- Urban Fixed Bus Corridor
- Regional Bus Corridor
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N

0 0.25 0.5 1 1.5 2 Miles

Sheet 5 of 5

Base map date: March 18, 2018

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DRAFT WORKING MAP
Plan Date: June 06, 2019

MODEL RESULTS AND METHODOLOGY

In the development of this plan, travel demand was projected from 2017 to 2045 using a regional Travel Demand Model (TDM). Travel demand models are developed to replicate travel patterns on the existing transportation system and estimate travel patterns for 2045. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future social-economic growth rates were endorsed by the French Broad River MPO Board on September 12, 2013.

In addition to Transylvania, this model covers four other counties, Buncombe Haywood Henderson, Madison. These five counties together make up the entirety of LOSRPO and FBRMPO.

The version of the TDM available at the start of the study was the 2010 FBRMPO Travel Demand Model v1.2, which was adopted September 27, 2018. The 1.2 version of the model incorporated the FBRMPO fiscally constrained MTP adopted the same day, plus updates to the transit modeling, and prepared the model for the upcoming CTP.

In order to support work being done by for the Transylvania County Comprehensive Transportation Plan, all or part of the following roads were added to the model:

- Barclay Road
- Chestnut Street
- Country Club Road
- Green Road
- Hannah Ford Road
- Illahee Road
- Island Ford Road
- Walnut Hollow Road
- Wilson Road

For more information on population, housing, and employment projections, refer to the Socio-Economic Data appendix.

ALTERNATIVE ANALYSIS

A component of the long-range transportation planning process is the development and evaluation of options for transportation solutions to meet the identified needs or deficiencies in an area. Alternative analysis studies options for the scope, concept, and location of a transportation proposal to serve the deficiency or need. Scenario analysis studies multiple options and alternatives that may include multiple profiles for the underlying land use assumptions. This analysis is less detailed than what is done later in the project development process and is used as a preliminary resource to identify potential alternatives.

Alternatives are evaluated and separated into three categories

- **Unreasonable alternatives** are alternatives considered but recommended for elimination from further study based on planning level analysis. An alternative is unreasonable if it fails to meet the community's vision, address the transportation deficiency, and/ or has unacceptable impacts to the natural or human environment.
- **CTP project proposals** are the alternatives selected to be shown on the adopted CTP map. The CTP project proposals are selected based on a planning level analysis as the ones that best meet the community's vision, addresses the transportation deficiency, and avoid and / or minimize impacts to the natural and human environment.
- **Other Alternatives studied** are alternatives that were considered and, though they were not selected as the CTP project proposal, they were not found to be 'unreasonable'. These alternatives may be considered for future studies, though this decision is to be made a later time.

Brevard Bypass

The City of Brevard is very concerned about trucks on U.S. 64 that travel through the town headed to Rosman or to U.S. 276. The volume of trucks, combined with the existing and projected traffic, does not warrant a system recommendation. Individual intersections, traffic calming, and turning radii are other localized issues. These will continue to topics of engagement between the City and NCDOT Division 14.

One option that was heavily discussed during the development of the CTP was the concept of a highway bypass of Brevard. A similar recommendation had been included in the 2007 CTP. Local roads such as Wilson Road (1540) and Illahee Rd (SR 1114) can serve as an informal bypass, but there is not a contiguous route currently. A modern analysis did not show enough traffic diverting to any of the tested alternatives to relieve downtown.

In fiscal year 2025, Land Of Sky RPO received federal funds to study the downtown circulation patterns in Brevard.

PUBLIC INVOLVEMENT

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

Throughout the course of the study, the NCDOT Transportation Planning Branch worked with the Transylvania County CTP Steering Committee, which included a representative from each municipality, county staff, the transit agency, the RPO and others. The committee provided information on local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations.

CTP Coordinating Committee Members

At the start of the CTP, a steering committee was formed to guide development of the plan. The committee had representatives from various interest groups responsible for capturing the transportation needs of the community.

CTP VISION, GOALS, AND OBJECTIVES

The CTP vision, goals and objectives were developed as part of the public involvement process to help identify the community's outlook on the future of transportation for all modes. The CTP Steering Committee develops the draft vision, goals, and objectives, which are refined with input from residents through the CTP Goals & Objectives Survey. These products are used as guides while the CTP is being developed.

The vision statement, goals and objectives reflect what is important for the area and define any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress to achieve each goal.

Transylvania County CTP Vision:

"Transylvania County and its municipalities will have a safe,
reliable transportation system for all modes, ages, and abilities."

Vision statement from Transylvania Steering Committee Steering

Goals & Objectives:

- Preservation
- Choices
- Safety
- Connectivity
- Economic Development

A discussion of the ways Vision, Goals, and Objectives affected outcomes of individual projects were discussed in the Project Sheets.

Goals & Objectives Survey

The Transylvania County Goals and Objectives (G&O) Survey was composed by the Transylvania County CTP Coordinating Committee, the Land of Sky RPO, and NCDOT. The survey is used to help identify an area's perceptions or concerns of transportation-related issues. The survey included questions that involved ranking important areas of focus, sets of agree/disagree questions by mode of transportation, and a mapping question to identify the location of concerns in Transylvania County. The survey primarily advertised electronically with a paper option being available. Various means were used to make the public aware of the survey and direct them to a means of completing the survey. These methods included e-mail announcements, flyers sent home through students, social media, and RPO offices. Flyers were also posted at popular locations such as recreational centers, shops, and stores. A total of 331 responses were received between February 15th and March 15th of 2019. Below are the results from the survey.

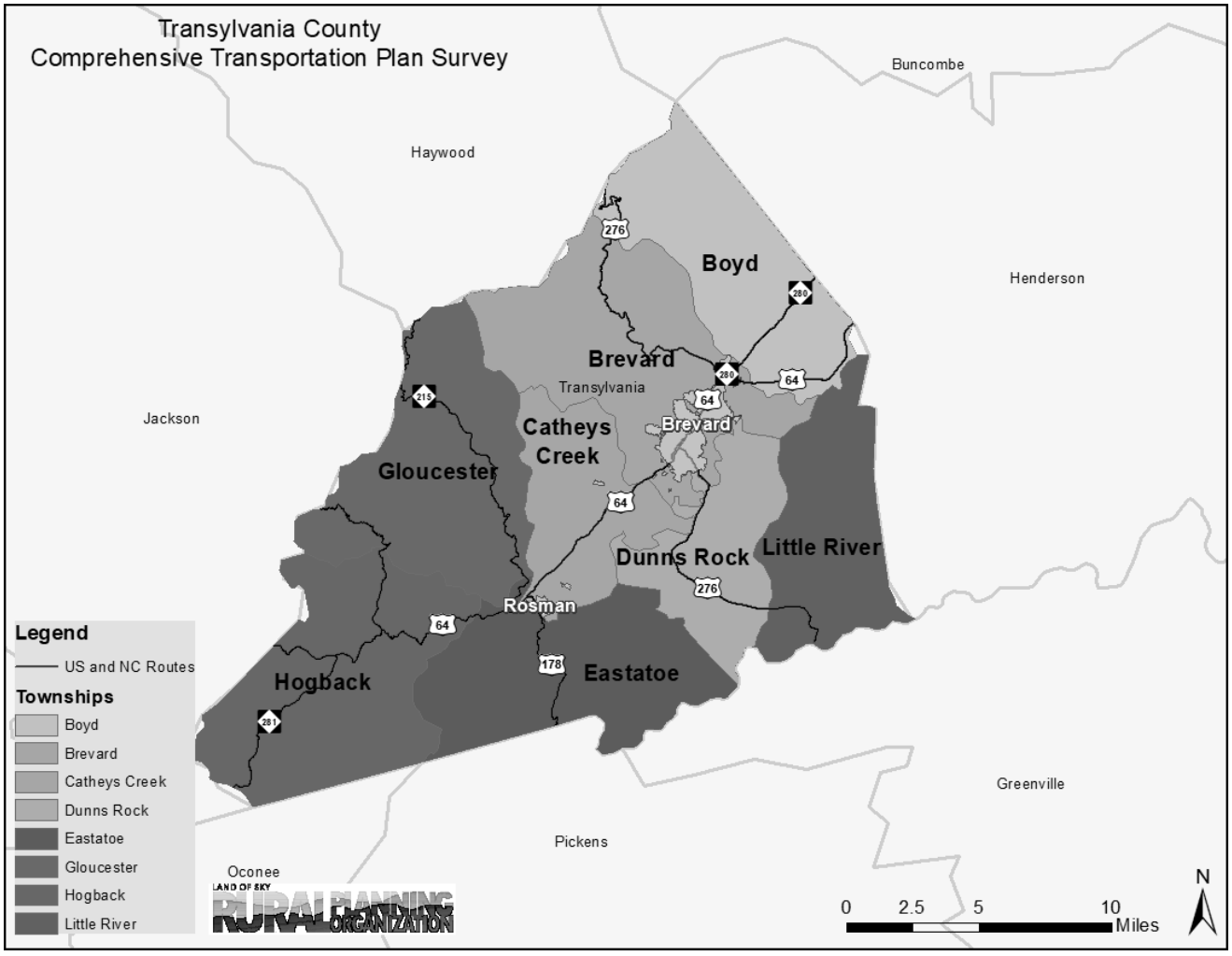
PUBLIC INVOLVEMENT OF DRAFT CTP

In addition to the G&O Survey, another survey was released near the end of the CTP process. While normally multiple workshops would be held at this time, it seemed more feasible to pursue the option of a survey due to complications with COVID-19 near the public involvement phase. Email lists from the goals and objectives survey, social media, and the steering committee all played a big part in outreach for this survey. The survey displayed the recommendations developed by the CTP process for open comments. During this survey, there were 250 participants that provided feedback.

Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Thank you for participating in our survey. Your feedback is important. Transylvania County, the City of Brevard, the Town of Rosman, the Land of Sky Rural Planning Organization (LOS RPO), and the North Carolina Department of Transportation –Transportation Planning Division (NCDOT TPD) are working together to develop a Comprehensive Transportation Plan (CTP) that will identify transportation needs and long term solutions for the next 25 to 30 years. The study includes alternative modes of transportation (bicycle, pedestrian, and public transportation). Your participation is essential in identifying transportation needs for Transylvania County.

Please use this map of towns and townships in Transylvania County to tell us about your typical commute.



1. Using the map above, please indicate the location of your place of residence.

- City of Brevard
- Brevard Township
- Little River
- Boyd
- Cathey's Creek
- Dunn's Rock
- Eastatoe
- Gloucester
- Hogback
- Other (please specify)
- Town of Rosman
- Buncombe County
- Jackson County
- Haywood County
- Henderson County
- Greenville County (SC)
- Pickens County (SC)
- Oconee County (SC)

2. Please indicate the destination of your daily commute (work, school, shopping, etc.) by town / township in Transylvania County, or surrounding county.

- City of Brevard
- Brevard Township
- Little River
- Boyd
- Cathey's Creek
- Dunn's Rock
- Eastatoe
- Gloucester
- Hogback
- Other (please specify)
- Town of Rosman
- Buncombe County
- Jackson County
- Haywood County
- Henderson County
- Greenville County (SC)
- Pickens County (SC)
- Oconee County (SC)
- Unemployed / Retired / Does not apply

3. Would you call yourself a year-round resident or a seasonal resident?

- ◯ Year-round
- ◯ Seasonal

4. Do you have difficulty reaching any of the locations below (please check all that apply)?

- ☐ US 64 (N/S Broad St)
- ☐ US 178 (Pickens Hwy)
- ☐ US 276 (Greenville Hwy)
- ☐ Other (please specify)
- ☐ NC 215 (Parkway Rd)
- ☐ NC 280 (Asheville Hwy)
- ☐ NC 281

5. Based on your opinion, please rank the following transportation goals for Transylvania County from 1 (most important) to 5 (least important). Use each number only once.

- Preservation (Preserving the existing natural beauty of the region, the community and character of downtown, and our existing neighborhoods)
- Connectivity (How our multi-modal transportation system gets us from one place to another)
- Improve Travel Times (High speed roads, more lanes, less intersections)
- Choices (Provide transportation mode choices: public transportation/transit, bicycle, pedestrian, auto)
- Economic Development (Invest in projects that spur economic growth and create jobs)

6. Please check the top 3 types of project types that are most important to you.

- ☐ Efficient movement of vehicle
- ☐ Widen Roads
- ☐ Road Maintenance
- ☐ Intersection Improvements
- ☐ New Transit Routes
- ☐ More Frequent Transit Service
- ☐ New Roads
- ☐ New Sidewalks
- ☐ Road Landscape
- ☐ Greenways / Multi-Use Paths
- ☐ Bike Lanes
- ☐ Lighting on Roadways
- ☐ Availability of Public Parking
- ☐ Safety Improvements (sight distance, curves, shoulders, etc.)

Other (please specify)

7. Are you concerned with bicycle or pedestrian safety at any specific location?

◯ No ◯ Yes

If Yes, Where?

8. Are there areas in which you have vehicle accident concerns?

◯ No ◯ Yes

If Yes, Where?

9. Do slow moving vehicles such as trucks, bicycles, motorcycles, mopeds, or farm equipment negatively affect traffic in your area?

◯ No ◯ Yes

If Yes, What and Where?

10. Do unusually wide vehicles such as RVs, trucks, buses, or farm equipment negatively affect traffic in your area?

◯ No ◯ Yes

If Yes, Where?

11. Would you use on-road bicycle facilities such as bicycle lanes and wider road shoulders?

◯ No ◯ Yes

If Yes, Where?

12. Are there areas where you would like to see sidewalks constructed or improved?

◯ No ◯ Yes

If Yes, Where?

13. Are there areas where you would like to see multi-use paths (for bicycling or walking) constructed or improved?

No Yes

If Yes, Where?

14. Do you use any local boat ramps?

No Yes

If Yes, Where?

15. Would you use designated bus routes if provided?

No Yes

If Yes, Where?

16. Are there any areas in Transylvania County you feel are congested? Is it always or just certain times of the day, week, or year?

17. Is there a specific transportation issue you would like the Transylvania County Comprehensive Transportation Plan Working Group to know about (i.e. walking, bike lanes, public transportation, boating)?

Thank you!

Thank you for taking time to provide us your input. It is our goal to have as many users of the transportation system give us their feedback. Please share this survey with your friends and neighbors.

Surveys may be returned by mail to:

Land of Sky Rural Planning Organization
339 New Leicester Hwy # 140,
Asheville, NC 28806

RPO@landofsky.org
(828) 251-6622

Deadline to submit the survey is March 15, 2019

If you would like to be contacted about future outreach and involvement efforts concerning the Transylvania County CTP, please provide us a way to get in touch with you (mail, e-mail, phone number) via the above information.

The questions below are optional, and your answers will be kept anonymous and strictly confidential. The answers are helpful for analysis purposes, and some of the questions are being asked because federal funds are used for this study.

The questions below are optional, and your answers will be kept anonymous and strictly confidential. The answers are helpful for analysis purposes, and some of the questions are being asked because federal funds are used for this study.

18. How many people, including yourself, live in your household?

- ◯ 1
- ◯ 2
- ◯ 3
- ◯ 4
- ◯ 5
- ◯ 6
- ◯ 7 or more

19. How many drivers are in your household?

- ◯ 1
- ◯ 2
- ◯ 3
- ◯ 4 or more

20. Do any of the following apply to you or your household? (Please check all that apply)

- ☐ Someone in the household is disabled.
- ☐ Someone in the household is unemployed, and transportation is an issue to finding a job.
- ☐ No one in our household owns a vehicle.
- ☐ Someone in the household is over 65.
- ☐ Someone in the household attends K-12 school.

21. What is your age group?

- ◯ Under 16
- ◯ 16-25
- ◯ 26-35
- ◯ 36-45
- ◯ 46-55
- ◯ 56-65
- ◯ Over 65

22. How would you classify your race? (Please check all that apply)

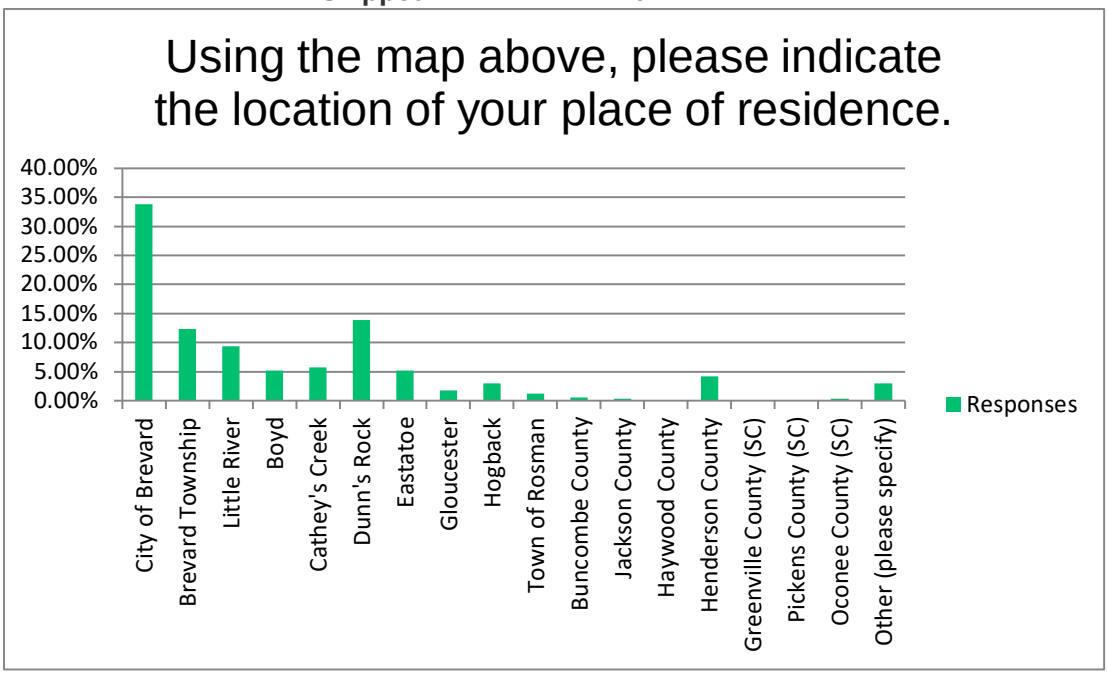
- ☐ Asian
- ☐ Black
- ☐ Hispanic
- ☐ Native American
- ☐ White
- ☐ Native Hawaiian or Other Pacific Islander

Other (please specify)

Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Using the map above, please indicate the location of your place of residence.

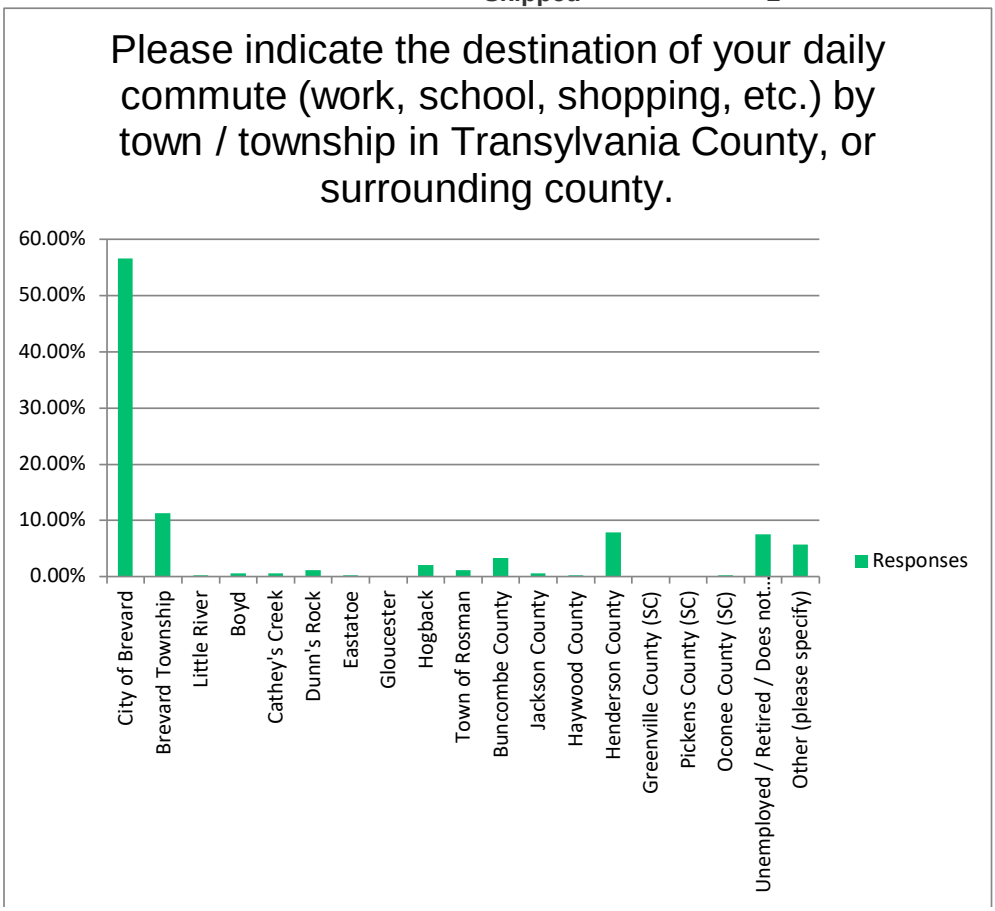
Answer Choices	Responses	
City of Brevard	33.84%	112
Brevard Township	12.39%	41
Little River	9.37%	31
Boyd	5.14%	17
Cathey's Creek	5.74%	19
Dunn's Rock	13.90%	46
Eastatoe	5.14%	17
Gloucester	1.81%	6
Hogback	3.02%	10
Town of Rosman	1.21%	4
Buncombe County	0.60%	2
Jackson County	0.30%	1
Haywood County	0.00%	0
Henderson County	4.23%	14
Greenville County (SC)	0.00%	0
Pickens County (SC)	0.00%	0
Oconee County (SC)	0.30%	1
Other (please specify)	3.02%	10
	Answered	**331**
	Skipped	**0**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Please indicate the destination of your daily commute (work, school, shopping, etc.) by town / township in Transylvania County, or surrounding county.

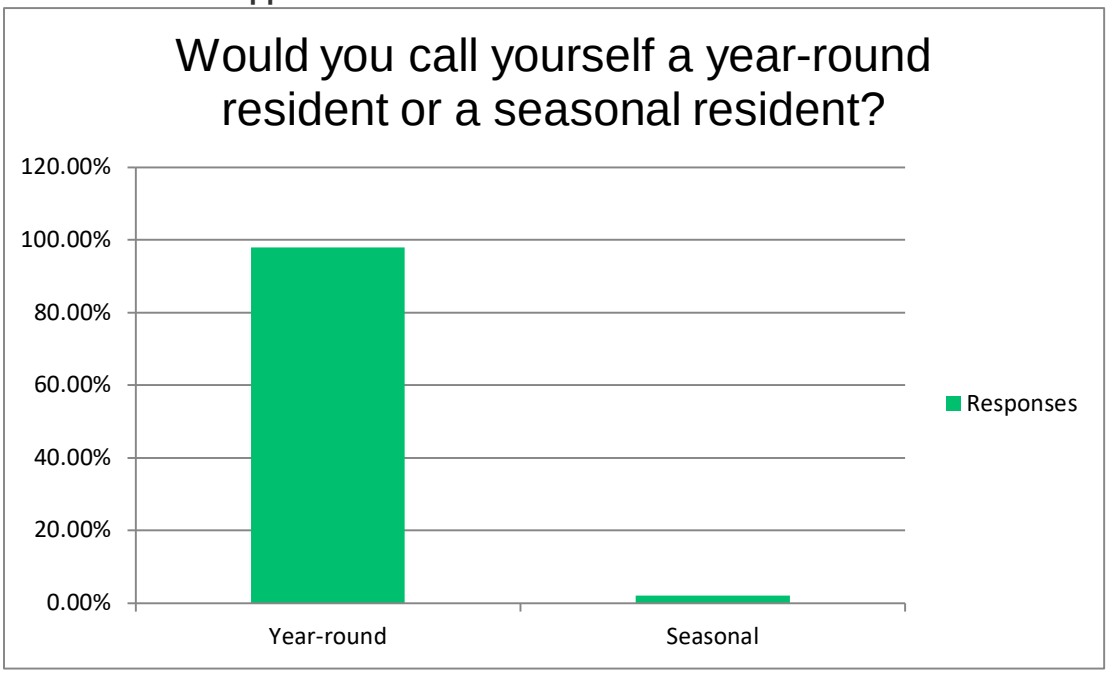
Answer Choices	Responses	
City of Brevard	56.53%	186
Brevard Township	11.25%	37
Little River	0.30%	1
Boyd	0.61%	2
Cathey's Creek	0.61%	2
Dunn's Rock	1.22%	4
Eastatoe	0.30%	1
Gloucester	0.00%	0
Hogback	2.13%	7
Town of Rosman	1.22%	4
Buncombe County	3.34%	11
Jackson County	0.61%	2
Haywood County	0.30%	1
Henderson County	7.90%	26
Greenville County (SC)	0.00%	0
Pickens County (SC)	0.00%	0
Oconee County (SC)	0.30%	1
Unemployed / Retired / Does not apply	7.60%	25
Other (please specify)	5.78%	19
	Answered	**329**
	Skipped	**2**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

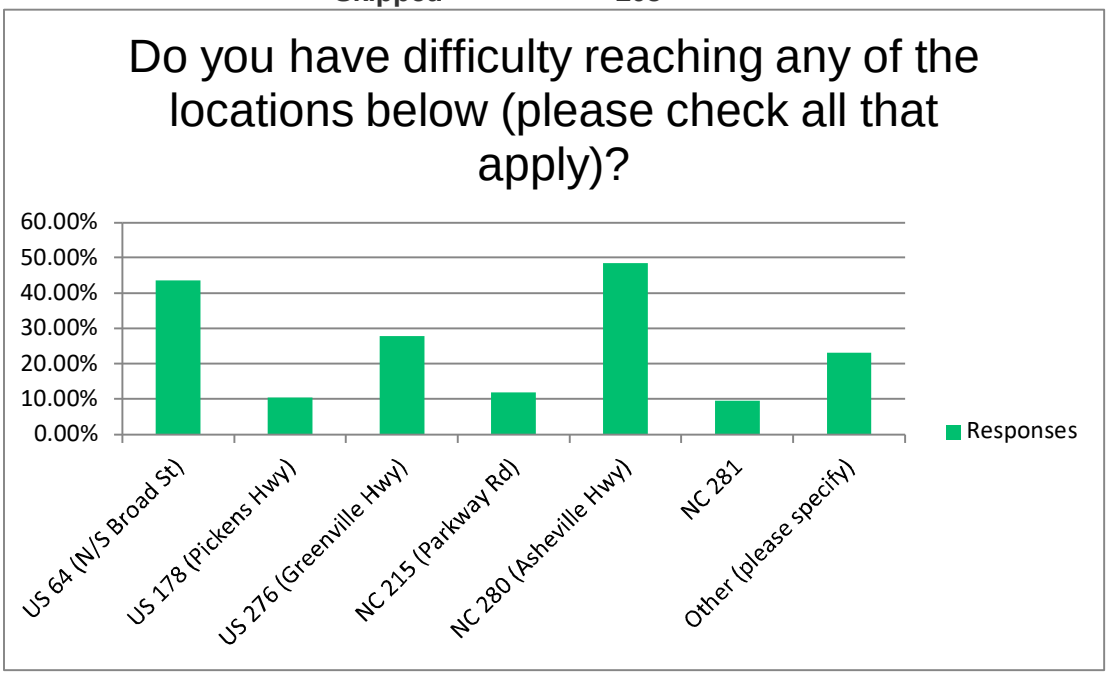
Would you call yourself a year-round resident or a seasonal resident?

Answer Choices	Responses	
Year-round	97.87%	321
Seasonal	2.13%	7
	Answered	**328**
	Skipped	**3**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey **Do you have difficulty reaching any of the locations below (please check all that apply)?**

Answer Choices	Responses	
US 64 (N/S Broad St)	43.65%	55
US 178 (Pickens Hwy)	10.32%	13
US 276 (Greenville Hwy)	27.78%	35
NC 215 (Parkway Rd)	11.90%	15
NC 280 (Asheville Hwy)	48.41%	61
NC 281	9.52%	12
Other (please specify)	23.02%	29
	Answered	**126**
	Skipped	**205**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

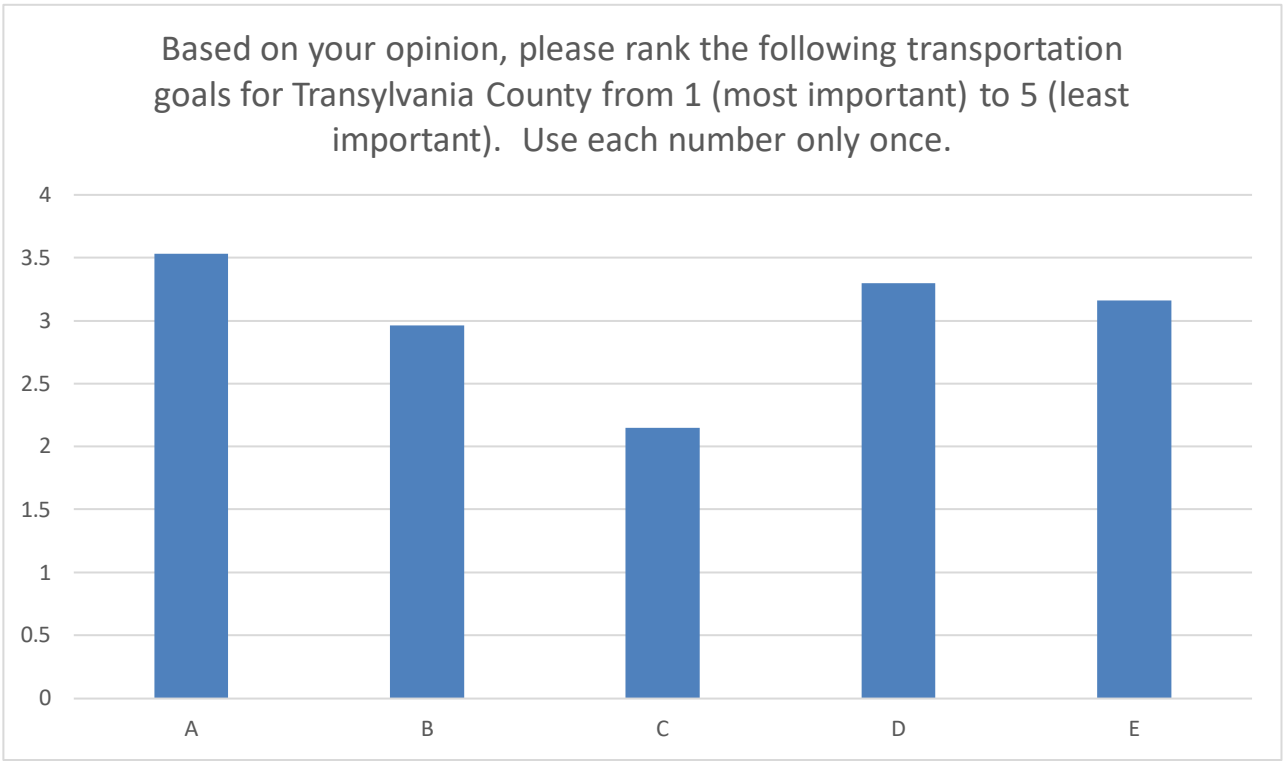
Based on your opinion, please rank the following transportation goals for Transylvania County from 1 (most important) to 5 (least important). Use each number only once.

A-Preservation (Preserving the existing natural beauty of the region, the community and character of downtown, and our existing neighborhoods)
B-Connectivity (How our multi-modal transportation system gets us from one place to another)
C-Improve Travel Times (High speed roads, more lanes, less intersections)
D-Choices (Provide transportation mode choices: public transportation/transit, bicycle, pedestrian, auto)
E-Economic Development (Invest in projects that spur economic growth and create jobs)

	Rank - 1		Rank - 2		Rank - 3		Rank - 4		Rank - 5		Total	Score
A	32.81%	84	23.05%	59	17.97%	46	16.80%	43	9.38%	24	256	3.53
B	9.73%	25	23.74%	61	28.02%	72	29.57%	76	8.95%	23	257	2.96
C	11.33%	29	10.94%	28	10.16%	26	16.80%	43	50.78%	130	256	2.15
D	26.48%	67	24.11%	61	19.76%	50	12.65%	32	17.00%	43	253	3.3
E	23.17%	60	17.76%	46	23.55%	61	23.17%	60	12.36%	32	259	3.16

Answered **268**

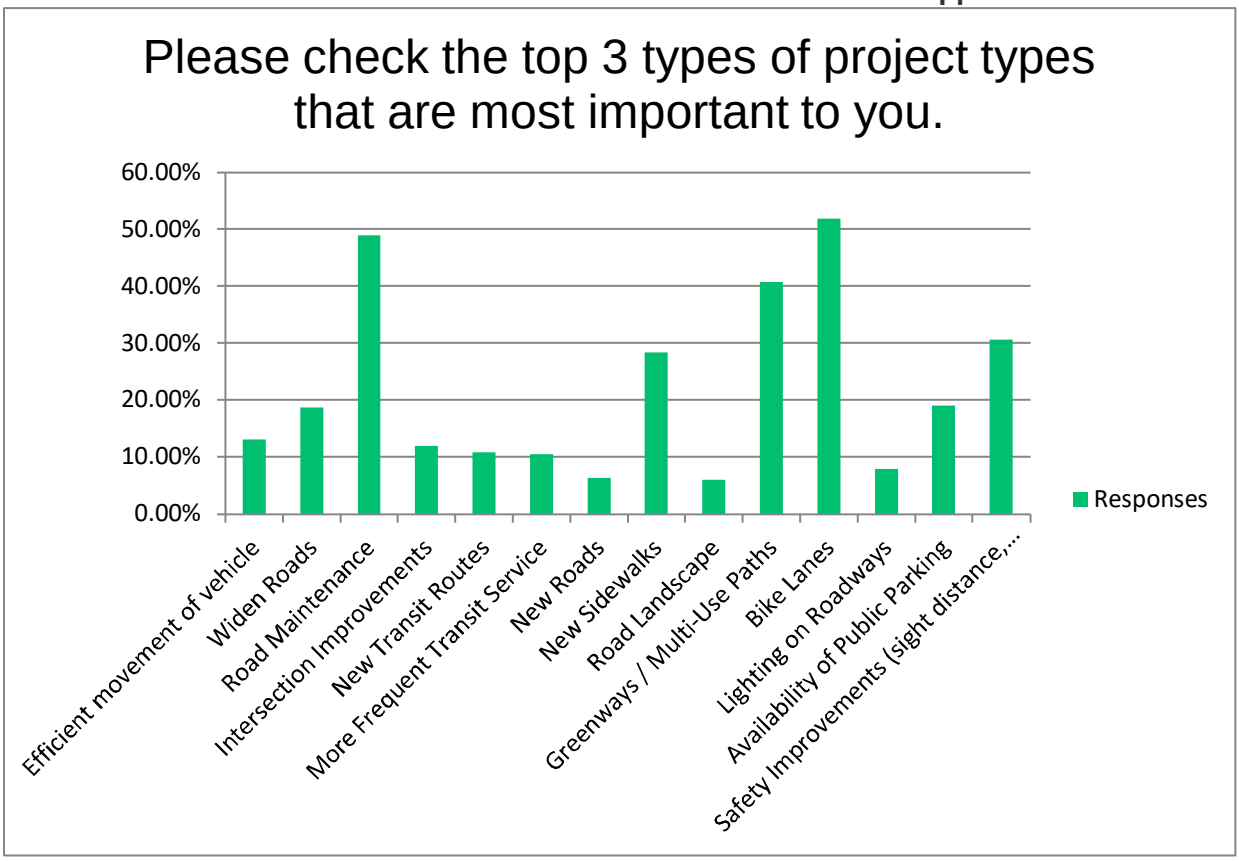
Skipped **63**



Transylvania County Comprehensive Transportation Plan (CTP)
Public Survey

Please check the top 3 types of project types that are most important to you.

Answer Choices	Responses	
Efficient movement of vehicle	13.06%	35
Widen Roads	18.66%	50
Road Maintenance	48.88%	131
Intersection Improvements	11.94%	32
New Transit Routes	10.82%	29
More Frequent Transit Service	10.45%	28
New Roads	6.34%	17
New Sidewalks	28.36%	76
Road Landscape	5.97%	16
Greenways / Multi-Use Paths	40.67%	109
Bike Lanes	51.87%	139
Lighting on Roadways	7.84%	21
Availability of Public Parking	19.03%	51
Safety Improvements (sight distance, curves, shoulders, etc.)	30.60%	82
Other (please specify)		21
	Answered	**268**
	Skipped	**63**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Are you concerned with bicycle or pedestrian safety at any specific location?

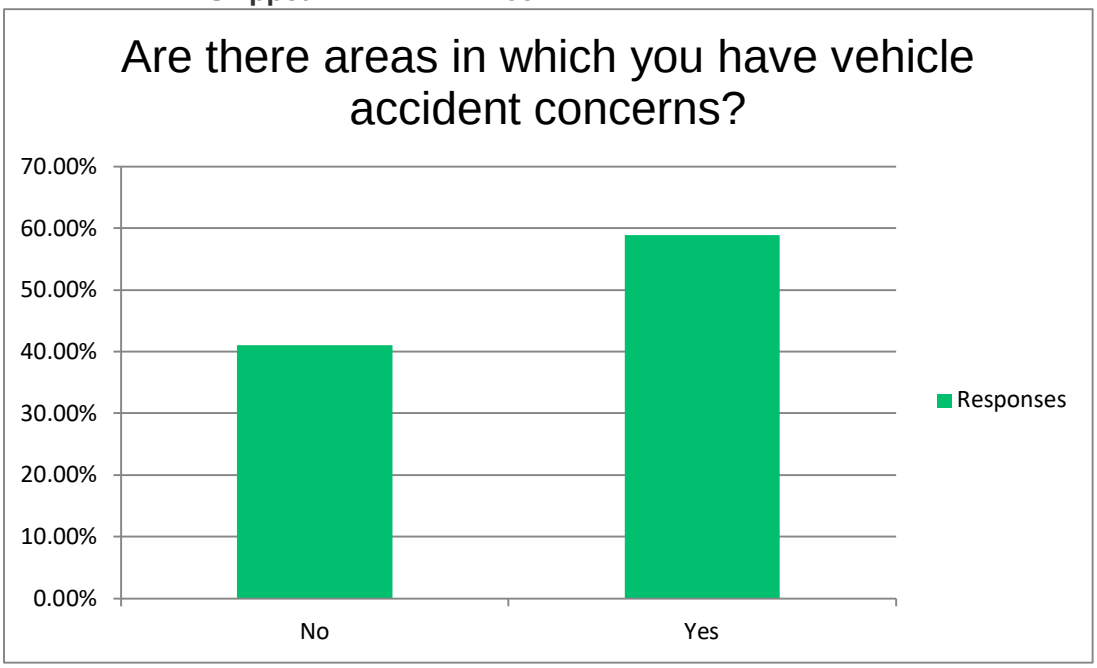
Answer Choices	Responses	
No	22.39%	58
Yes	77.61%	201
If Yes, Where?		205
	Answered	**259**
	Skipped	**72**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Are there areas in which you have vehicle accident concerns?

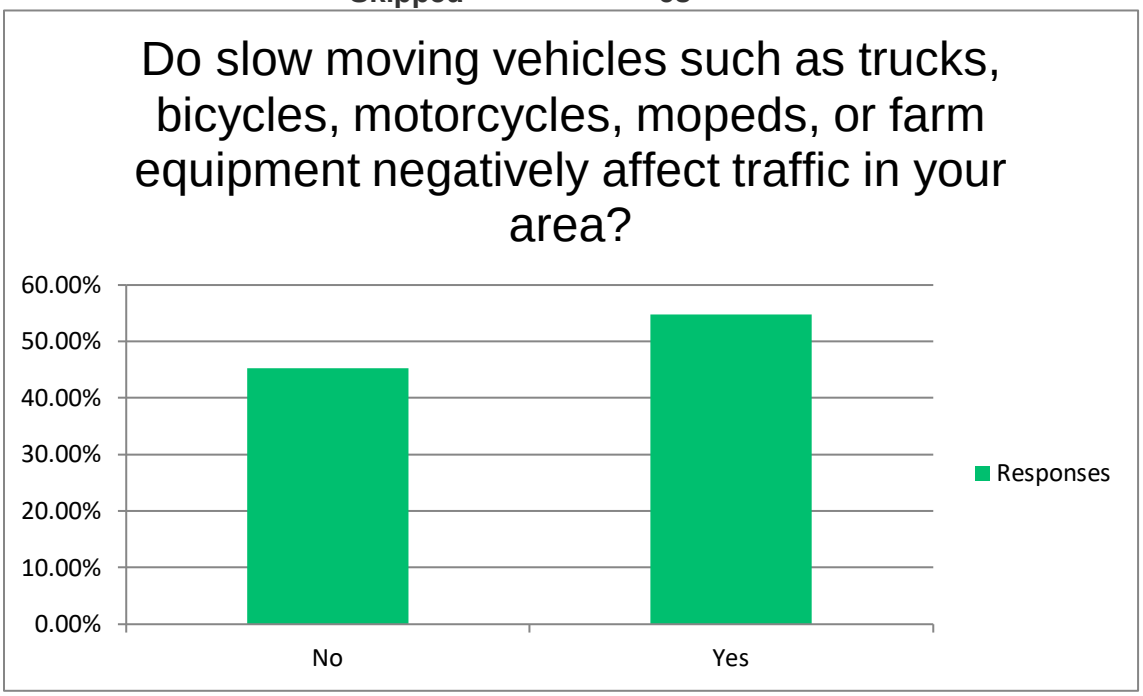
Answer Choices	Responses	
No	41.08%	99
Yes	58.92%	142
If Yes, Where?		147
	Answered	**241**
	Skipped	**90**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Do slow moving vehicles such as trucks, bicycles, motorcycles, mopeds, or farm equipment negatively affect traffic in your area?

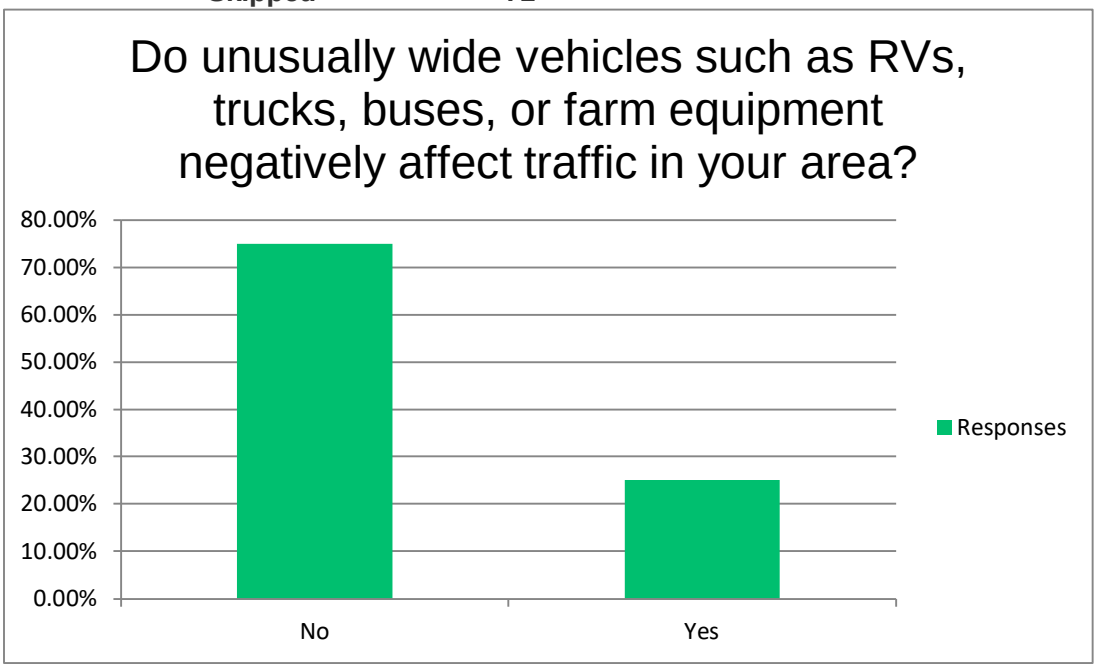
Answer Choices	Responses	
No	45.25%	119
Yes	54.75%	144
If Yes, What and Where?		133
	Answered	**263**
	Skipped	**68**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Do unusually wide vehicles such as RVs, trucks, buses, or farm equipment negatively affect traffic in your area?

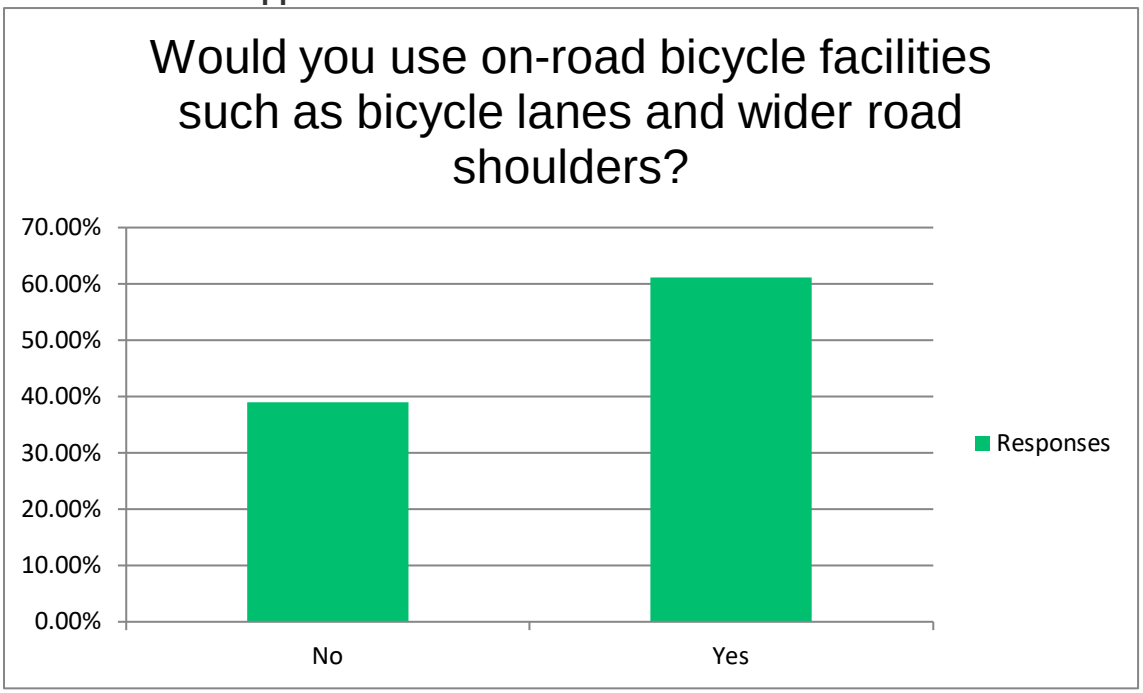
Answer Choices	Responses	
No	75.00%	195
Yes	25.00%	65
If Yes, Where?		57
	Answered	**260**
	Skipped	**71**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Would you use on-road bicycle facilities such as bicycle lanes and wider road shoulders?

Answer Choices	Responses	
No	38.91%	100
Yes	61.09%	157
If Yes, Where?		107
	Answered	**257**
	Skipped	**74**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Are there areas where you would like to see sidewalks constructed or improved?

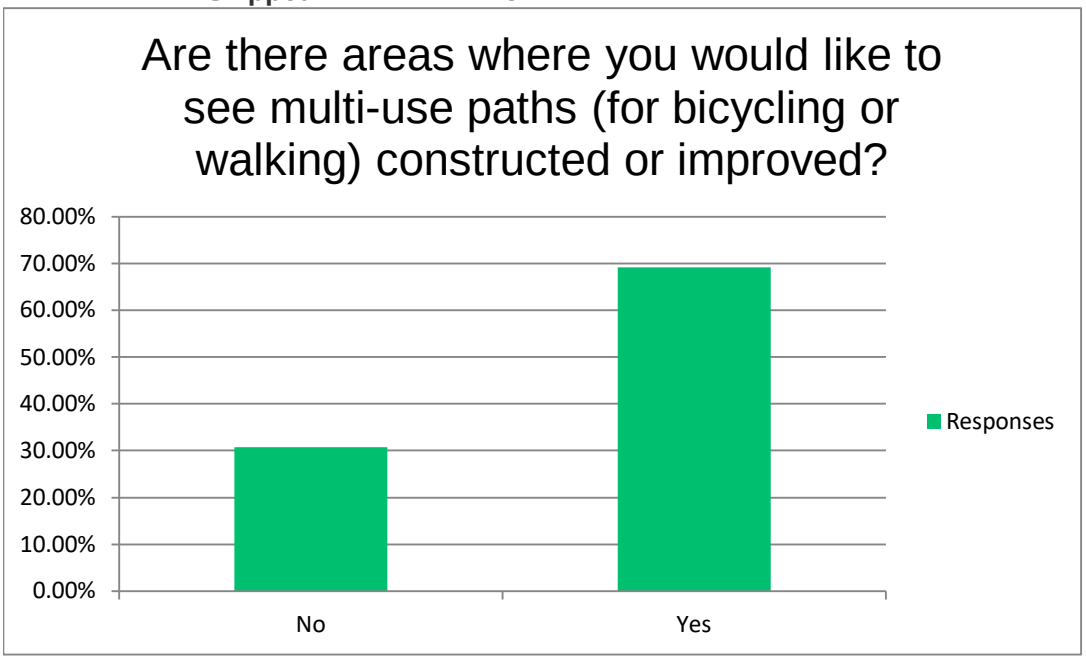
Answer Choices	Responses	
No	42.34%	105
Yes	57.66%	143
If Yes, Where?		139
	Answered	**248**
	Skipped	**83**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Are there areas where you would like to see multi-use paths (for bicycling or walking) constructed or improved?

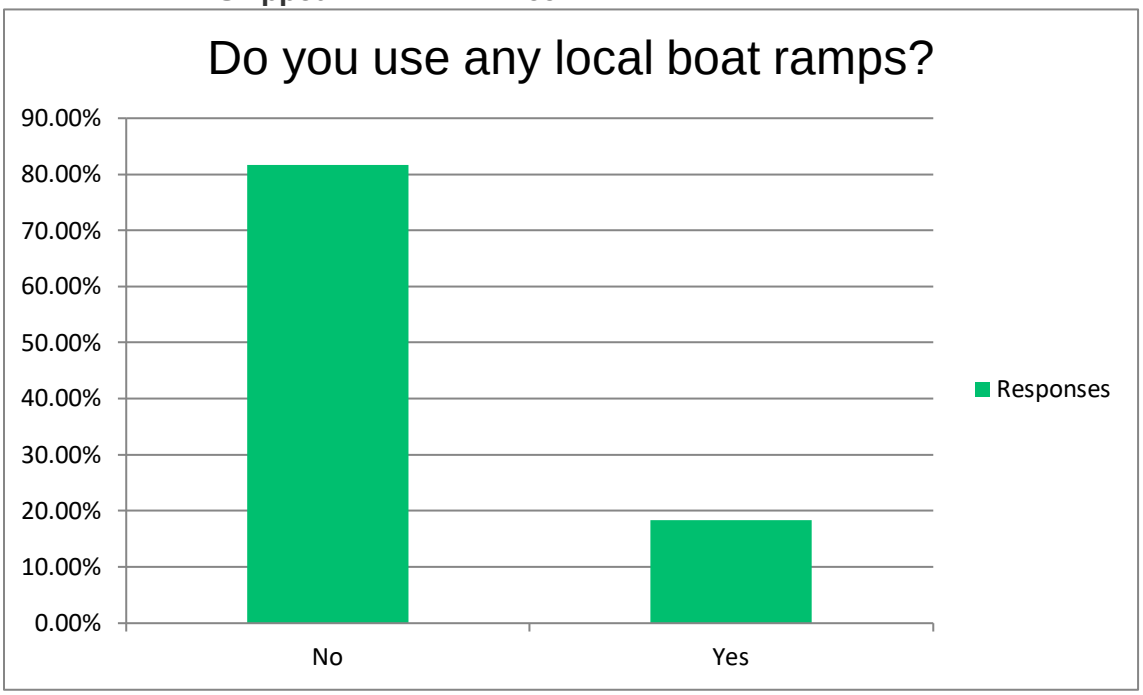
Answer Choices	Responses	
No	30.80%	77
Yes	69.20%	173
If Yes, Where?		156
Answered		**250**
Skipped		**81**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Do you use any local boat ramps?

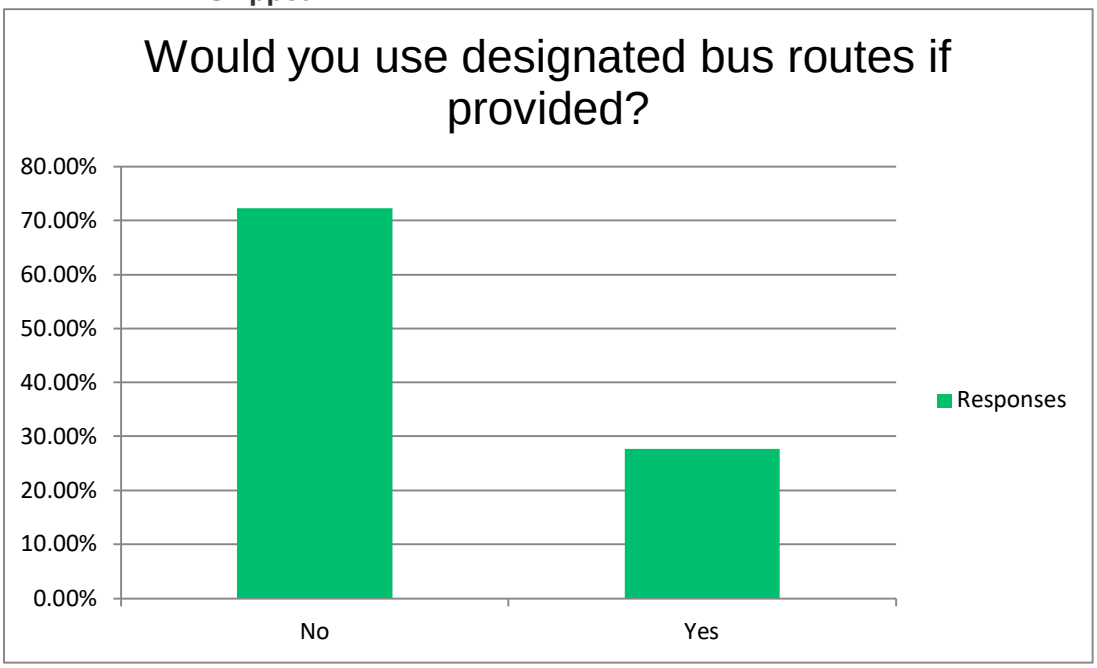
Answer Choices	Responses	
No	81.68%	214
Yes	18.32%	48
If Yes, Where?		41
	Answered	**262**
	Skipped	**69**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Would you use designated bus routes if provided?

Answer Choices	Responses	
No	72.31%	188
Yes	27.69%	72
If Yes, Where?		49
	Answered	**260**
	Skipped	**71**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Are there any areas in Transylvania County you feel are congested? Is it always or just certain times of the day, week, or year?

Answered	**187**
Skipped	**144**

Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

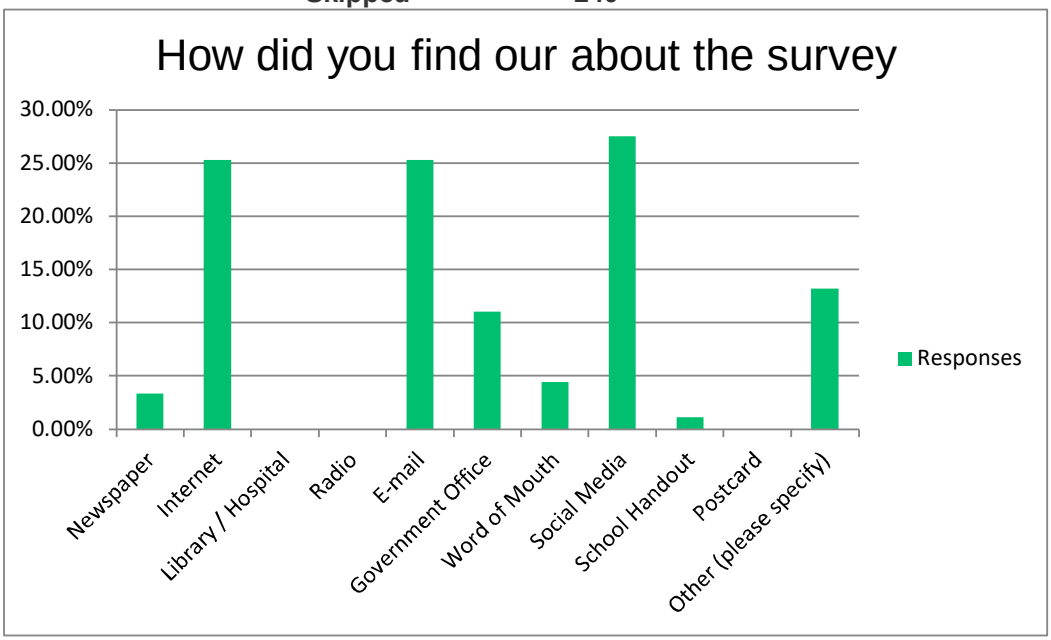
Is there a specific transportation issue you would like the Transylvania County Comprehensive Transportation Plan Working Group to know about (i.e. walking, bike lanes, public transportation, boating)?

Answered	**167**
Skipped	**164**

Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

How did you find our about the survey

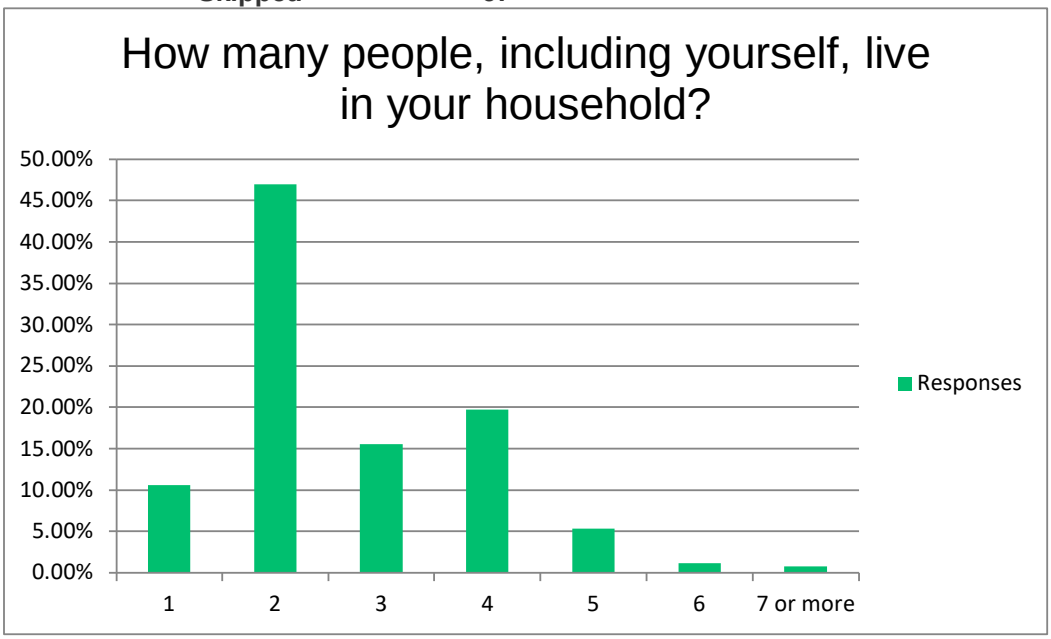
Answer Choices	Responses	
Newspaper	3.30%	3
Internet	25.27%	23
Library / Hospital	0.00%	0
Radio	0.00%	0
E-mail	25.27%	23
Government Office	10.99%	10
Word of Mouth	4.40%	4
Social Media	27.47%	25
School Handout	1.10%	1
Postcard	0.00%	0
Other (please specify)	13.19%	12
	Answered	**91**
	Skipped	**240**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

How many people, including yourself, live in your household?

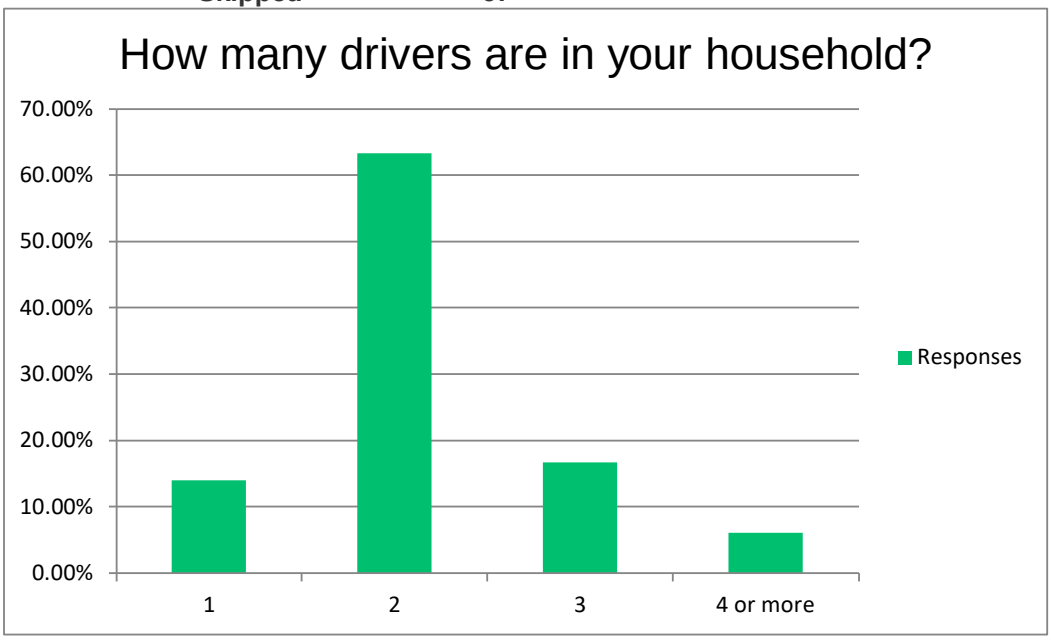
Answer Choices	Responses	
1	10.61%	28
2	46.97%	124
3	15.53%	41
4	19.70%	52
5	5.30%	14
6	1.14%	3
7 or more	0.76%	2
	Answered	**264**
	Skipped	**67**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

How many drivers are in your household?

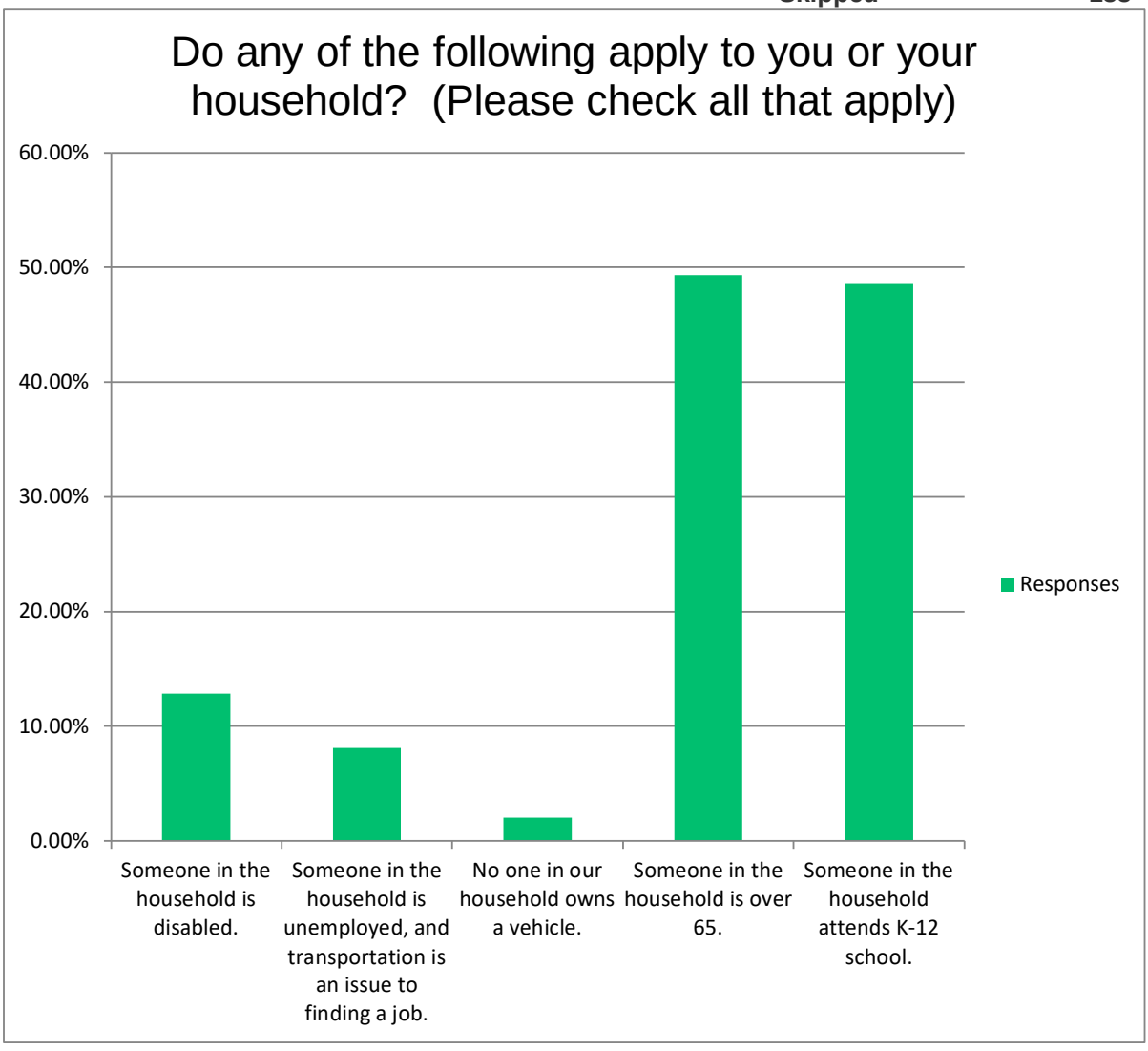
Answer Choices	Responses	
1	14.02%	37
2	63.26%	167
3	16.67%	44
4 or more	6.06%	16
	Answered	**264**
	Skipped	**67**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

Do any of the following apply to you or your household? (Please check all that apply)

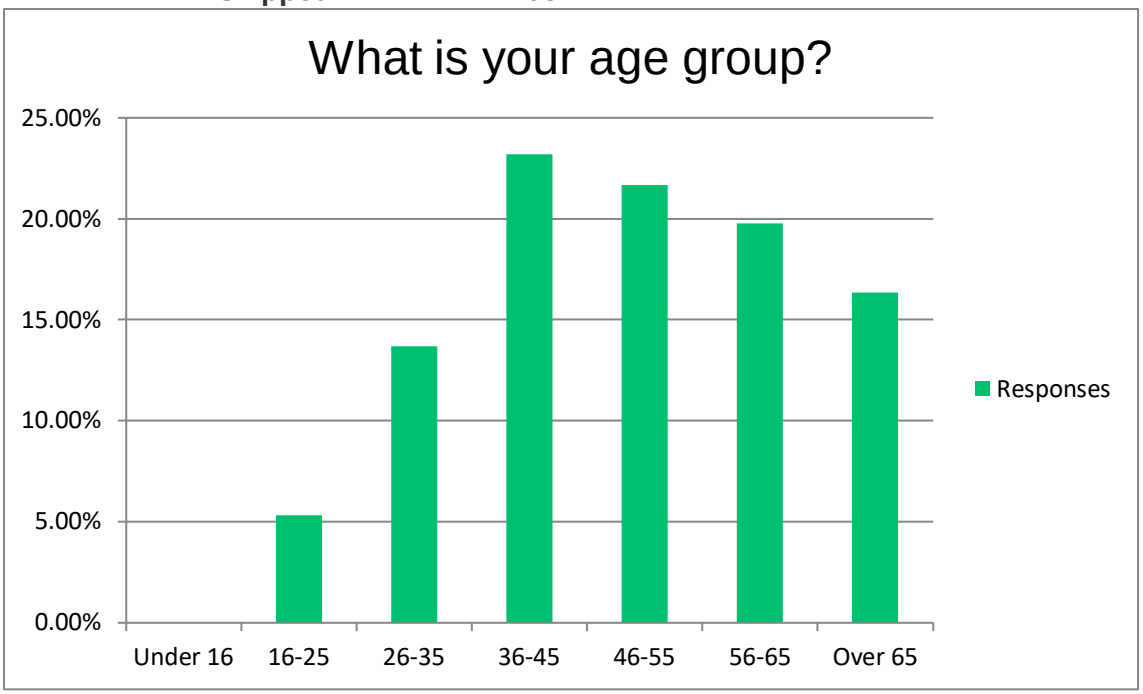
Answer Choices	Responses	
Someone in the household is disabled.	12.84%	19
Someone in the household is unemployed, and transportation is an	8.11%	12
No one in our household owns a vehicle.	2.03%	3
Someone in the household is over 65.	49.32%	73
Someone in the household attends K-12 school.	48.65%	72
	Answered	**148**
	Skipped	**183**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

What is your age group?

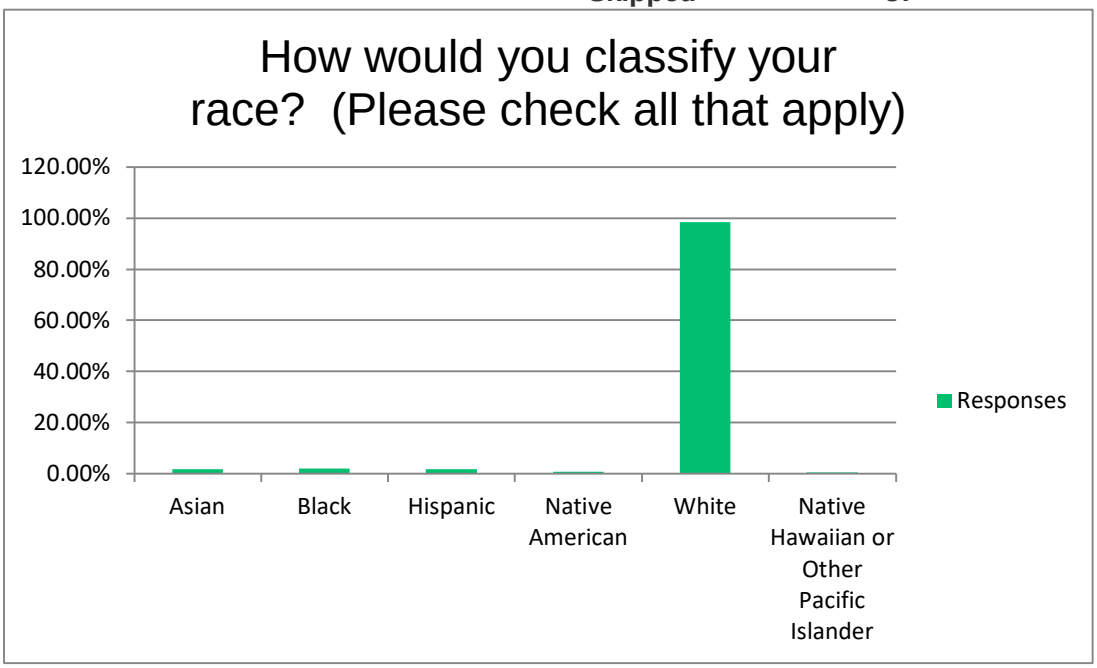
Answer Choices	Responses	
Under 16	0.00%	0
16-25	5.32%	14
26-35	13.69%	36
36-45	23.19%	61
46-55	21.67%	57
56-65	19.77%	52
Over 65	16.35%	43
	Answered	**263**
	Skipped	**68**



Transylvania County Comprehensive Transportation Plan (CTP) Public Survey

How would you classify your race? (Please check all that apply)

Answer Choices	Responses	
Asian	1.64%	4
Black	2.05%	5
Hispanic	1.64%	4
Native American	0.82%	2
White	98.36%	240
Native Hawaiian or Other Pacific Islander	0.41%	1
Other (please specify)		13
	Answered	**244**
	Skipped	**87**





Transylvania County CTP

Survey Results

Connecting people, products and places safely and efficiently with customer focus, accountability, and environmental sensitivity to enhance the economy and vitality of North Carolina

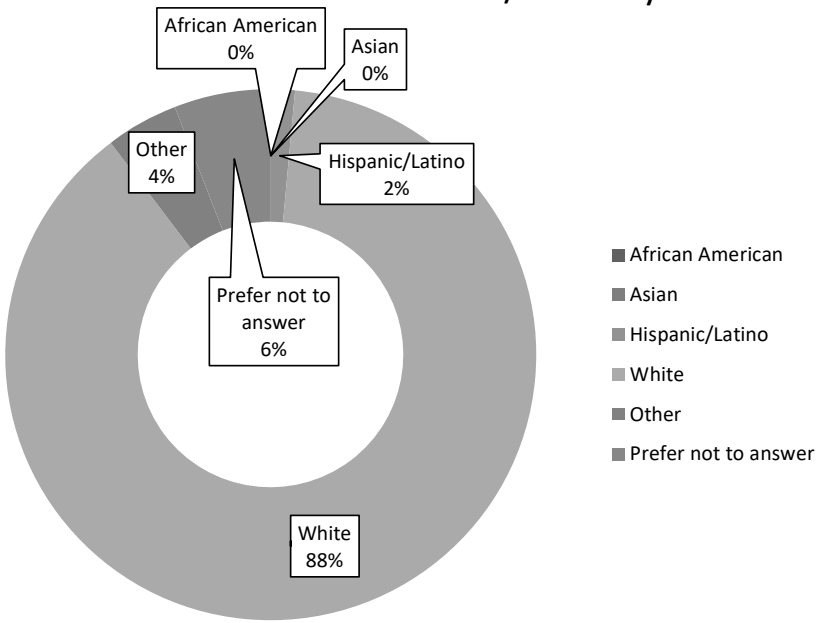
Survey Participation

- 125 Participants
- 375 Comments on the recommendations
- 54 General “Final Comments”
- 429 total comments

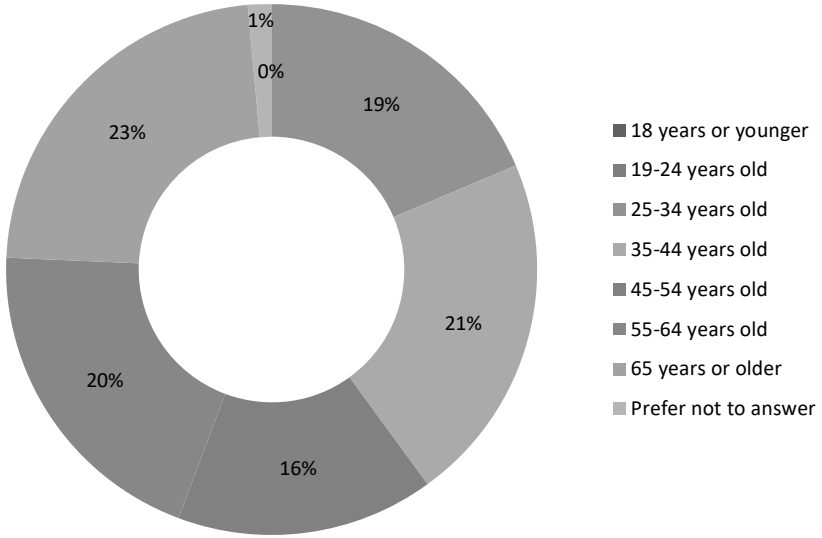
- No responses in Spanish

Highway Recommendations Demographics

Recommendations: Race/Ethnicity:

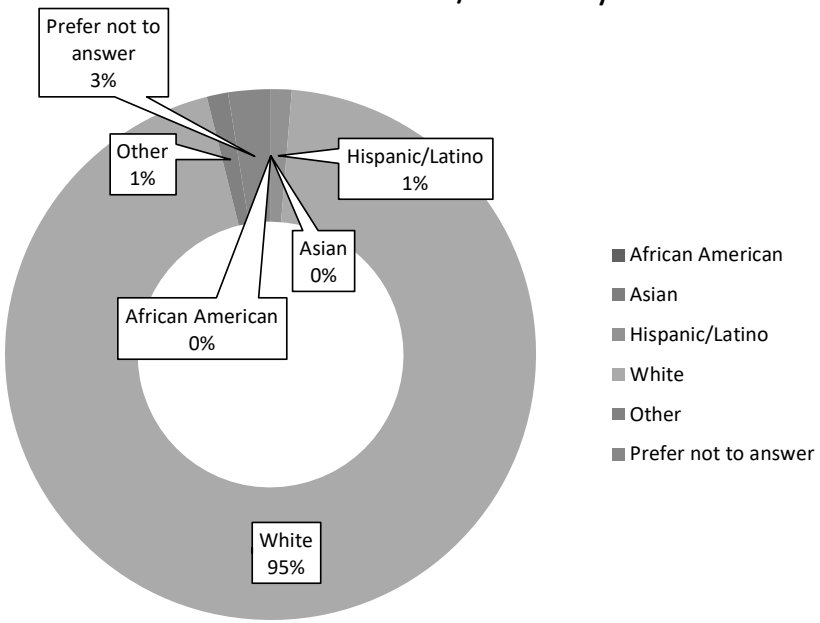


Recommendations: Age:

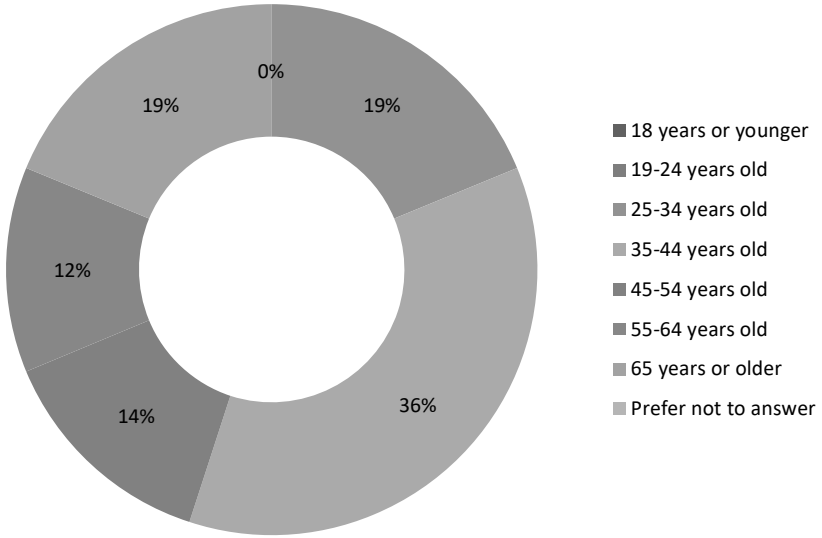


Bike and Ped Recommendation Demographics

Bike and Ped: Race/Ethnicity:



Bike and Ped: Age:

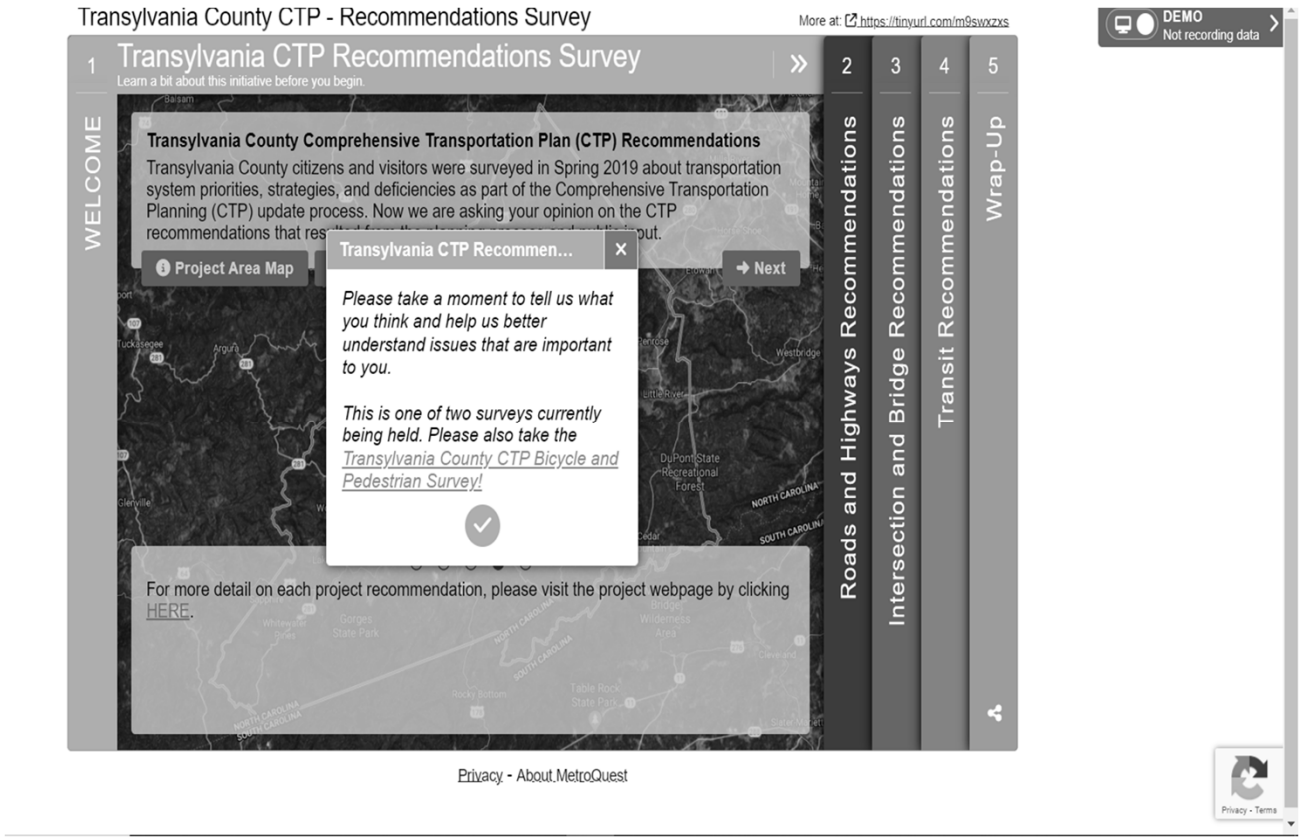


Highway Survey

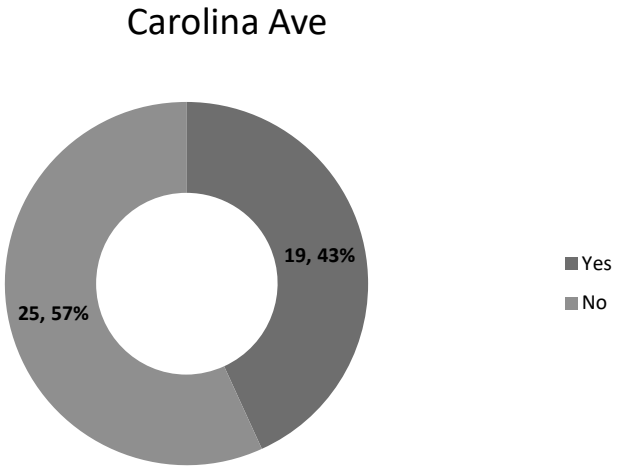
Roads and Highways

Intersection and Bridge

Transit

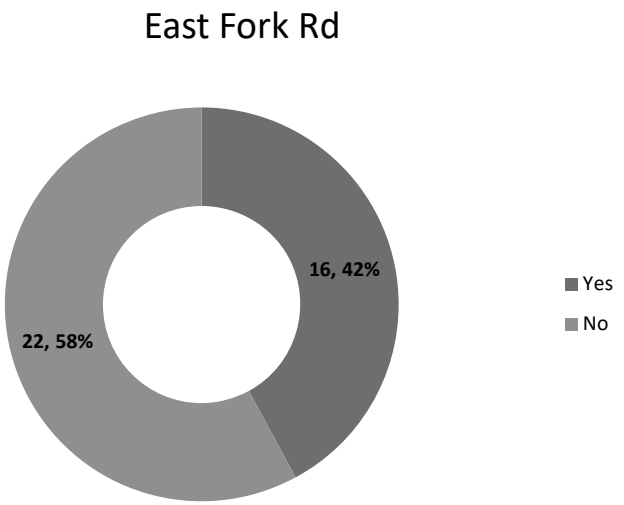


Roads and Highway's Majority "No's"



- "do not need wider roads and more pavement"
- "this street is a major pedestrian thoroughfare and before anything, we need sidewalks."

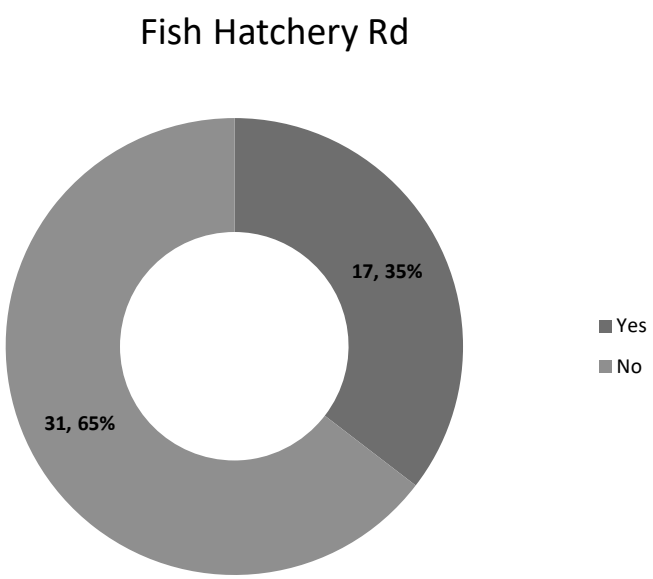
Roads and Highway's Majority "No's"



- "I do not support any increased impervious surface area. We don't need wider lanes--we need to force drivers to be good enough at navigating the lanes as they are. I do not support any straightening or improving sightlines as it destroys the aesthetic and nature unnecessarily."

- "Need to take care to limit sediment intrusion into the river both during construction and afterwards."

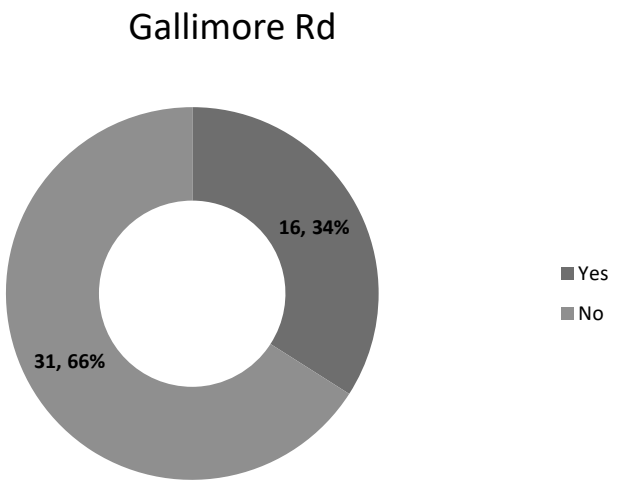
Roads and Highway's Majority "No's"



- "DO NOT PAVE THIS ROAD!! This is a wonderful wilderness experience by bike or car. We don't need to increase traffic nor do we need to create more impervious surfaces. If you pave this road, you essentially take away a safe cycling corridor by dramatically increasing traffic. As for the paved section, I also do not want to see it widened. Don't increase the impervious surface area, increase speeds, or ruin the aesthetic. Waste of money.

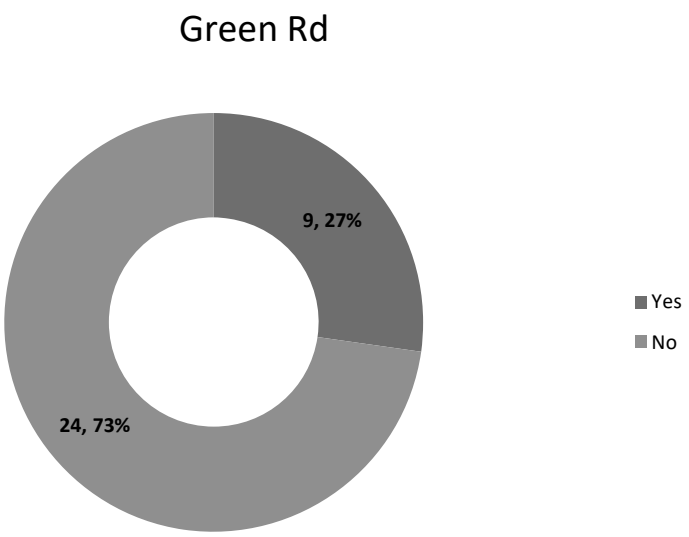
- "This should be low priority. This is fine as a gravel road and low traffic when opened."

Roads and Highway's Majority "No's"



- "This could be delayed. Needs here not as great as other areas."
- "How can you possibly increase the lane width, and provide paved shoulders, with the existing multiuse path that runs right beside Gallimore Road? I don't see how this is possible.

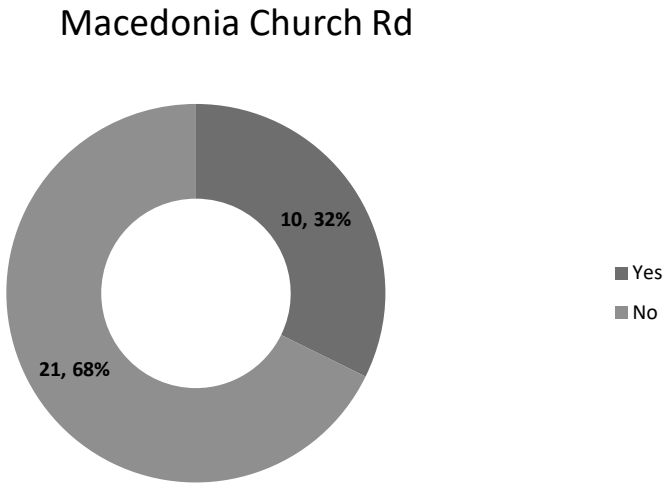
Roads and Highway's Majority "No's"



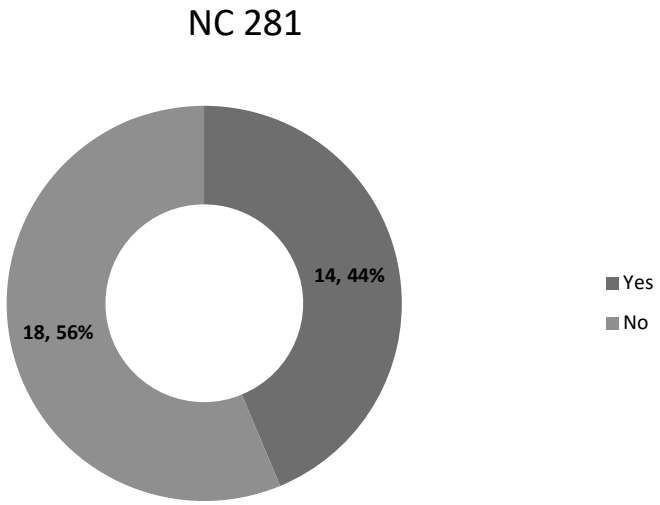
- "Flood issues will make this a very expensive project. Green RD sees light travel."
- "No. Modernization impacts the local scenic beauty forever. That is why we live here."

Roads and Highway's Majority "No's"

- "Modernization impacts the local scenic beauty forever."

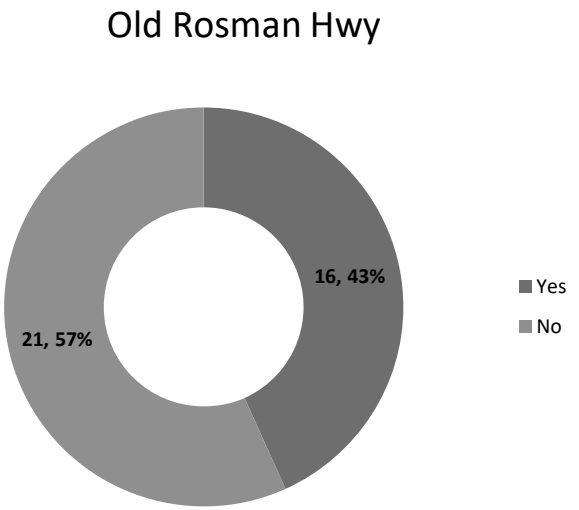


Roads and Highway's Majority "No's"



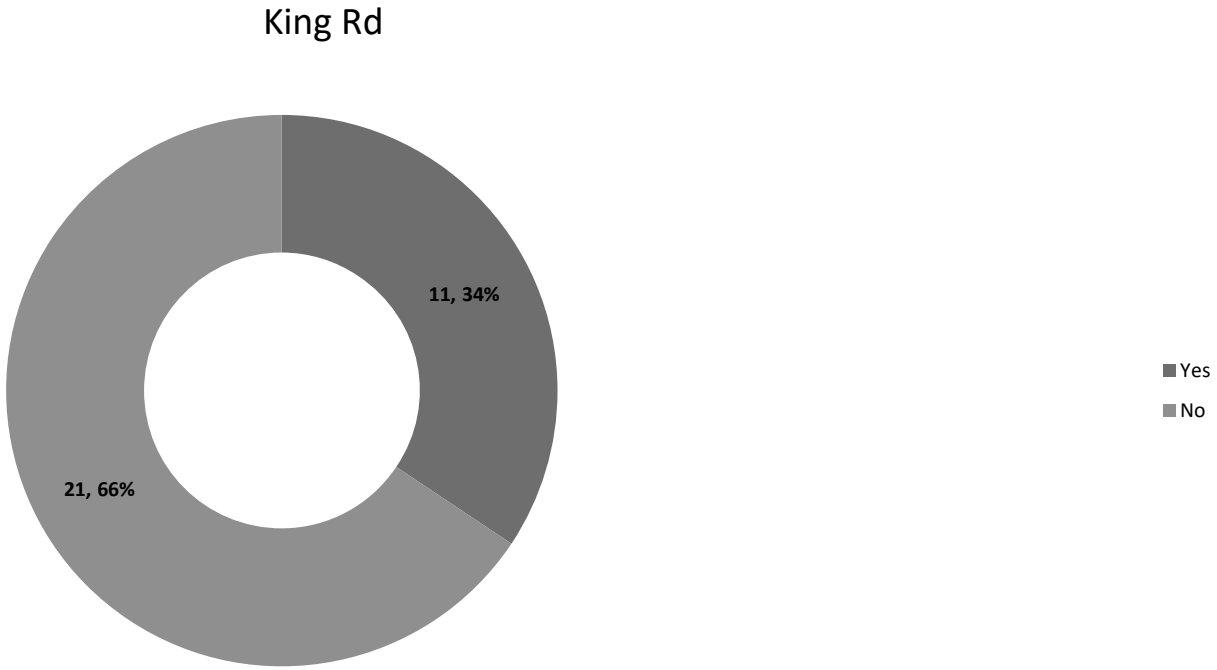
- "Not that much traffic on that road and nice to keep some roads nice and country"
- "We do not need MORE pavement!!! The road is fine and impervious surfaces are not going to help runoff, flooding, pollution. We need to prepare drivers for the road, not the road for the drivers."

Roads and Highway's Majority "No's"



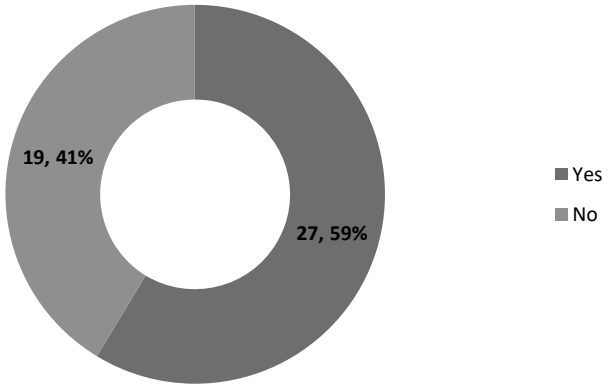
- "Modernization impacts the local scenic beauty forever."
- "Not enough traffic. Don't need more impervious surface area. Spend money elsewhere."

Roads and Highway's Majority "No's"



Roads and Highway's Majority "No's"

Island Ford Road and Pole Miller Road

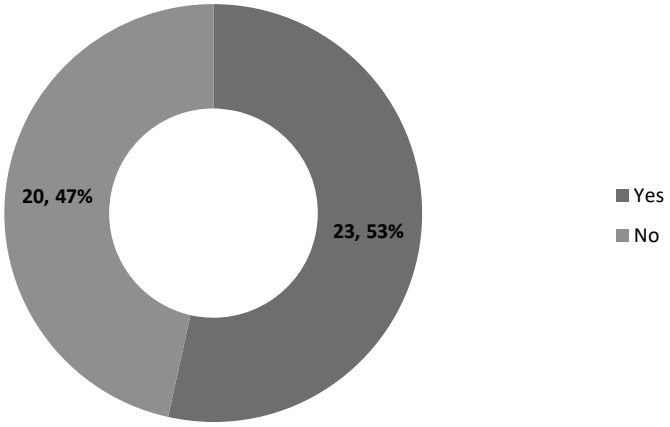


- "Flood issues at the French Broad access happen 4-5 times per year."
- "Bike lanes please!"
- "Not enough traffic. I do not want to widen the road. I do not want to increase impervious surfaces in a floodplain. Bike lanes/shoulders are full of debris and really don't protect you, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers."

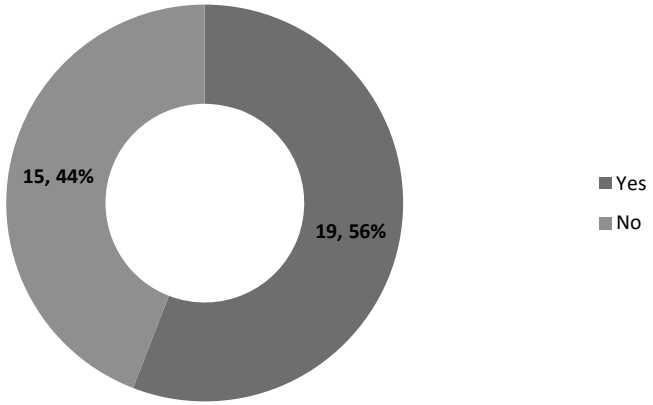
50/50- Highway recommendations

- **No. Modernization impacts the local scenic beauty forever. That is why we live here.**
- **Don't widen roads, making this faster and more dangerous. Straightening the road or removing hills/vegetation for sightlines ruins the natural feel, scenery and again, increases speeds without requiring drivers to be more skilled. It needs paving. Start there.**

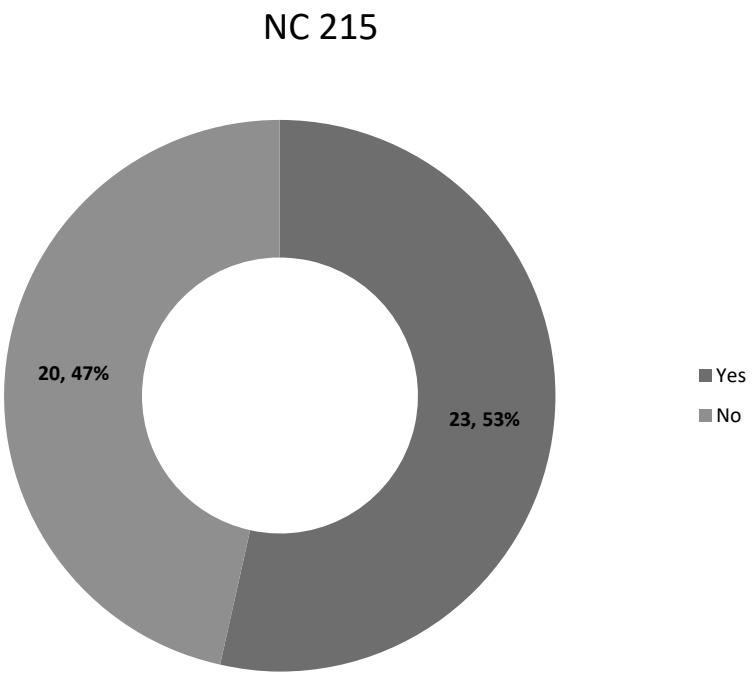
McLean Rd



Pickens Hwy (US 178)



50/50- Highway recommendations

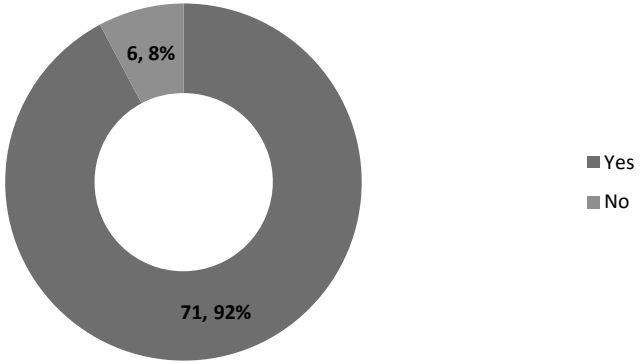


- This is a popular route for cyclists, drivers to get up to the parkway. It is very narrow and windy and the lack of shoulder makes cyclists very vulnerable to cars. A shoulder for bikes is absolutely a necessity.
- Absolutely do not support this. There is not enough traffic to justify. I do not agree that we always need wider lanes for drivers. Force drivers to be better or avoid roads they don't like because of narrowness. I don't want to see straightening or clearing sightlines because it ruins the aesthetic and destroys nature unnecessarily. I do not want to see any additional paved surface area that will negatively impact rivers and streams.

90% - Highway recommendations

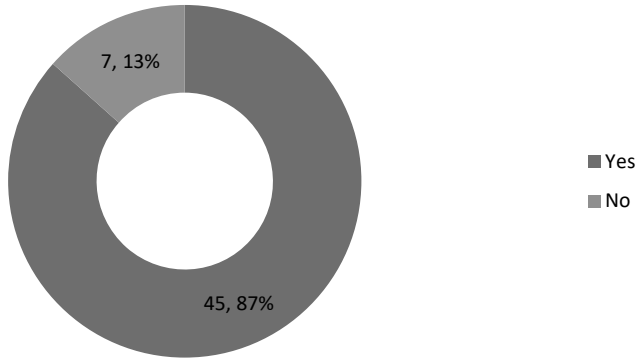
- **Cannot support this more for the cyclists, walkers and the drivers on the highway!! Safety for ALL!!**
- **THIS IS VERY MUCH NEEDED. The area is becoming very well known for its access to the forest but the roads do not support the demand right now. There needs to be safe access for bikes to the forest.**
- **This project is much needed both for bike safety, and to reduce congestion caused by bicycles on traveling in and out of the forest.**

US 276 in Pisgah Forest

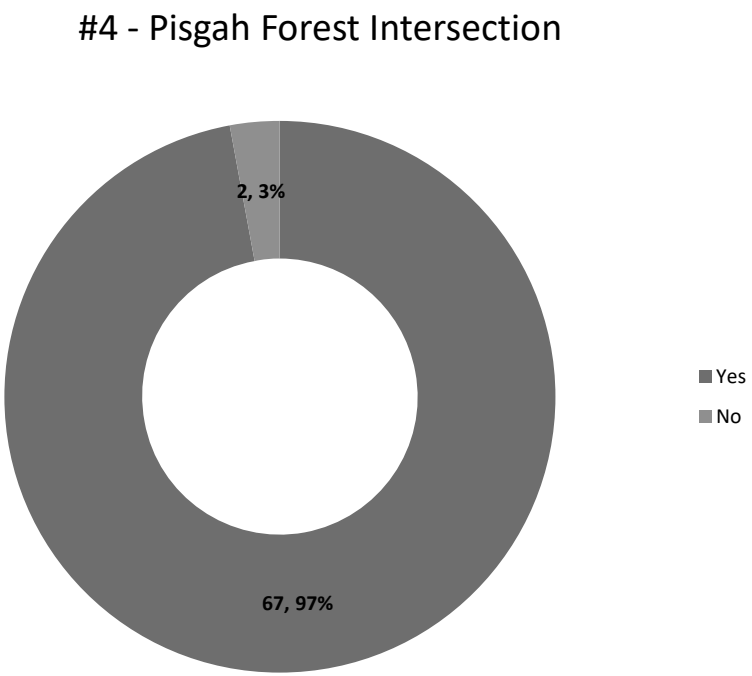


- **I do not want to widen the road. Visibility on this road is about as good as it gets. I do not want to increase impervious surfaces in a floodplain. Bike lanes/shoulders are full of debris and really dont protect you, especially if a wider roadway results in higher speeds. I also do not want to mess with the 2-lane aesthetic. We need to prepare drivers for the road, not prepare the road for drivers.**
- **the multiuse path mentioned in recommendations is critical. this is a major pedestrian and bicycle thoroughfare**

Old Henderson Hwy - Brevard



90 % - Intersection and bridge

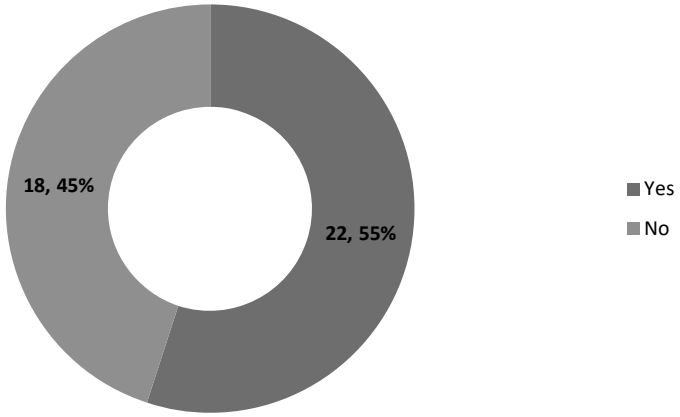


- A roundabout will be great to keep traffic moving, especially during peak tourism times. Please consider cross walks in safe places (not the exits of the roundabouts) for pedestrians and bikes.
- I support the roundabout completely and want to see if completed and evaluated BEFORE any widening for vehicles on 276 into the forest is considered. HOWEVER, this roundabout HAS to be constructed faster than the current roundabout on 280/Davidson River Conn. That speed is absolutely unacceptable. And careful consideration needs to be taken for cycling and pedestrian infrastructure in this intersection area.
- This should be the first priority (and should have happened well before the ridiculous roundabout up the road and addition of the cut through road).

50%- Intersection and Bridge

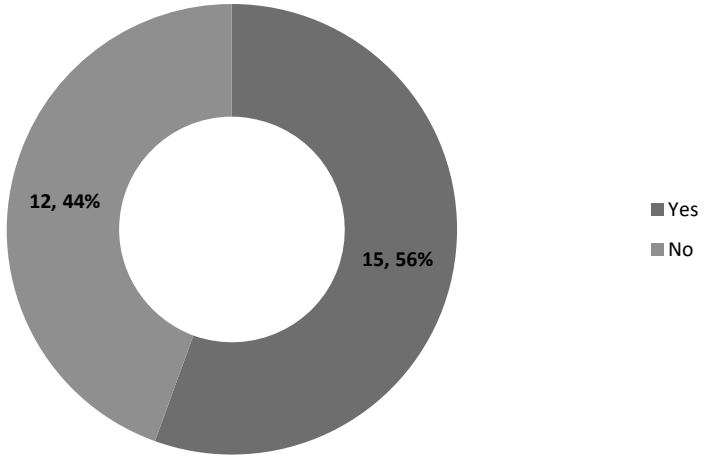
- **Nothing wrong with this intersection**
- **its oversized.**

#59 - Cascade Lake Rd Bridge Intersection with US 276



- **not enough traffic here to be a problem. I like the alignment as it is.**

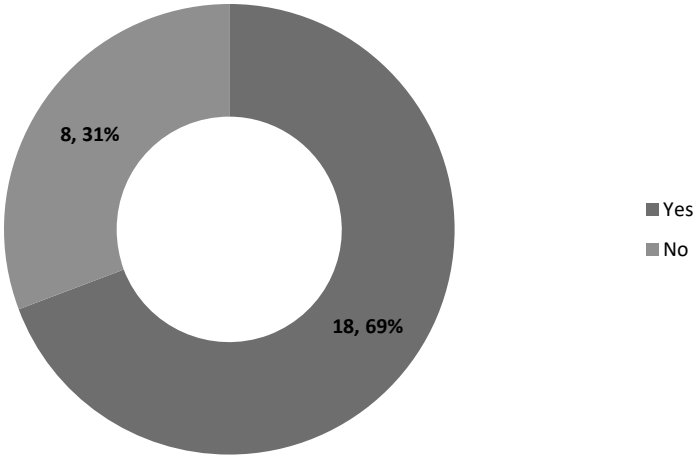
#15 - Crab Creek Rd



Intersection and Bridge

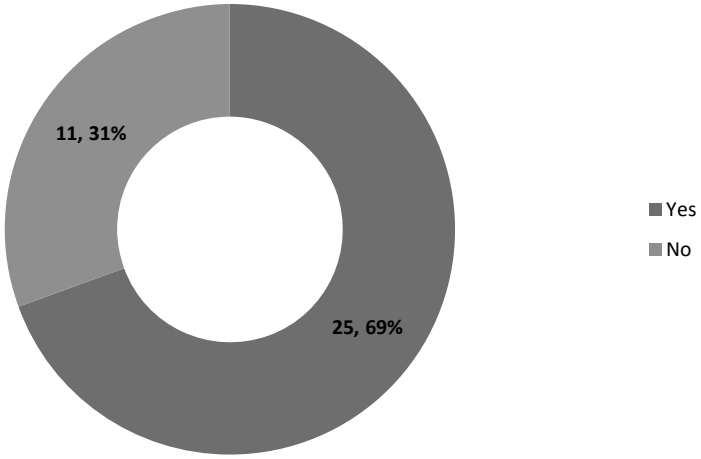
- **No opinion, but don't pave the road**
- **Not enough info included to vote intelligently.**

#43 - Merrill Lane Bridge over Little River



- **Uncertain**
- **Not enough info included to vote intelligently.**

#38 - Hanna Ford Road Bridge



Mostly yes- Transit Recommendations

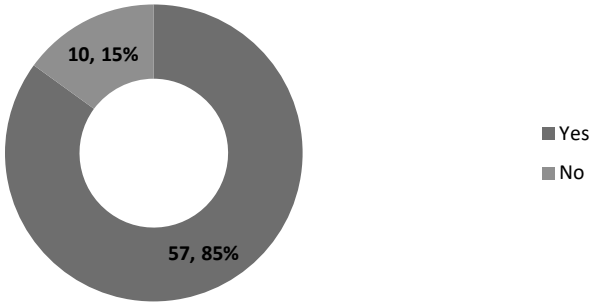
- **I'm fully in favor of more transit options. it would be nice if there was more alignment to recreation locations--I'm shocked there is no route suggested into the forest.**
- **The community needs to continue supporting such means for all workers to get to and from easily and inexpensively.**
- **I'm all for multi-rider transport options…but do we have the volume to warrant full time use vs. on call/appt routing?**

- **YES YES YES!!!! This would allow one-way rides and runs on the Ecusta Trail, cut down on HWY 64 traffic, and encourage people from Hendo to use transit when visiting the forest. Dont do only 2 bike slots on the front. Put rear racks on the bus to hold the bikes verically by the front wheel. These can be done for up to 7 bikes in a northshore style rack for a hitch, or in Lenzerheide Switzerland they have them permanently mounted to the back of the bus.**
- **This would support those that work in other towns and help with traffic reduction and options. It would also support those that do not have vehicles.**
- **I'd prefer to see a route that goes to the airport which could connect to the existing Asheville transit system (ART bus).**

Existing Routes



New Regional Route to Hendersonville

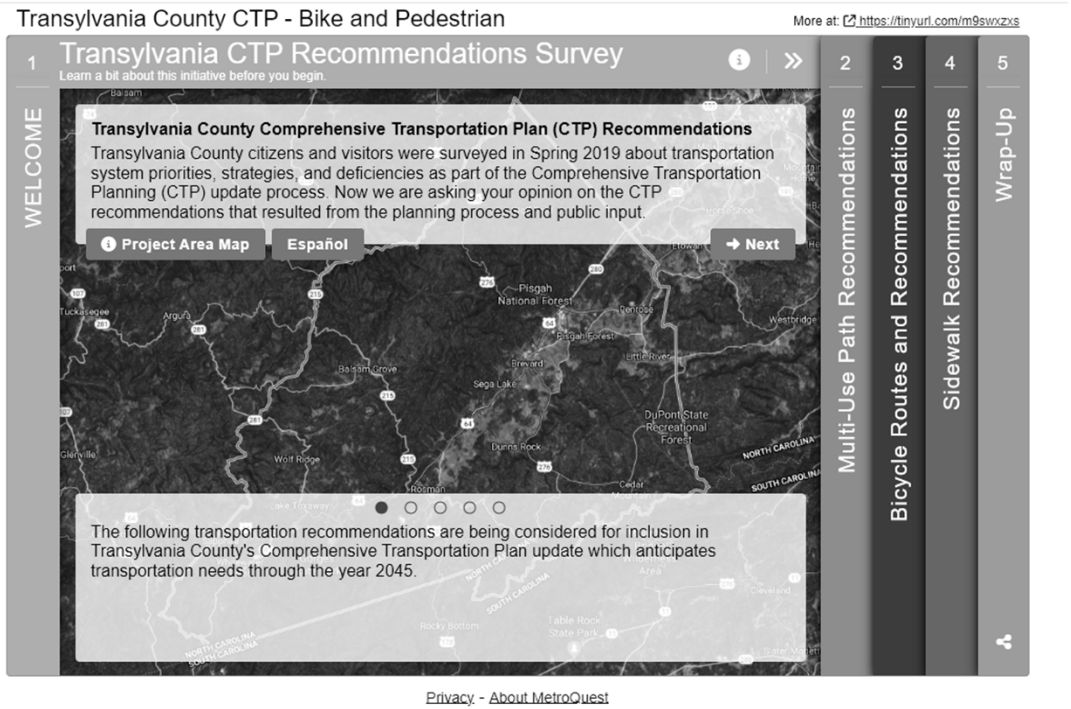


Bike and Ped Survey

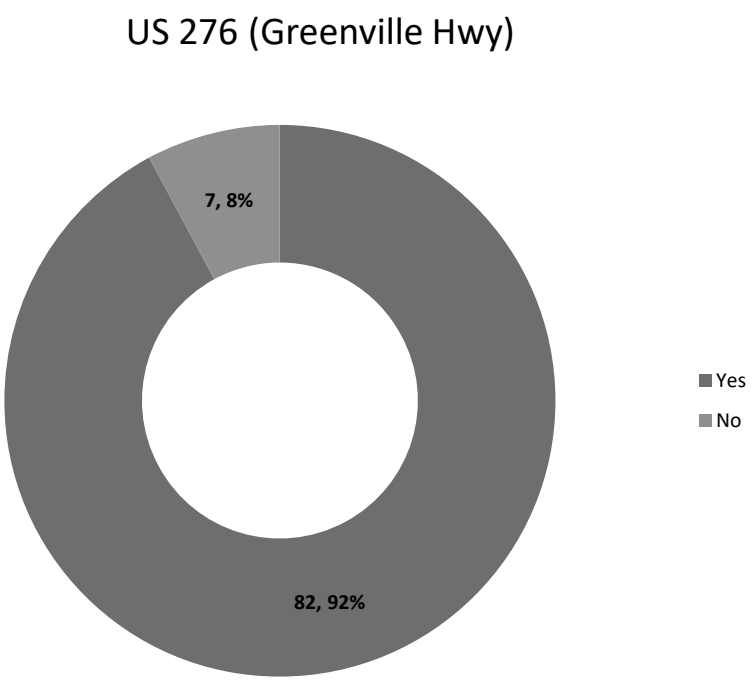
Multi use Paths

Bicycle Routes

Sidewalk



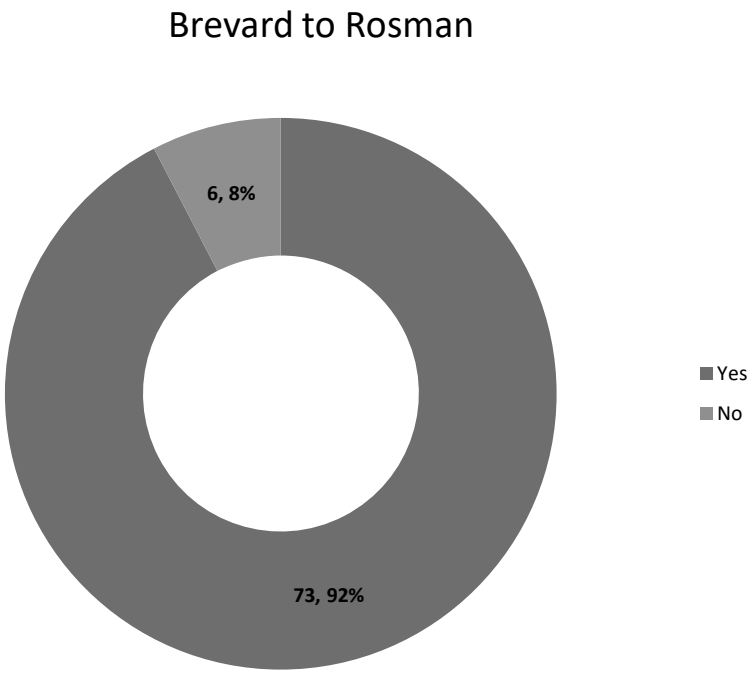
90% - Multi use path



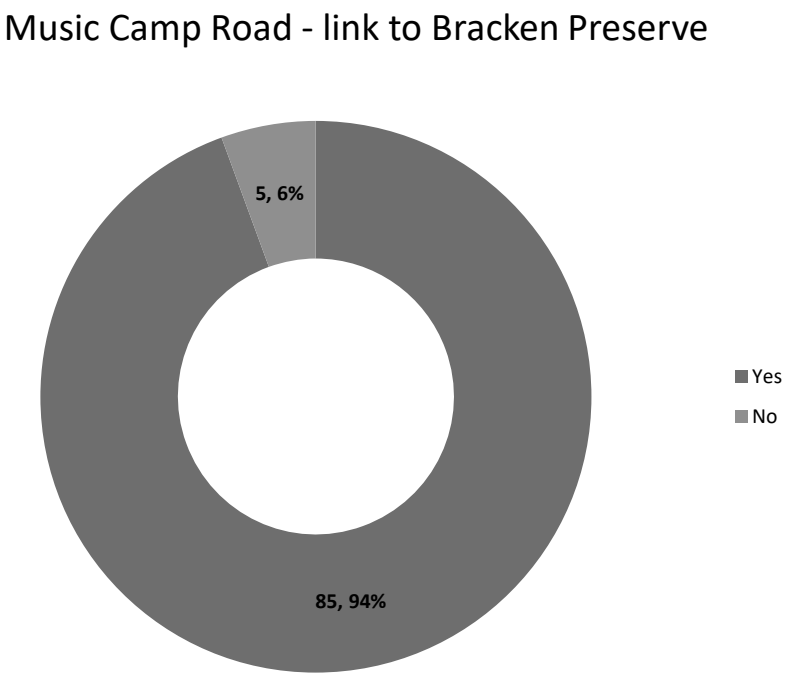
- Would help during many of the annual bike rides along these roads, I hope.
- Highly traffic area. I multi use would be so much safer. This would enable another route for so many cars, bikes and hikers
- 276 to Cedar Mountain desperately needs bike lanes. Soft shoulders at the very least!

90% - Multi use path

- Would hugely impact and bring communities together. I feel like Rosman is a world away
- YES! All for longer distance pathways. This would support and encourage economic growth in Rosman and make access to popular cycling routes like Cathy's Creek Road and 215 much safer. Plus, you even start to allow safer self-shuttling with bikes for river paddling.
- A safe way to connect Brevard to Rosman is definitely needed especially as the land between the two towns becomes developed.



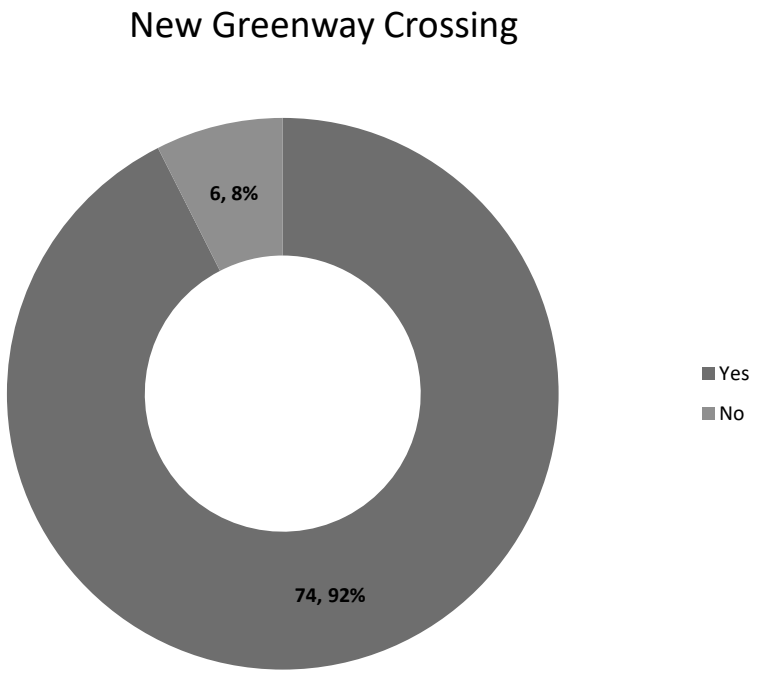
90% -Multi use path



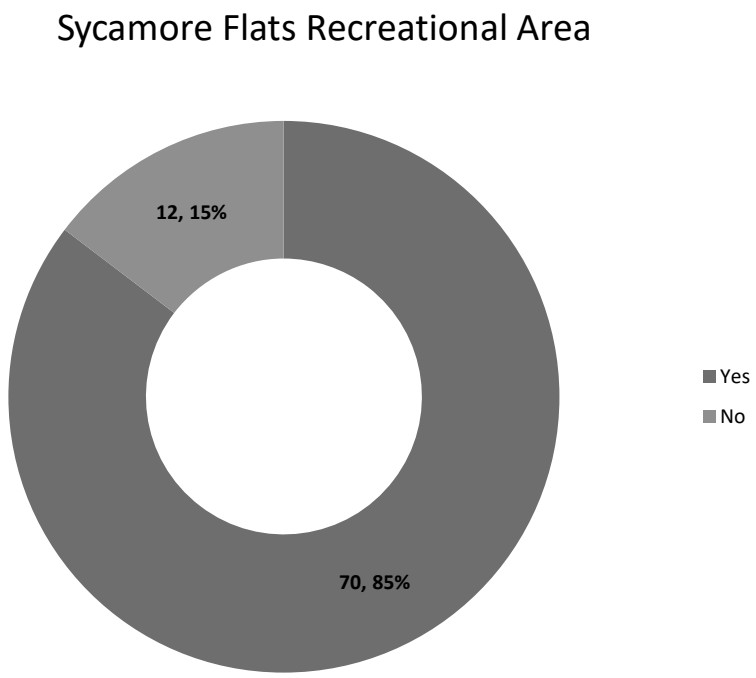
- With the recent purchase of additional land in the bracken preserve, it would be very wise to connect it to the greenway
- Would improve access to Pisgah via Bracken and vice versa as this is a popular mtn bike route, especially for people that live in town and want to ride without driving to a trailhead. Will also improve access for families in town once the new Bracken trails are finished
- yep!! Multi-use path would be awesome!! I ride a loop from my house behind the sports complex, up Joel Branch, using the Stony Knob Connector and down through Bracken, often stopping at town breweries/eateries. 99% of this route is on bike path, trail, or closed gravel road. This is the only part where I'm forced to share the road with cars and it's slow because it's uphill.

90% -Multi use (NCDOT added project)

- This would help eliminate dangerous bike traffic on 276 and allow for a safe crossing. Better for families and locals who ride bikes to the forest from their homes. Better for campers.
- This is needed soooo badly to avoid needing to ride on 276. I don't really want to see bike lanes on 276 as it would add more impervious surface and be dangerous to ride on. But as of now, you can ride through the campground and get so close to Avery Creek Road, but that last little hill is awful on 276. It would be so much nicer if there was a bike/ped bridge that accessed Avery Creek Road from the North Slope trail without ever needing to get on 276.
- YES! So many of the people who come to the forest come to ride trails that start from the Horse Stables. We need a safe way to get there from all of the parking that is located nearer the entrance of the forest.



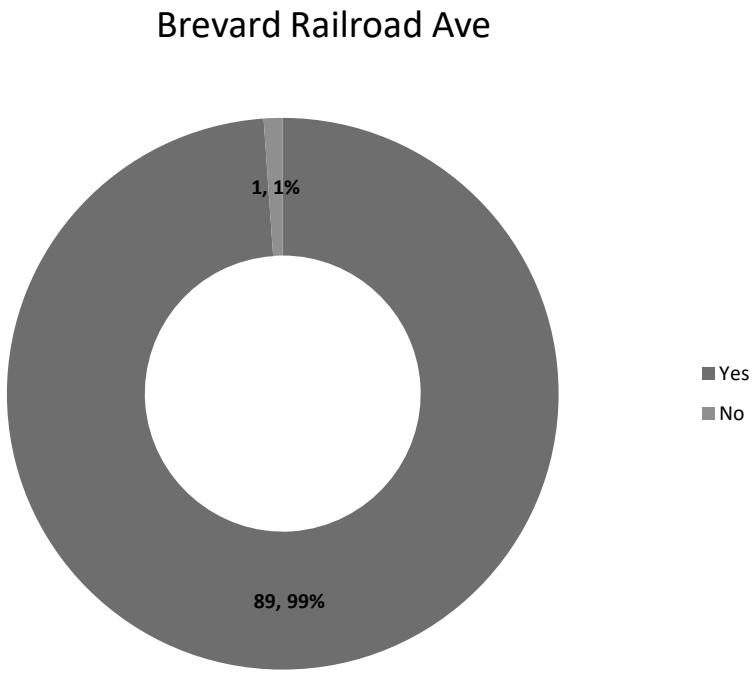
Multi use- (NCDOT added project)



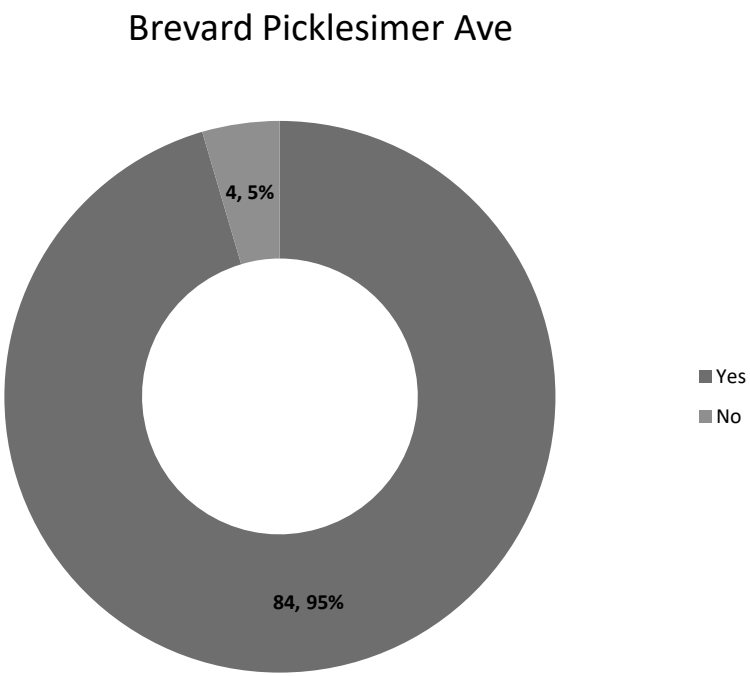
- Too crowded as it is. Better to make use further into forest, at Davidson River Campground area or alternative.
- While I am in support of this, I am concerned about increased pedestrian traffic on the estatoe trail. It's a lovely narrow trail, that I do not want to see widened. I just wonder if it would be realistic to do the bridge AND add a path on the 276 side so we're adding users, but we're doubling the total walkable/rideable options and sort of maintaining the saturation.
- Crossing the road is really dangerous as it is right now. This is definitely needed.

90% -Multi use path

- This is high on the list and already in action. Please make sure there are plenty of signs and safety precautions for both the cars and bikes/peds as these are constructed.

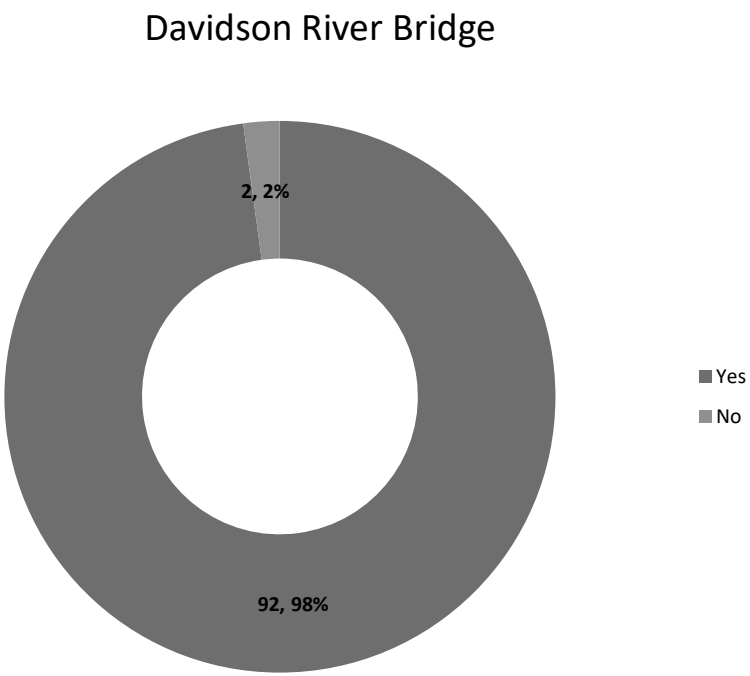


90%- Multi use path



- There's currently no really safe way to bike to the west side of town so this should be a high priority
- Can't find Picklesimer Ave. This appears much more satisfactory than Caldwell Street that I heard "floated" around. Caldwell is NOT appropriate as long as it remains a through-route for trucks.

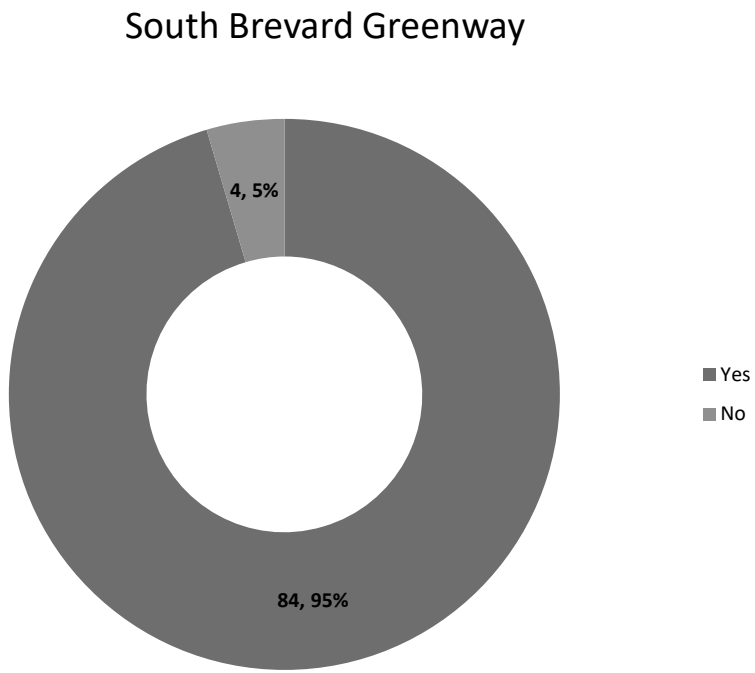
90% -Bike Routes and Recommendations



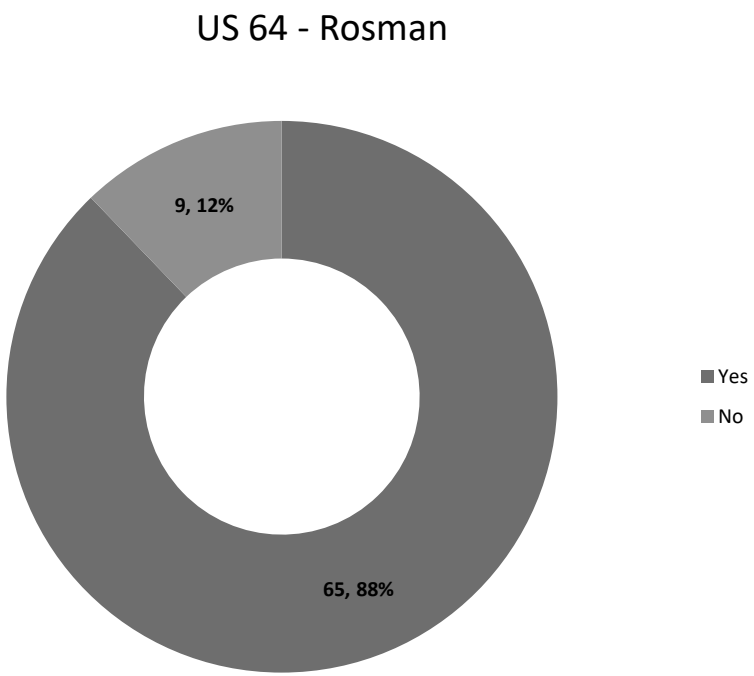
- YES! There are a few businesses, such as The Hub, that attract a ton of tourists and bikes. There is no current way to safely cross from these businesses into the forest or onto the Estatoe bike path. A bridge is VERY MUCH needed
- this needs to be a top priority. More important than any of the other bridges. This would allow riders from the hub to avoid using the road much easier and more safely, coming and going.
- Bridge is not safe on bikes or on foot, and definitely not with children with you. Would improve access to forest/intersection business if there was a way to cross separate from traffic.
- This one is a no brainer. Safety!

90% -Bike Routes and Recommendations

- The more off road bike trails the safer it will be. The control times when one can ride on roads the safer it will be . Bikes should be registered or licensed and funds from this used for trail costs.
- NOT BROAD STREET, and NOT CALDWELL STREET!
- Would tie existing downtown bike path to Gallimore rd multi use path



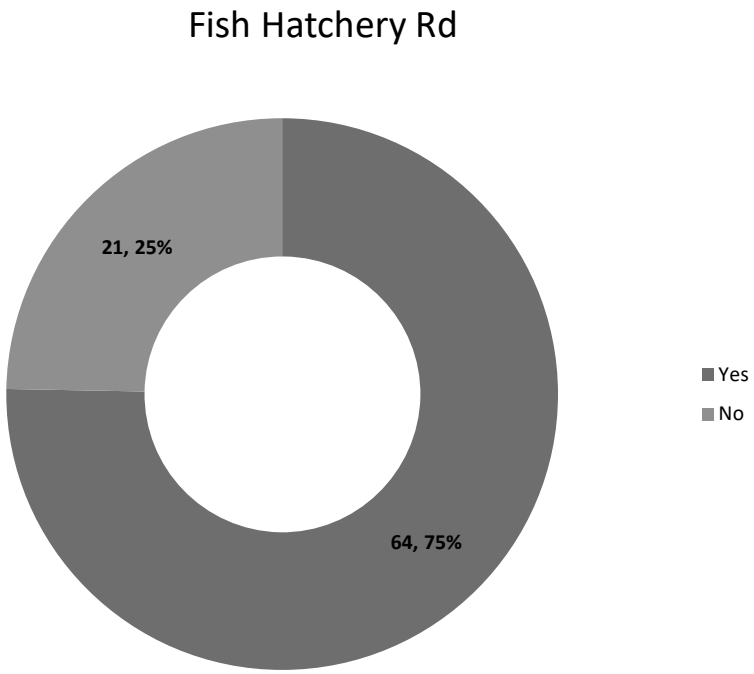
Bike Routes and Recommendations



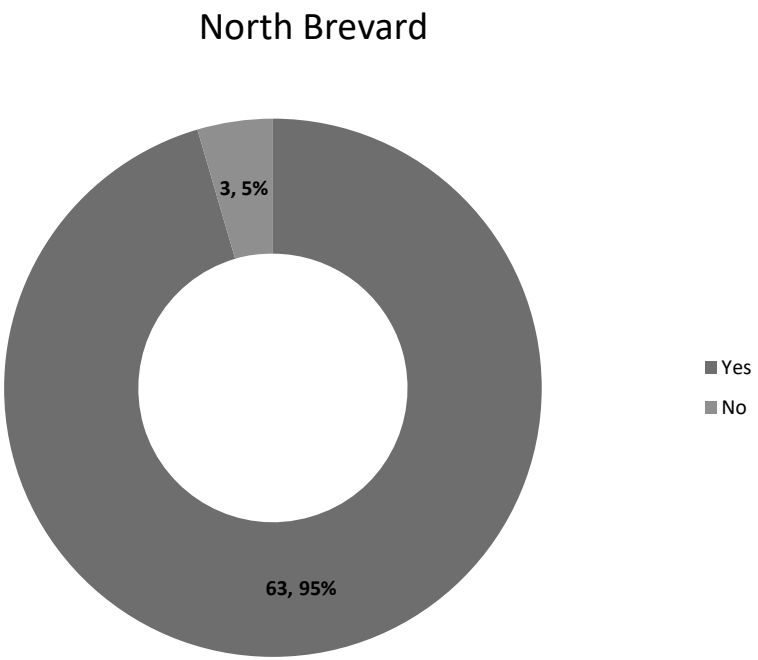
- Biking is bringing in lots of tourists, let's make it safer and easier for them to come enjoy themselves and spend their money in our small towns:)
- A separate multi use path would make me feel much safer riding near that road. The speeds on that road make even a bike lane too dangerous. People fly down it, often times, distracted driving and weaving, and an unprotected bike lane (or shoulder) will leave cyclists too vulnerable.

Bike Routes and Recommendations

- Big yes, major thorough-way in the forest and popular for bike routes, Art Loeb access at Gloucester Gap, etc. also ideal for Balsam Grove residents to get to town efficiantly.
- DO NOT PAVE THIS ROAD!!!!!! I don’t care how big the shoulder is, you're going to make a very safe cycling route exponentially more unsafe. I'm also sick of reading about "paved shoulders." If you have to pave a shoulder, make it a REAL bike lane so drivers know we belong. Also, you must maintain lanes and shoulders if you are suggesting they are "for bikes." DO NOT PAVE THIS ROAD!!!
- Important to have another trail/road out of the forest
- I don't see the need to pave the remainder of Fish Hatchery Rd. It would only increase the speed at which vehicles (and now side by sides) drive on these roads.



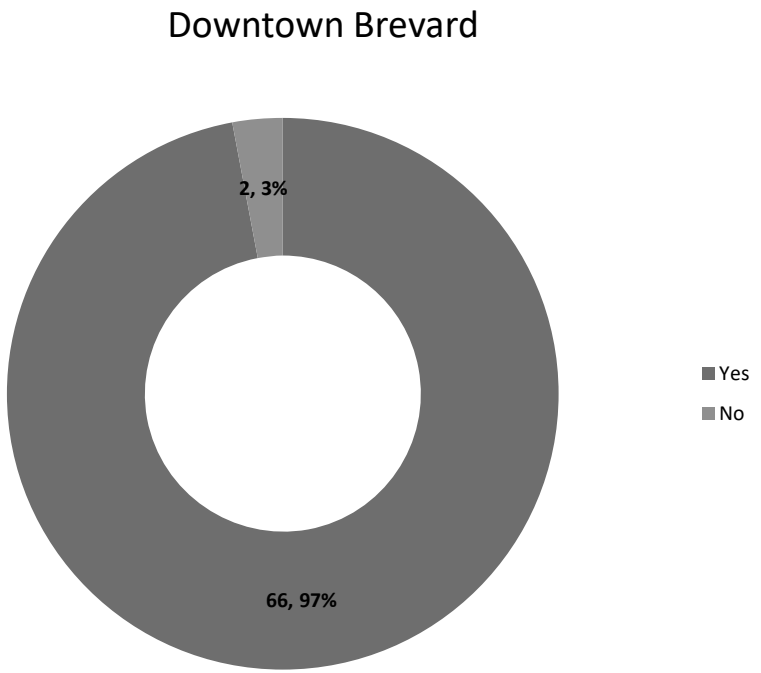
90% -Sidewalk recommendations



- Please add a HAWK crossing at ecusta brewery and the overflow parking across the street. Its dangerous at night especially
- Need pedestrian connections from Walmart area to the current bike path that ends on the other side of the bridge. also need to improve the bike path trail crossing by Habitat Restore. Cars/trucks do not stop for peds, which is VERY DANGEROUS!! also need signage for cars/trucks to stop for peds on the new roundabout. also need to add a splash pad near Jameson's Joy playground
- This area is vital for sidewalks/maybe even some overpass sidewalks. Many hikers would love to be able to walk to the retail stores available on all 4 corners.

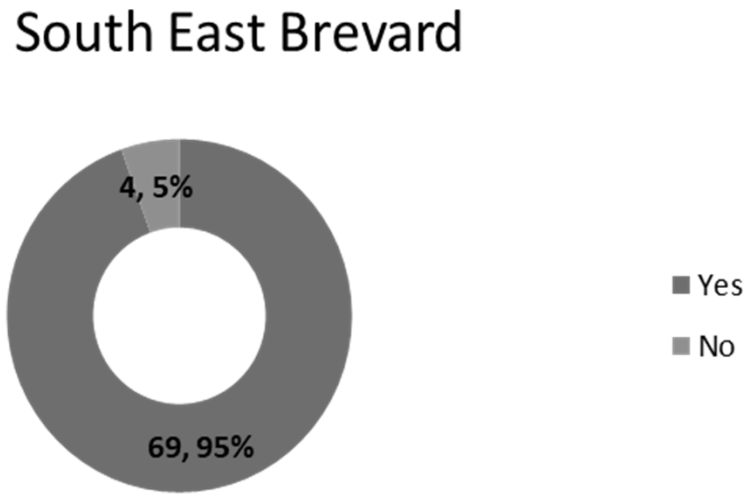
90% -Sidewalk recommendations

- Many current sidewalks need attention. And not just an 'add' here and there that looks hodge podgy. There are residential areas that are back off Whitmire and Tinsley that are in need of maintenance and new sidewalks; for the narrow roads.
- A sidewalk is desperately needed in McLean and Fisher Road! This would help around the bike path and Middle School.
- need to continue connecting bike path...especially around Brevard College, Ingles, and north... also need to connect the bike path to the community pool!!

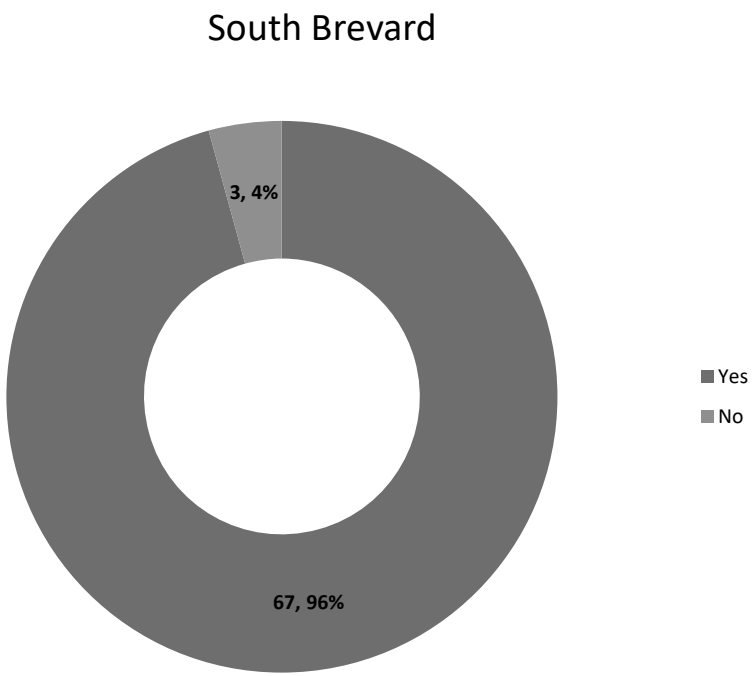


90% - Sidewalk recommendations

- Consider extending the Elm Bend sidewalk from Delphia Drive out to the city limits.
- The Gallomore is pretty good, but probably some extensions off of it is needed.
- Sidewalks are badly needed along the remainder of Park Avenue and Neely Road. It is a very dangerous place to try to walk, yet there are lots of residences along the way needing safe access to downtown and Brevard college



90% - Sidewalk recommendations



- we need a sidewalk on Miner St
- Sidewalk on Silversteen would be a huge improvement for the safety of pedestrians. A review of existing sidewalk in this area would be great too. Many existing sidewalks are disconnected and have areas where they disappear and then re-appear further down the road, often on the other side of the street. There should also be more crosswalks added to Caldwell and Broad so residents can more safely cross town to access important services like the Library, County Tax Office, Election Center, etc.
- Please make it as easy as possible for people to visit from out of town, walk through our community, and spend their money while enjoying themselves:)
- More sidewalks. They just seem to disappear and leave pedestrians in the middle of busy streets with no safe way to keep walking

General feedback

- I'd like to hear feedback on the **feasibility of multi use vs individual bike, ped**, etc. One would think that a multi use might make better sense going out of towns since lower traffic and individual closer in town so there is distinction.

- Neely Road improvements should be a high priority. It is a very dangerous situation. Recent lowering of speed limit was a very small first step, though most drivers ignore it. There have been **multiple accidents at intersection with Bungalow Way** in just the last few months.

Feedback on potential areas of interest

- Not on any maps is the 12,more or less, mile stretch from the Jackson County line to Rosman which affords no passing zones, mandatory pull offs etc. if you are traveling east toward Brevard.
- Brevard work is important, but more attention to shoulder community transportation and infrastructure work is needed!
- Public transport is needed to Lake Toxaway and Balsam Grove.
- Physics comes into play in this. the more volume, the more pressure. Some of these plans are only superficial fixes. **A bypass from the Henderson County side of 280 over across US 64 East and on toward US 64 west around the south side of Brevard is needed.** This eliminates the growing cluster that is Brevard.
- The **lumberyard area streets and sidewalks need major repair**. This is a busy area for tourist and locals and the sidewalks are unwalkable. The only area that us taken care if is near the depot which is rarely used.

- I'm very encouraged by the ideas in this document, but I really want to see them come to fruition. I am disappointed that I do not see much mention of **sidewalks on Morris Road,** where I live. This would have a tremendous increase in pedestrian efficiency if it were included. I want to reiterate again though that paving Davidson River Road/Fish Hatchery should NOT be an option.

- A **sidewalk is SO needed near McLean and Fisher road**!!!! So many kids walking to school!

- **Multiuse path would be great on Neely Road,** but sidewalk is necessary at a minimum.

- Sidewalk on Neely Road is desperately needed. Current conditions are **unsafe for autos, bikes and pedestrians**

- There needs to be a **lit crosswalk across 64 at Brevard Academy**. The installation of that school without mandatory sidewalks & crosswalks was an oversight. The people living across the road in the neighborhood should be able to walk their children to school with confidence and in safety.

- Thanks for soliciting public input. We definitely need safer alternatives for cyclists and pedestrians in TC. **Request you also look at the timing of the lights and pedestrian walk signs in downtown Brevard.**

STIP PROJECTS AND UNADDRESSED DEFICIENCIES

This section presents project proposals for each mode of transportation in the Transylvania County CTP. NCDOT adopted a **"Complete Streets"** policy in July 2009, and it was updated in 2019. The policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the department will collaborate with municipalities and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

STIP Projects

As discussed in the Highway Analysis section, the capacity deficiency analysis of the highway element of the CTP, the annual average daily traffic (AADT) in 2017 and the projected vehicles per day (vpd) in 2045 were compared to the 2017 Level of Service (LOS) D capacity for each facility. The future year analysis assumed that projects listed in the 2045 FBRMPO MTP were completed.

Unaddressed Deficiencies

During the process of the CTP, the roads were studied to identify deficiencies. Some of these deficiencies have physical or environmental restrictions that make them unfeasible to propose a project. The following deficiencies were identified during the development of the CTP, but they remain unaddressed by projects:

The City of Brevard is very concerned about trucks on U.S. 64 that travel through the town headed to Rosman or to U.S. 276. The volume of trucks, combined with the existing and projected traffic, do not warrant a system recommendation. Individual intersections, traffic calming, and turning radii are other localized issues. These will continue to topics of engagement between the City and NCDOT Division 14.

- One option that was heavily discussed during the development of the CTP was the concept of a highway bypass of Brevard. A similar recommendation had been included in the 2007 CTP. Local roads such as Wilson Road (1540) and Illahee Rd (SR 1114) can serve as an informal bypass, but there is not a contiguous route currently. A modern analysis did not show enough traffic diverting to any of the tested alternatives to relieve downtown.
- In fiscal year 2025, Land Of Sky RPO received federal funds to study the downtown circulation patterns in Brevard.

During the drafting of the CTP, Hurricane Helene made landfall September 26, 2024 and caused widespread flooding and devastation in western North Carolina the next day. New resiliency efforts are being implemented by FHWA, NCDOT, and others to make the entire transportation system better able to withstand, survive, and recover from future disruptions. The Town of Rosman has also been experiencing frequent floods in recent years.

- These efforts will continue outside the CTP process. Please contact NCDOT Division 14 or NCDOT's Resiliency Office.

The walking, biking, and greenway culture of Transylvania County can not be understated. This culture is built on the natural beauty, terrain, and many parks and forests.

- Census statistics show an increase in commuting on bicycle or on foot between 2010 and 2019. As a percentage of workforce, walking to work more than doubled in share, and biking to work tripled.
- A survey question in the 2025 Comprehensive Plan asked "How often do you use the forests, parks and cultural facilities in Transylvania County?" 13% responded daily, and 44% weekly.
- Another Parks and Recreation Facilities survey ranked walking and biking trails as the top "Most Important" facility, followed by picnic areas and shelters, and other pools and parks.
- The ten-time national champion Brevard College Cycling program features varsity programs in the disciplines of Mountain Bike, Cyclocross and Gravel Racing.
- At the 2021 USA Cycling Collegiate Mountain Bike National Championships, the Brevard College Cycling team earned five individual national titles, more than any other participating school, and a third-place overall team finish.
- Pisgah National Forest, Gorges State Park, Headwaters State Forest, and DuPont State Recreational Forest boast over 300 miles of peerless single track, over 400 more miles of trails, and an endless variety of road cycling options. All surrounded by 100,000 acres of public lands.
- World-class mountain biker Adam Craig calls Pisgah National Forest "definitely one of the top three places in the universe I've ever ridden. Maybe the best one."
- DuPont State Recreational Forest visitation numbers climbed from 179,000 in 2010 to 816,000 in 2015 where they hovered until jumping to 1.14 million in 2020.
- In 2011, BIKE Magazine chose Transylvania County as headquarters for their annual gear guide tests because "Brevard is ground zero for some of the best riding in the nation."
- In 2022, Single Tracks called Brevard "A Mountain Biker's Paradise" and even as far back as 2013 they named Brevard as one of "The Top 10 Mountain Bike Destinations in North America."
- Famed road cyclist George Hincapie has spent years training on the challenging climbs and exhilarating descents of the county's epic backroads.
- In 2013, Brevard was the only destination in the East to make Singletrack's list of Top 10 Mountain Bike Destinations in North America.

- The town embraces the bike culture, featuring several biking events throughout the year. One of the most popular is the Pisgah Mountain Bike Stage Race, the second of the mountain bike stage race genre in the United States and only the 10th in the world. During 5 days, bikers race 195 miles and climb more than 28,000 feet while taking in breathtaking views of Pisgah.
- A 2018 study by NC State University "Evaluating the Economic Contribution of Shared Use Paths in NC" concluded that approximately 76,000 annual Brevard Greenway trips made by bicyclists and pedestrians were estimated to contribute to the following economic activity in North Carolina on an annual basis:
    - $614,000 generated in labor income
    - $1,566,000 generated in business output (sales)
    - 21 jobs supported through trail user expenditures
- The robust 2019 Transylvania County Bicycle Plan, lists many goals such as "Enhance Health" and "Increased Livability" that go beyond what a CTP can analysis at the planning level. The City of Brevard has a Pedestrian and Bicycle Plan ready for adoption in 2023, replacing their 2019 plan.
    - This plan establishes a vision that "Brevard will be a premier destination for biking and walking, with a safe and expansive network of bicycle and pedestrian facilities connecting the city to the surrounding outdoor recreation and cultural destinations."
- The CTP is not a design document. It is still an opportunity to recognize that there are design, safety, and aesthetic preferences enumerated by the local community during the process that future efforts should reference. The one that caused the most debate during the CTP process was the appropriate level of detail in the bike recommendations on higher speed rural routes. With some pushing to recognize the difference between separated and buffered bike facilities. While the CTP does not go into this detail, the dedicated pedestrian and bicycle plans above do. NCDOT's Integrated Mobility Division is also preparing guidance on appropriate cross sections.

CTP PROJECTS

The following pages contain project sheets for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process.

➔ **Transylvania County Project Sheets (Highway)**

➔ **Transylvania County Project Sheets (Bicycle)**

US 64 (N Broad Street)

US 64 (N Broad Street) from N Caldwell Street to existing median.

Local ID: **TRAN0005-H**

Purpose: **Congestion**

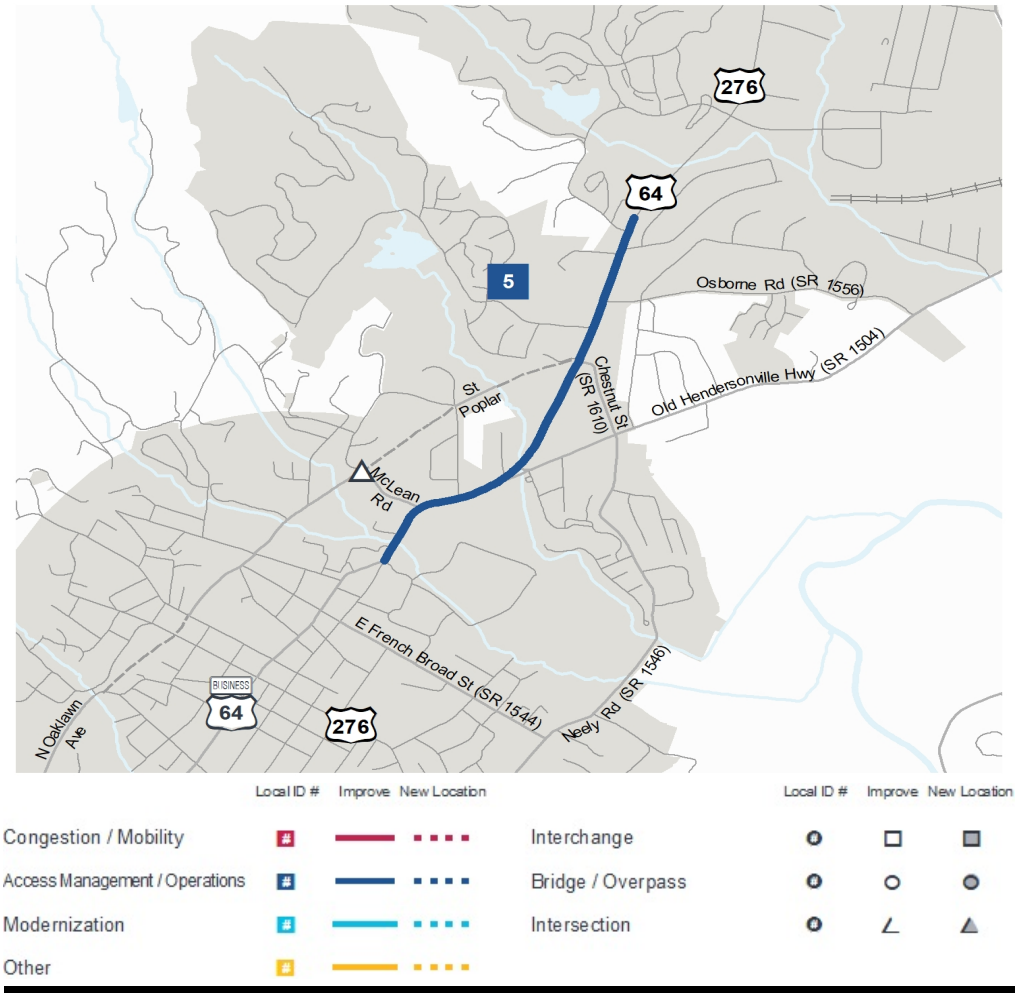
Improvement: **Improve Existing**

Identified Need

US 64 (N Broad Street) is a five lane facility with a high density of driveways, cross streets, and urban development. This has reduced operational capacity sufficiently that the road is anticipated to be capacity deficient in 2045.

Recommendation

This Project is underway as R-5800. Please contact the NCDOT Division 14 office for details. The project expects to convert existing center turn lane to median, consolodate driveways, add bicycle lanes, sidewalks, and replace the multiuse path. It will upgrade select intersections to roundabouts.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 D
Section Options	-
Estimated Cost	-
Length (miles)	1.14
Existing ROW (feet)	60-150
Safety Risk Score	88

Proposal Data: 2017 Base Year / 2045 Future Year

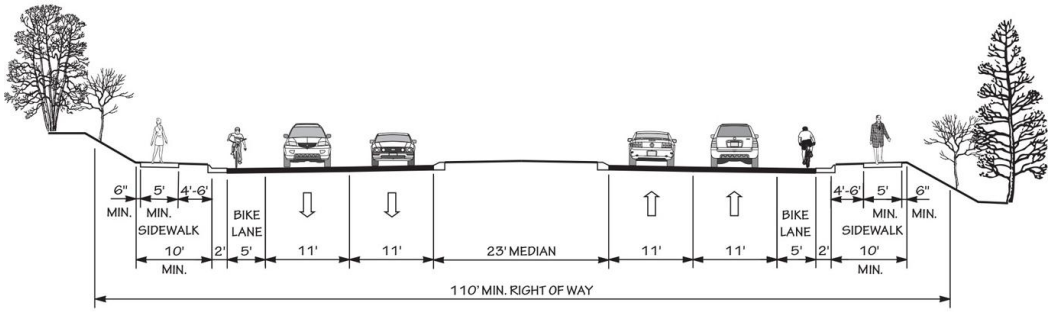
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	-	Boulevard
Travel Lanes	4	-	4
Volume (vpd)	25000-31000	31000-38400	-
Capacity (vpd)	26000-29000	26000-29000	41400

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 4D

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 35-45 MPH

Wilson Road (SR 1540)

from US 276 to Old Hendersonville Rd (SR 1504) SR 1504 (Old US 64/Old Hendersonville Highway)

Local ID: **TRAN0006-H**

Purpose: **Facility Deficiencies**

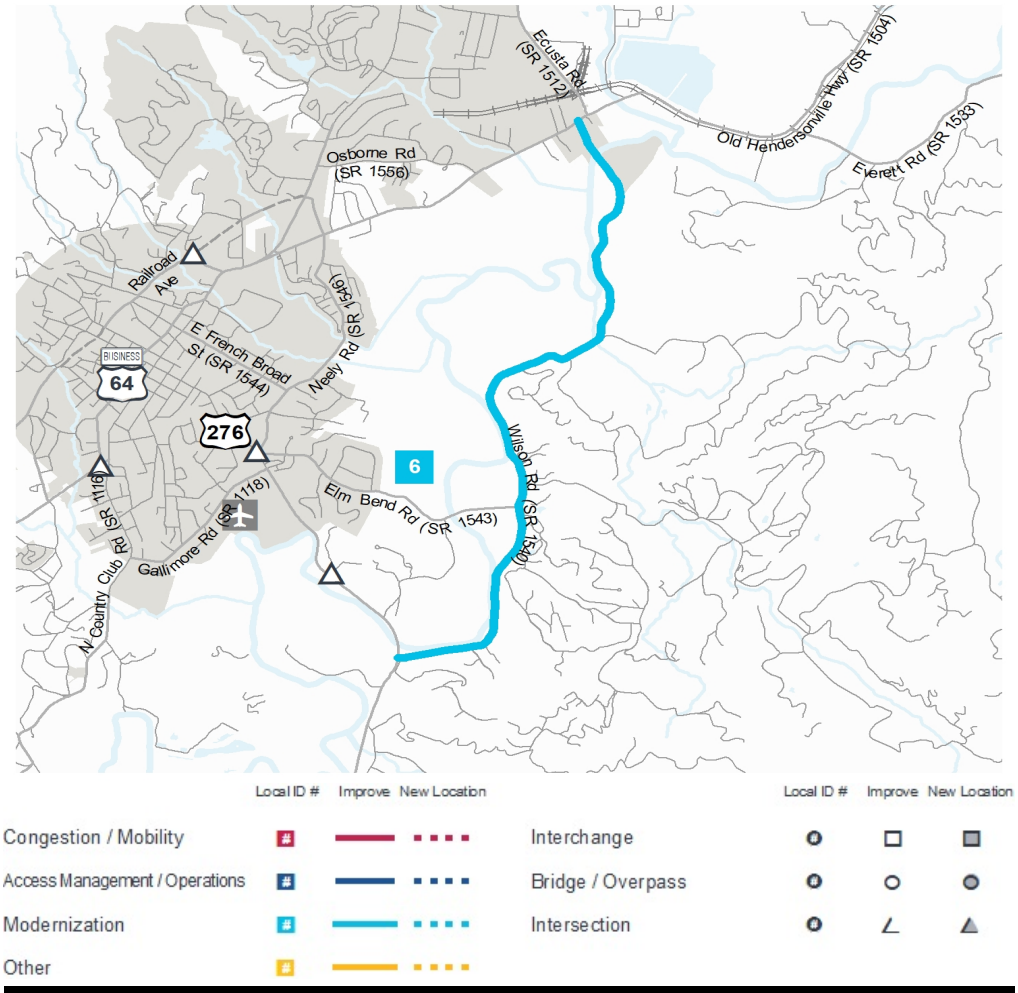
Improvement: **Improve Existing**

Identified Need

Currently, Wilson Road is flooded during 10-year and 50-year flood events making the road impassable to residents and those traveling to or from businesses. In addition, Wilson Road exceeds the statewide and critical crash rates for similar roadways in non-fatal injury and wet crashes.

Recommendation

The purpose of this project is to bring the roadway out of the 2 percent annual chance (50-year) flood zone of the French Broad River and address facility deficiencies throughout the corridor, bringing the road up to minimum design standards.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	3.68
Existing ROW (feet)	100
Safety Risk Score	88

Proposal Data: 2017 Base Year / 2045 Future Year

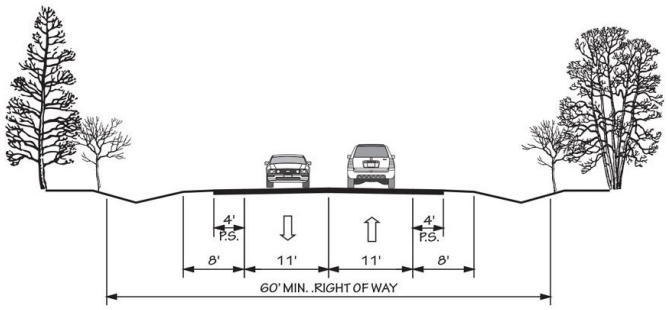
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	2200-3700	3700-5900	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority County Corridor" connecting Brevard, Rosman, and Pisgah Forest. It is classified as a major collector on the Federal Functional Classification System.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

US 276 in Pisgah Forest

from US 64 to Avery Creek Trail Head

Local ID: **TRAN0007-H**

Purpose: **Mobility**

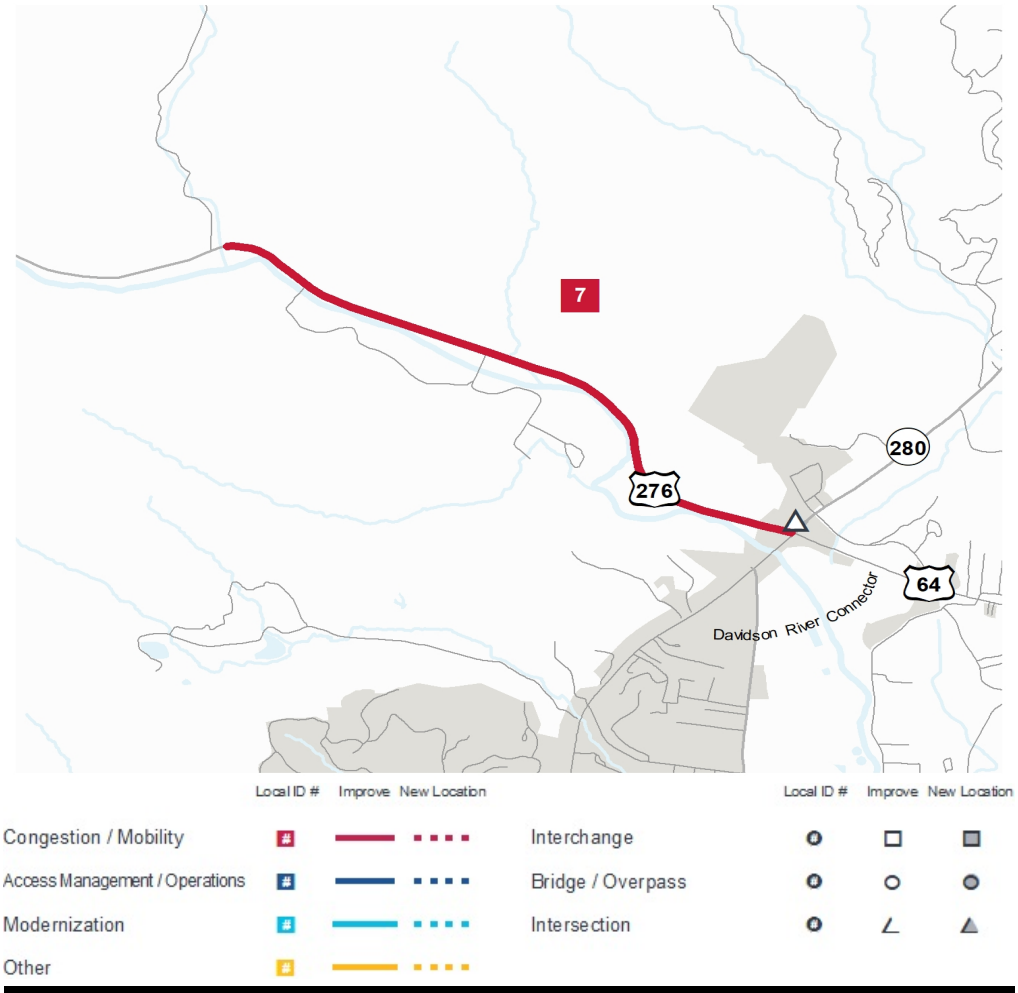
Improvement: **Improve Existing**

Identified Need

US 276 in the Pisgah Forest is a point of major tourist activity. The Traffic Forecast for STIP Project R-5799 shows this facility experiances traffic higher than the historical data. In addition, the high seasonal variability and truck traffic leads to congestion in exess of average annual data.

Recommendation

The CTP proposes a long term vision of a three lane cross section including multimodal elements. Individual projects, like R-5865 which is underway, must fit within the constraints of the given section and will incrementally address the needs.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 D
Section Options	-
Estimated Cost	-
Length (miles)	2.15
Existing ROW (feet)	60
Safety Risk Score	99

Proposal Data: 2017 Base Year / 2045 Future Year

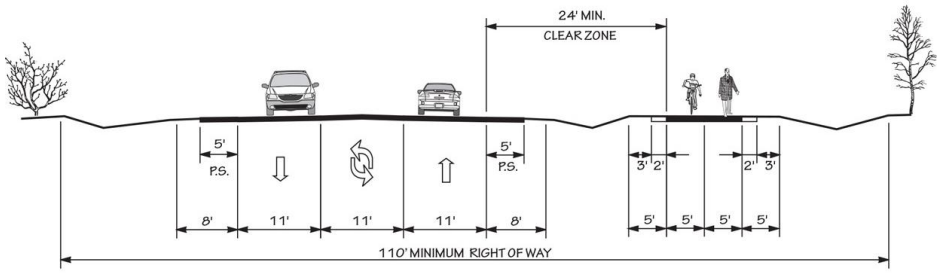
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	7000	8800	-
Capacity (vpd)	15100	15100	15100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 3D

2 LANE WITH TWO WAY LEFT TURN LANE, PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 25-45 MPH

Seasonal and Terrain Considerations
Current signage warns truckers that US 276 includes steep grades of 9 percent and tight curves posted for 15 MPH. This reduces the capacity normally expected with a facility of two lane cross section and 55 MPH speed limit. US 276 also provides access to one of the major tourist destinations in the area, including the Davidson River Campground, Avery Creek Trailhead, Twin Falls Trailhead, White Pine Campground, Pisgah Forest Riding Stables, Moore Cove Falls Trail, Looking Glass Rock Trailhead, and the Pisgah National Forest Ranger Station and Visitor Center. These contribute to a high degree of day trip, hiking, biking, and other seasonal activities.

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority County Corridor" from Brevard to the Blue Ridge Parkway. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. In order to accommodate bicycles, 5-foot paved shoulders are recommended on this facility.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully.

When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the Pisgah National Forest. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Sparsely Settled Mixed Habitats, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. It is also within the vicinity of the English Chapel Wetland

US 178

from Main Street (SR 1156) in Rosman to Middlefork Rd (SR 1133)

Local ID: **TRAN0010-H**

Purpose: **Facility Deficiencies**

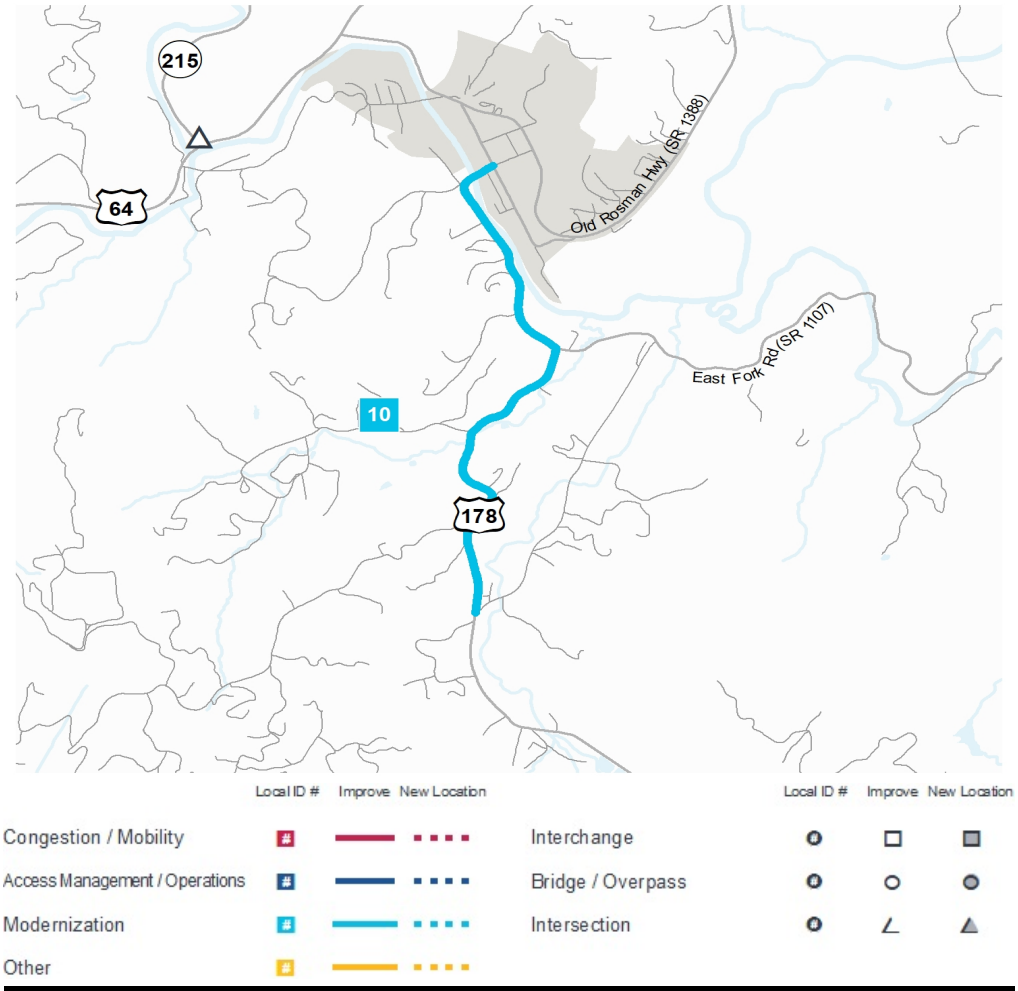
Improvement: **Improve Existing**

Identified Need

US 178 has no paved shoulder and lane widths of 8-9 feet. It is part of locally designated bike routes.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

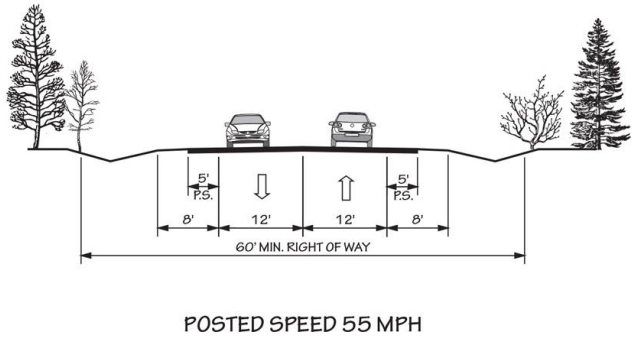
Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	$14,083,000
Length (miles)	1.86
Existing ROW (feet)	30-80
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	1300-3000	2400-4600	-
Capacity (vpd)	13100-14600	13100-14600	13100-14600

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None



Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority County Corridor" connecting Brevard, Rosman, and Pisgah Forest. It is classified as a minor arterial on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area.

Paved Shoulders are recommended along US 178 from Old Roseman Highway (SR 1388) to South Carolina in concurrence with the Transylvania County Bicycle Plan (2019).That plan also recommends the portions closest to Rosman as bike lanes.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. The project is in proximity of one place of worship, the Eastatoe Community Center, and various business and civic location in Rosman. US 178 is in the 100-year floodplain for the Rosman end of the proposal.

US 64

from US 178 to existing 4-lane

Local ID: **TRAN0011-H**

Purpose: **Congestion**

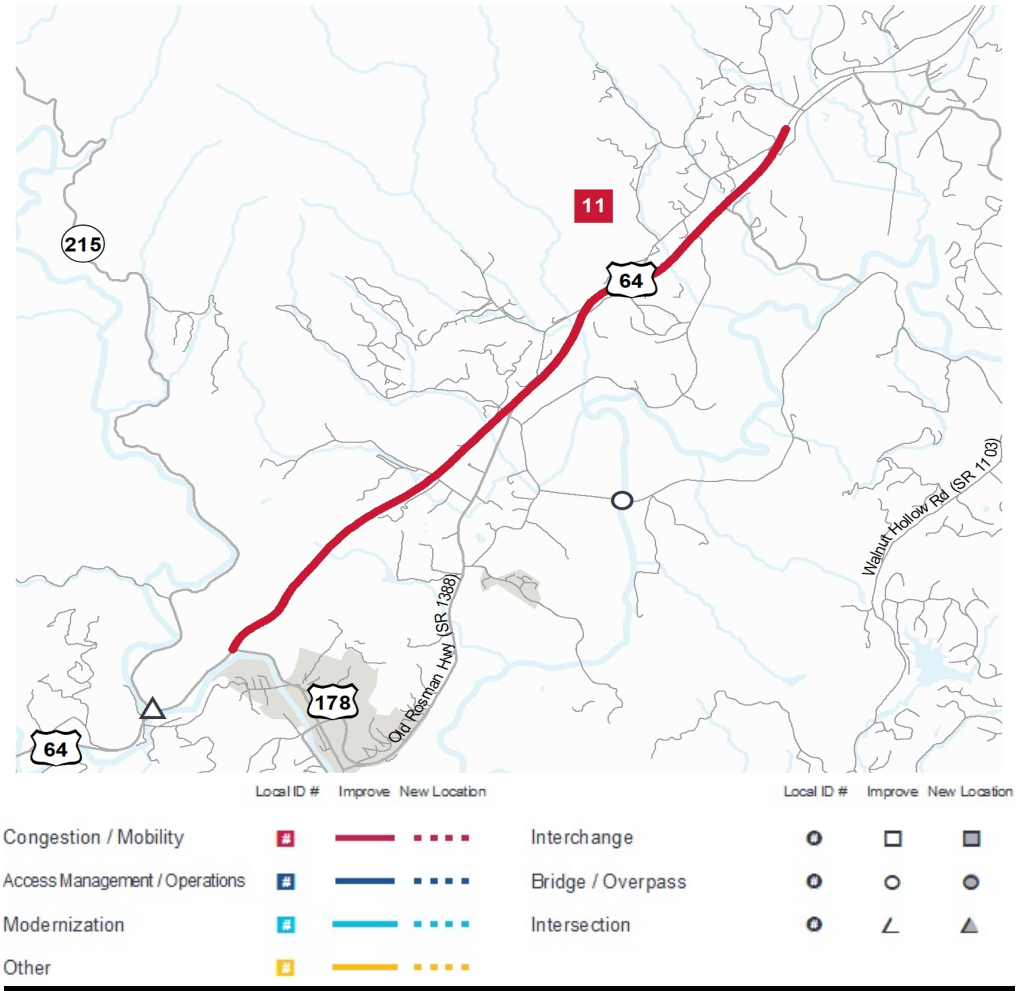
Improvement: **Improve Existing**

Identified Need

Existing US 64 from US 178 to the existing 4-lane is projected to be over capacity in 2045. US 64 serves as the primary connection between Brevard, Rosman, Lake Toxaway, and Jacson County. The mountainous terrain limits other alternative routes.

Recommendation

Construct a 4-lane section to address congestion and improve system coherency.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 H
Section Options	-
Estimated Cost	-
Length (miles)	4.37
Existing ROW (feet)	280-340
Safety Risk Score	99

Proposal Data: 2017 Base Year / 2045 Future Year

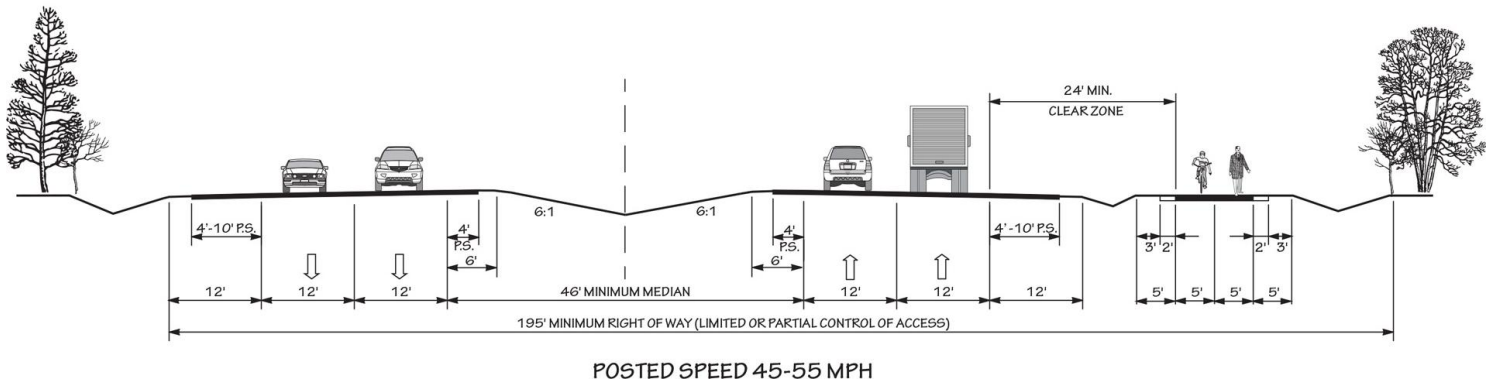
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Boulevard
Travel Lanes	2	-	4
Volume (vpd)	7800-11000	13200-17100	-
Capacity (vpd)	15100	15100	15100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 4H

4 LANE DIVIDED (46' DEPRESSED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 45-55 MPH

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority Regional Corridor" from Hendersonville to the Rosman. It is classified partially as an other principal arterial and partially as a minor arterial on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The fixed route serves this facility with a stops at Harmony Korner, Dollar General, and the Park and Ride at US 178 (Pickens Highway).

The Transylvania County Bicycle Plan (2019) recommends a bike lane along this facility due to the higher traffic volumes and speeds. The Transylvania County Bicycle Plan (2019) also recommends a multi-use path along this facility from Old Rosman Road (SR 1388) north.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Relationship to Land Use
According to the 2025 Transylvania Count Comprehensive Plan (2017), the area around this project is a Designated Growth Area where it is expected that future economic development of manufacturing, commercial, and higher density residential housing will be constructed. They are constrained to areas with relatively flat land located out of the floodplain with access to major corridors and utilities. This designation along with appropriate policies will provide a framework for infrastructure expansion that will strengthen the confidence of public and private investors about the future of the land and their investment.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed and the Pisgah National Forest, and related Gamelands. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Sparsely Settled Mixed Habitats, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. It is also within the vicinity of wetlands, and waterbodies. The project is in proximity of one place of worship and the historic Morgan's Mill.

US 64

from Country Club Rd (SR 1116) to existing 4-lane

Local ID: **TRAN0012-H**

Purpose: **Safety**

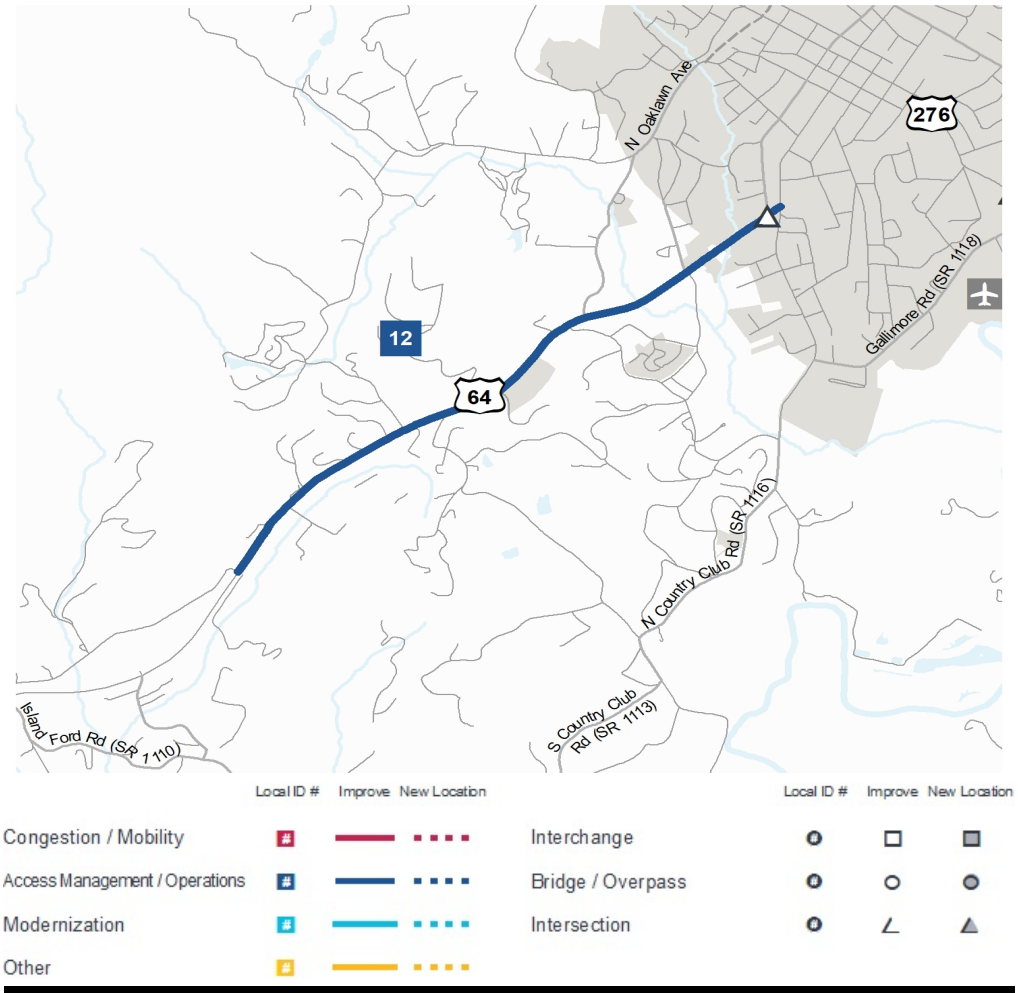
Improvement: **Improve Existing**

Identified Need

US 64 from South Broad Street to existing 4-lane.

Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median, providing reduced-conflict intersections, bicycle lanes, and multiuse path.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Estimated Cost	-
Length (miles)	2.04
Existing ROW (feet)	50-135
Safety Risk Score	99

Proposal Data: 2017 Base Year / 2045 Future Year

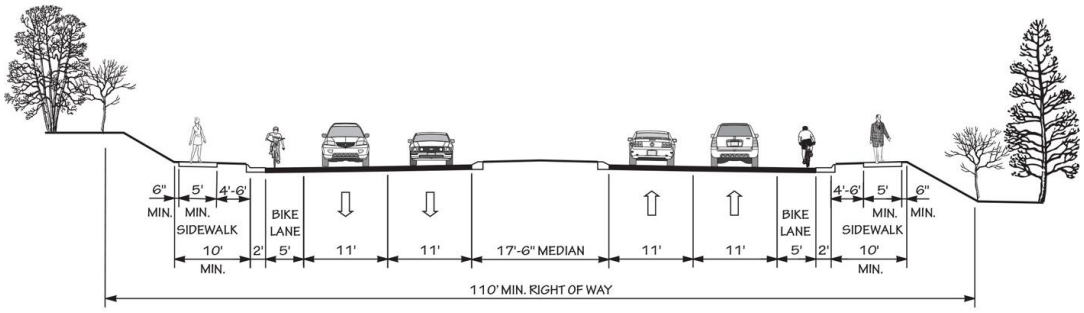
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	-	Boulevard
Travel Lanes	3	-	4
Volume (vpd)	9400-19000	15400-26100	-
Capacity (vpd)	16650-43900	16650-43900	16650-43900

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 35-45 MPH

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority Regional Corridor" from Hendersonville to the Rosman. It is classified as an ohter principal arterial on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The fixed route serves this facility with a stop at Sav-Mor Foods. The Transylvania County Bicycle Plan (2019) recommends a bike lane and multi-use path along this facility due to the higher traffic volumes and speeds.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Relationship to Land Use
According to the 2025 Transylvania Count Comprehensive Plan (2017), the area around this project is a Designated Growth Area where it is expected that future economic development of manufacturing, commercial, and higher density residential housing will be constructed. They are constrained to areas with relatively flat land located out of the floodplain with access to major corridors and utilities. This designation along with appropriate policies will provide a framework for infrastructure expansion that will strengthen the confidence of public and private investors about the future of the land and their investment.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. The project is in proximity of four places of worship, the historic Godfrey-Barnette House, the historic Sunset Motel, and one medical facility.

NC 280

from US 276 to Henderson County

Local ID: **TRAN0013-H**

Purpose: **Safety**

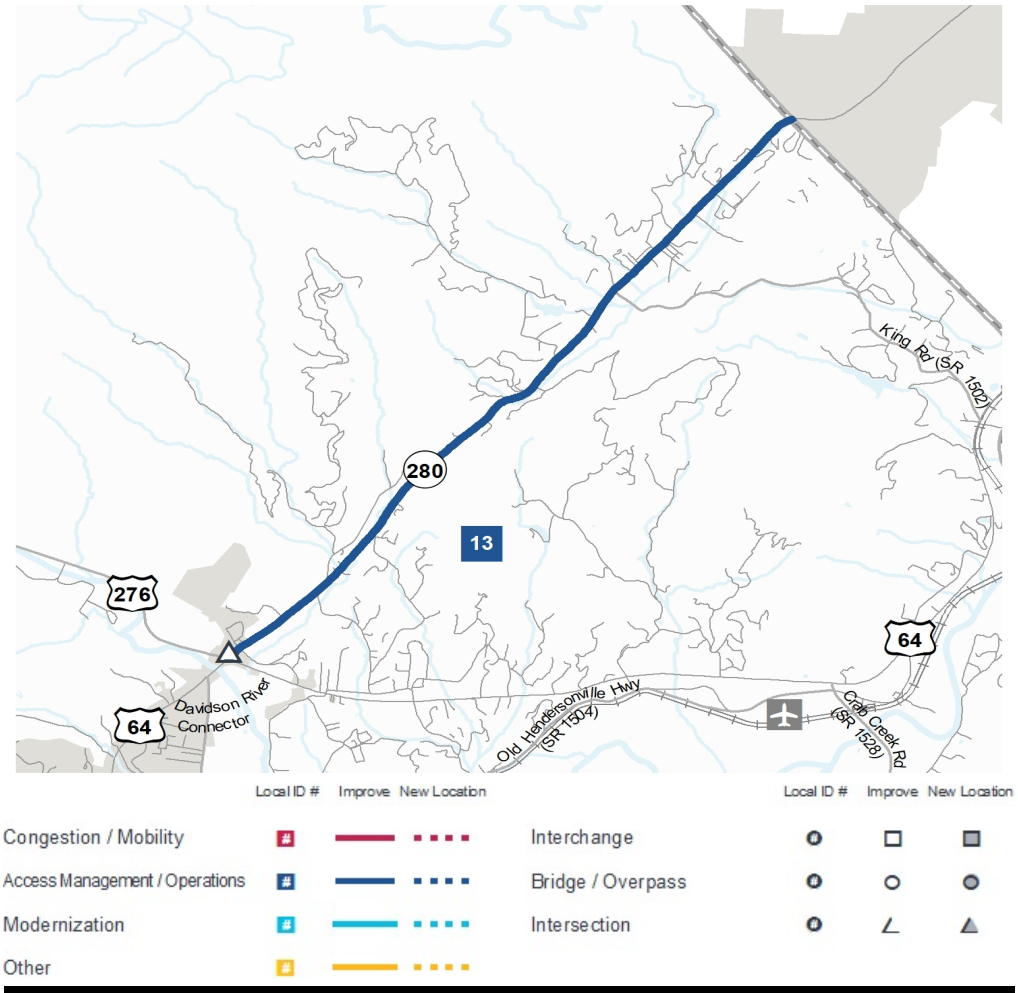
Improvement: **Improve Existing**

Identified Need

Existing NC 280 from US 276 to Brickyard Rd (SR 1323) in Henderson County is projected to be near capacity in 2045. A history of severe and fatal crashes, steep slopes, and truck traffic is present. US 64 serves as the primary arterial connecting Transylvania County to regional economic centers.

Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median, providing a multiuse path. Provide improved intersections, sight distance, and heavy vehicle accommodations.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 K
Section Options	-
Estimated Cost	$30,800,000
Length (miles)	5.08
Existing ROW (feet)	50-150
Safety Risk Score	99

Proposal Data: 2017 Base Year / 2045 Future Year

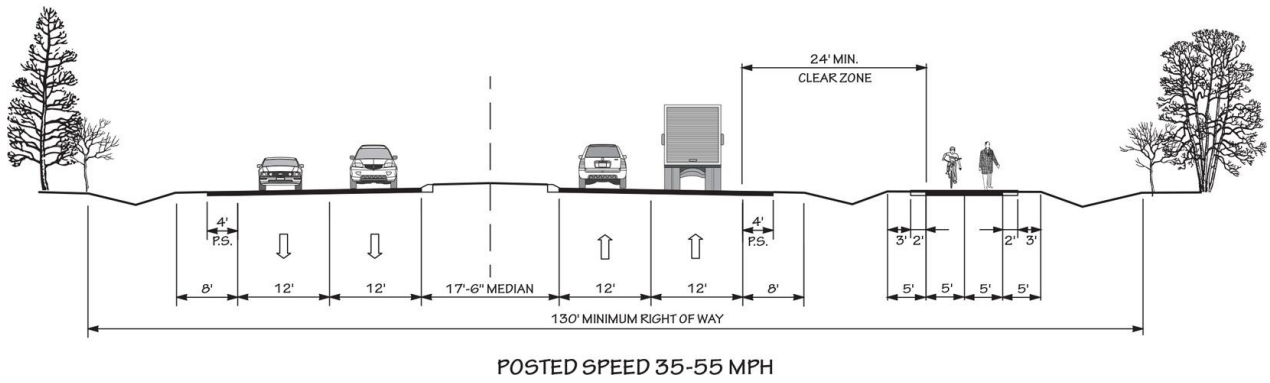
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	-	Boulevard
Travel Lanes	4	-	4
Volume (vpd)	14000-17000	20400-23400	-
Capacity (vpd)	29300-41400	32000-41400	32000-41400

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 4K

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 35-55 MPH

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority Regional Corridor" from Brevard to the Mills River. It is classified partially as an other principal arterial and partially as minor arterial on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. The CTP proposes a new transit route to utilize this facility to connect Brevard to Asheville. In order to accommodate bicyclist and pedestrians, a multi-use path is recommended on this facility.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Relationship to Land Use
According to the 2025 Transylvania Count Comprehensive Plan (2017), the area around this project is a Designated Growth Area where it is expected that future economic development of manufacturing, commercial, and higher density residential housing will be constructed. They are constrained to areas with relatively flat land located out of the floodplain with access to major corridors and utilities. This designation along with appropriate policies will provide a framework for infrastructure expansion that will strengthen the confidence of public and private investors about the future of the land and their investment.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project is within the vicinity of wetlands. The project is in proximity of two places of worship and the historic William Deaver House.

US 178

from Middlefork Road (SR 1133) to South Carolina

Local ID: **TRAN0021-H**

Purpose: **Facility Deficiencies**

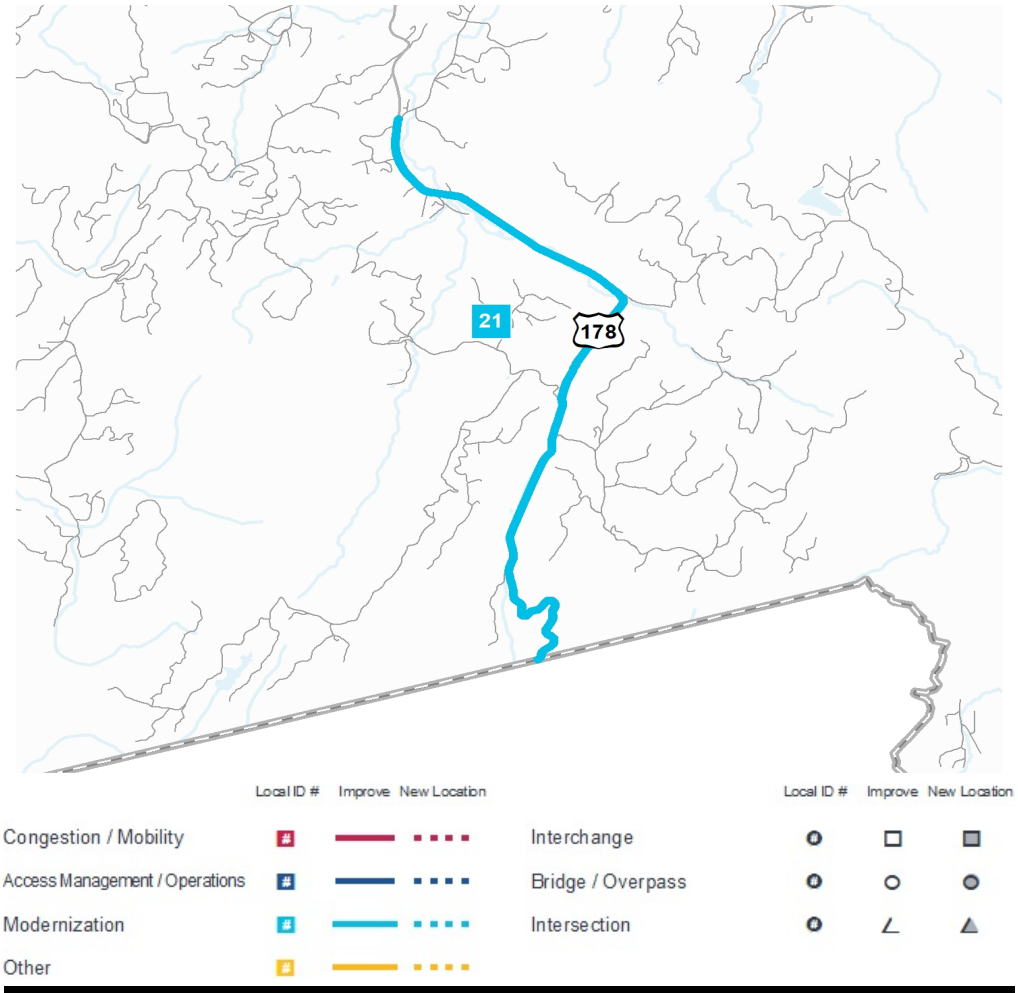
Improvement: **Improve Existing**

Identified Need

Improve alignment, lane widths, and shoulders to current design standards

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	3.95
Existing ROW (feet)	80
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

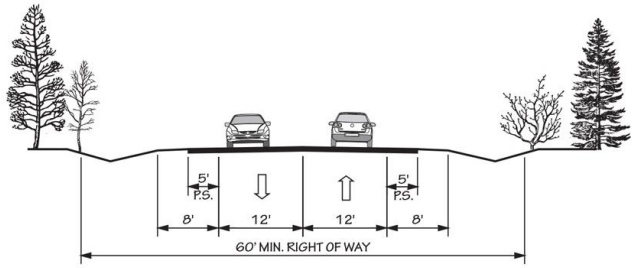
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	1300	1500-2400	-
Capacity (vpd)	11600-14600	11600-14600	11600-14600

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. It is classified as a minor arterial on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand response area. In order to accommodate bicycles, 5-foot paved shoulders are recommended on this facility.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and mult-iuse paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects wetlands and waterbodies. LHI Guild Analysis reveals multiple guilds of the Mesic Hardwood, Mixed Forest, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked.

It is also within the vicinity of one place of worship and the Eastatoe Creek Slopes Natual Heritave Area,

US 276

from Wilson Road (SR 1540) to South Carolina

Local ID: **TRAN0022-H**

Purpose: **Facility Deficiencies**

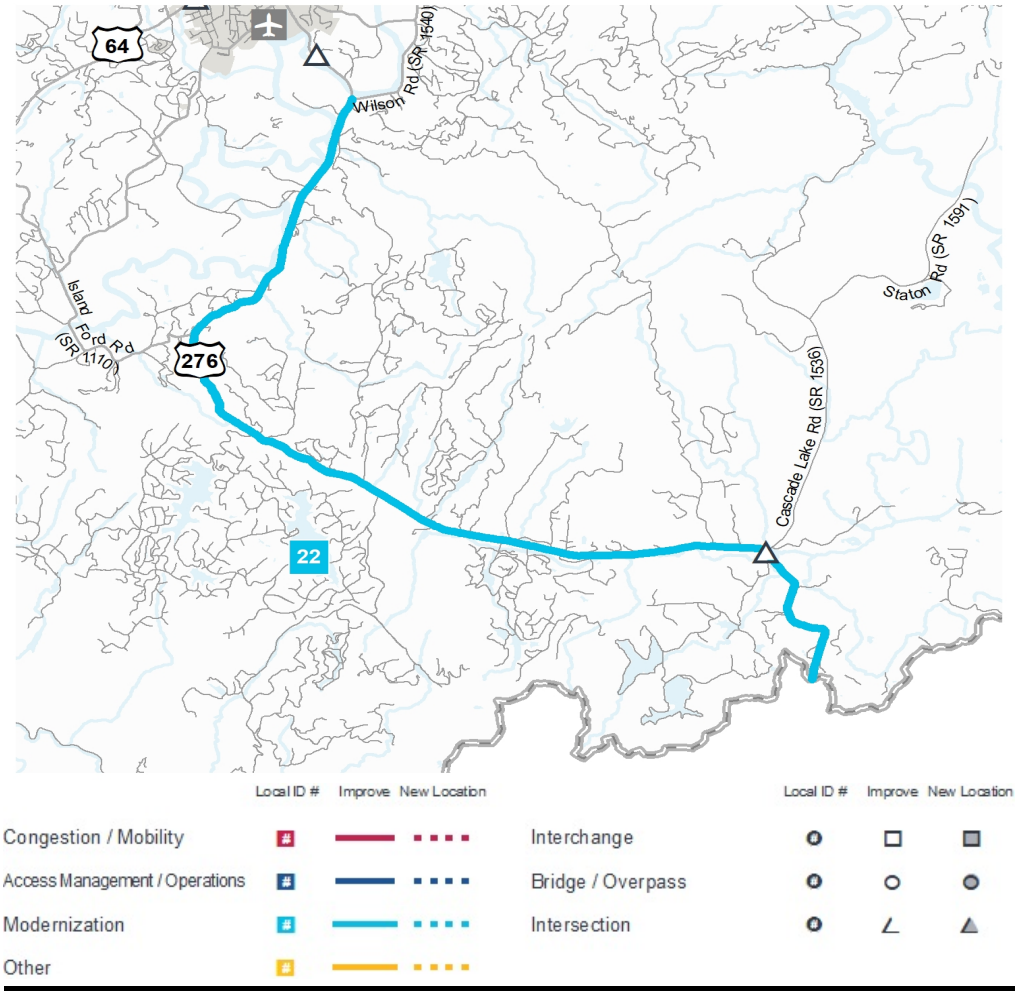
Improvement: **Improve Existing**

Identified Need

US 276 has no paved shoulder and lane widths of 10 feet.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	10.5
Existing ROW (feet)	60-80
Safety Risk Score	99

Proposal Data: 2017 Base Year / 2045 Future Year

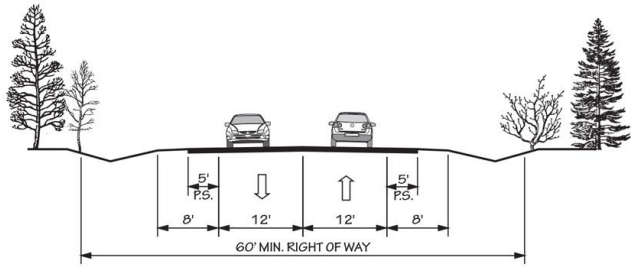
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	850-7200	1100-10800	-
Capacity (vpd)	14500-15100	12100-15100	12100-15100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a minor arterial on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. In order to accommodate bicycles, 5-foot paved shoulders are recommended on this facility. The Transylvania County Bicycle Plan (2019) also recommends a multi-use path along part of this facility to connect rural destinations.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Relationship to Land Use
According to the 2025 Transylvania County Comprehensive Plan (2017), the area around this project is a future Commercial Node. Areas with suitable land for commercial growth, but without access to public water and sewer are identified as commercial nodes. This designation along with appropriate policies will provide a framework for infrastructure expansion that will strengthen the confidence of public and private investors about the future of the land and their investment.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. It is also within the vicinity of these Natural Heritage Areas and related conservation properties: the Dunns Rock, the Jim Raines Mountain & Connestee Falls, and the Little River Wetland Complex. It is also near other water bodies and wetlands.

The project is in proximity of three places of worship, two cemetaries, one medical facility, the historic Allison Farm, the historic Dunns Rock Crossroads, and the historic Cedar Mountain Summer Cottages.

US 276

from Avery Creek Trail Head to Fish Hatchery Road (SR 1408)

Local ID: **TRAN0023-H**

Purpose: **Facility Deficiencies**

Improvement: **Improve Existing**

Identified Need

US 276 has no paved shoulder and lane widths of 10 feet. It is part of the Transylvania County Bicycle Plan (2019). There are multiple tourists destinations along this route that are accessed by both hikers and cyclist.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards. In order to accommodate bicycles, a 5-foot paved shoulder is recommended.



Proposal At A Glance	
Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	3.1
Existing ROW (feet)	60
Safety Risk Score	99

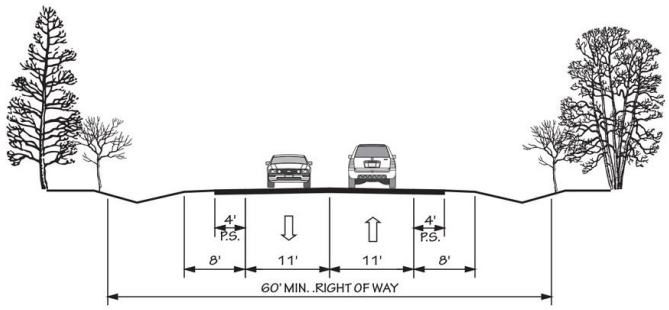
Proposal Data:	2017 Base Year	2045 Future Year	
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	1800	3100	-
Capacity (vpd)	15100	15100	15100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans

According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority County Corridor" from Brevard to the Blue Ridge Parkway. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. In order to accommodate bicycles, 5-foot paved shoulders are recommended on this facility.

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the Pisgah National Forest & Gamelands.According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Sparsely Settled Mixed Habitats, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. It is also within the vicinity of the Looking Glass Rock Natural Heritage Area.

US 276

from Gallimore Road (SR 1118) to Wilson Road (SR 1504)

Local ID: **TRAN0024-H**

Purpose: **Facility Deficiencies**

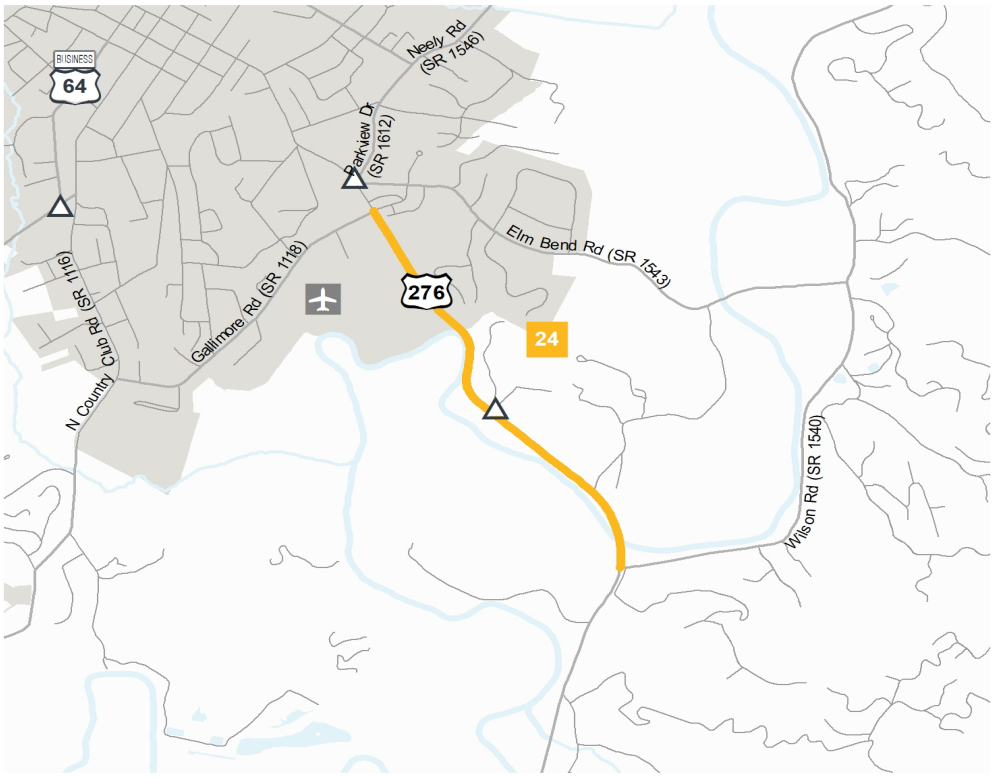
Improvement: **Improve Existing**

Identified Need

US 276 has no paved shoulder and lane widths of 11 feet. It is part of the Transylvania County Bicycle Plan (2019) and is a prime multiuse corridor from Brevard to Hap Simpson River Access Park. The road has experienced flooding events in the vicinity of Bert Lane Rd.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards. Improve Resiliency to flooding. Include a multiuse path to connect the cultural resources along this corridor.



Proposal At A Glance

Highway Class	Other
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 N
Section Options	-
Estimated Cost	-
Length (miles)	1.21
Existing ROW (feet)	60-80
Safety Risk Score	99

Proposal Data: 2017 Base Year / 2045 Future Year

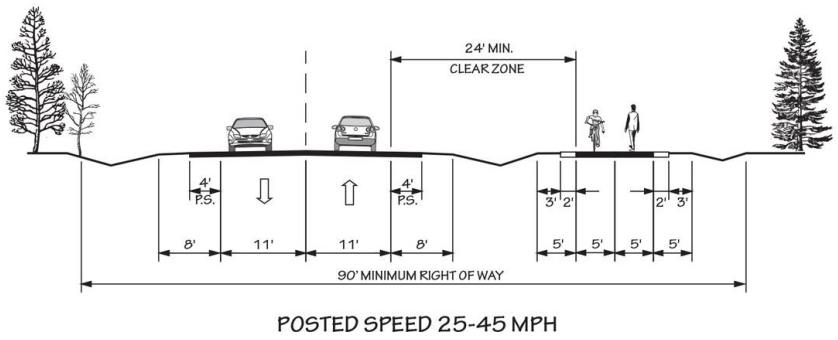
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	6200	8200-8300	-
Capacity (vpd)	14500	14500	14500

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2N

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans

According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. It is classified as a other principal arterial on the Federal Functional Classification System. Transylvania County Bicycle Plan (2019) describes this stretch of US 276 as a "critical link between neighborhoods and schools in southeastern Brevard to Hap Simpson Park,... and eventually Cedar Mountain and DuPont State Forest. Bicycle improvements should include physical separation from automobile traffic as a multiuse path along the roadway or along a potential future sewer easement away from the roadway. One of the key challenges for this segment is the likely need for constructing a bike/ped bridge across the French Broad River."

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. In order to accommodate bicycles, 5-foot paved shoulders are recommended on this facility. Additional sidewalks are recommended from Gallimore Road (SR 1118) to the Brevard Elementary School.

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. It is also within the vicinity of wetlands. The project is in proximity of one place of worship, two cemeteries, the East Main Street Historic District, the Brevard Elementary School, and the Bethany Christian School.

NC 215

from US 64 to Macedonia Church Road (SR 1326)

Local ID: **TRAN0025-H**

Purpose: **Facility Deficiencies**

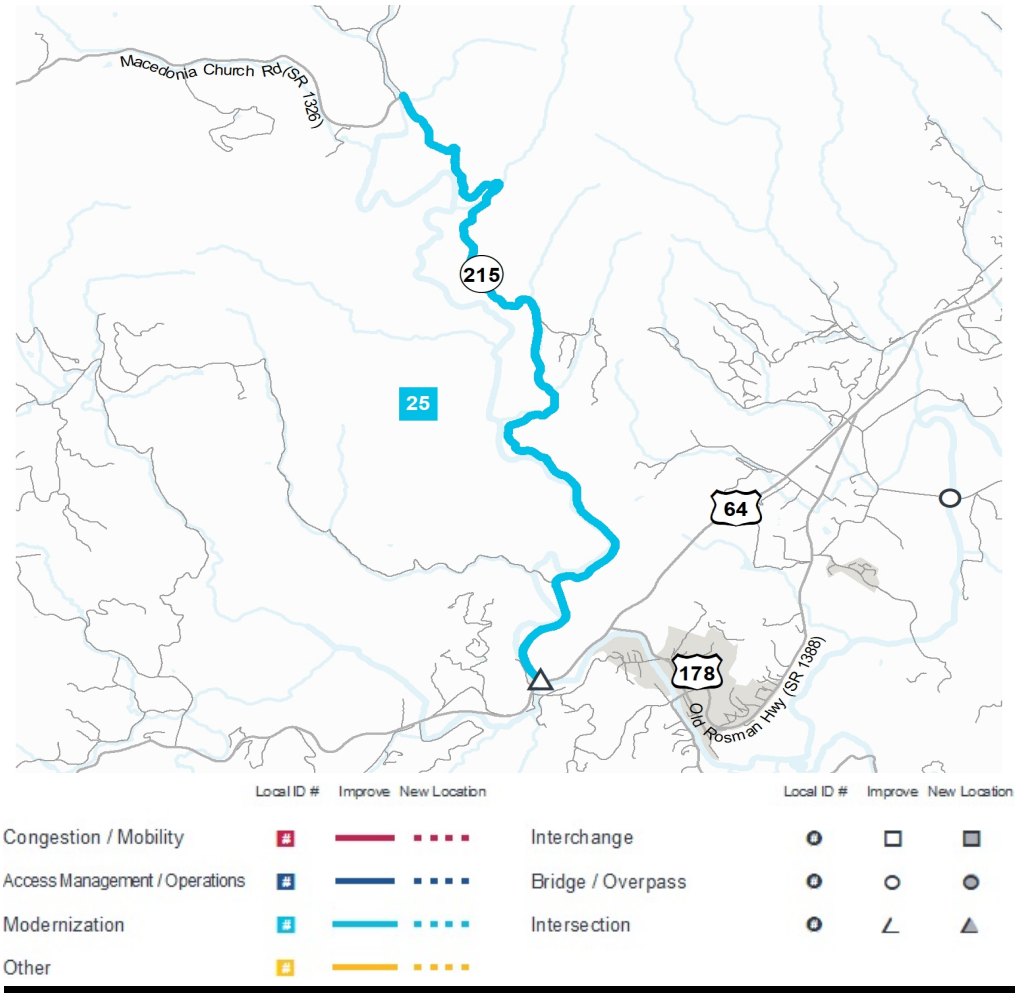
Improvement: **Improve Existing**

Identified Need

NC 215 has no paved shoulder and lane widths of 8 feet.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards. In order to accommodate bicycles, bike lanes are recommended on this facility due to this road being steep and narrow.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	6.05
Existing ROW (feet)	30-150
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

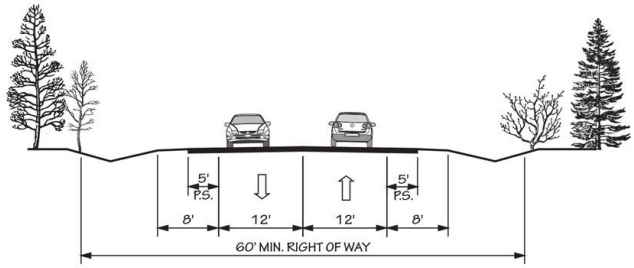
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	1500	1700-2500	-
Capacity (vpd)	11600	11600	11600

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Linkage to Other Plans

According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. The Transylvania County Bicycle Plan (2019) recommends this corridor to be improved with bicycle lanes because it is very steep and narrow, and is a popular bicycling route due to its connectivity to the Blue Ridge Parkway.

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the Pisgah National Forest & Gamelands and the Summer Cottage Historic District. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Sparsely Settled Mixed Habitats, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. It is also within the vicinity of wetlands and the Spive Cover Natural Heritage Area.

NC 281

from US 64 to Cold Mountain Rd (SR 1301)

Local ID: **TRAN0026-H**

Purpose: **Facility Deficiencies**

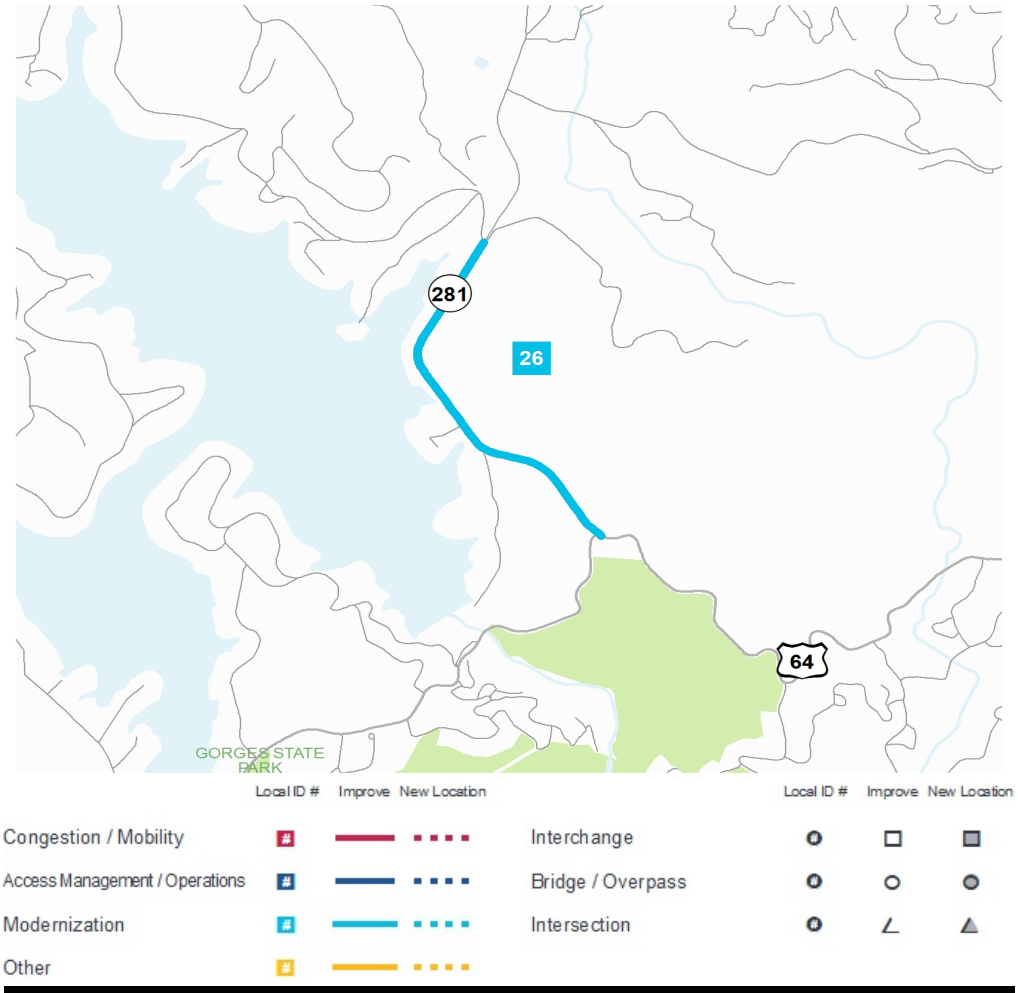
Improvement: **Improve Existing**

Identified Need

NC 281 has no paved shoulder and lane widths of 10 feet.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards. In order to accommodate bicycles, bike lanes are recommended on this facility due to the high volume of recreation riders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	0.89
Existing ROW (feet)	100
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

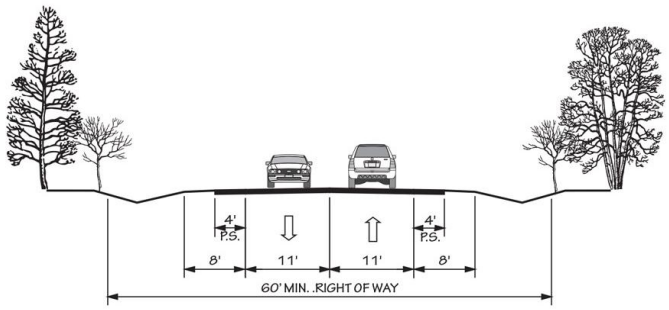
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	1700	3900	-
Capacity (vpd)	14600	14600	14600

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. The Transylvania County Bicycle Plan (2019) recommends a bike lane along this facility.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project is within the vicinity of Lake Toxaway and Gorges State Park. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Sparsely Settled Mixed Habitats, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. The project is in proximity of the Historic Lake Toxaway Methodist Church and the Toxaway River Gorge Natural Heritage Area.

Carolina Avenue (SR 1347)

from US 64 to existing 20' crossection

Local ID: **TRAN0028-H**

Purpose: **Facility Deficiencies**

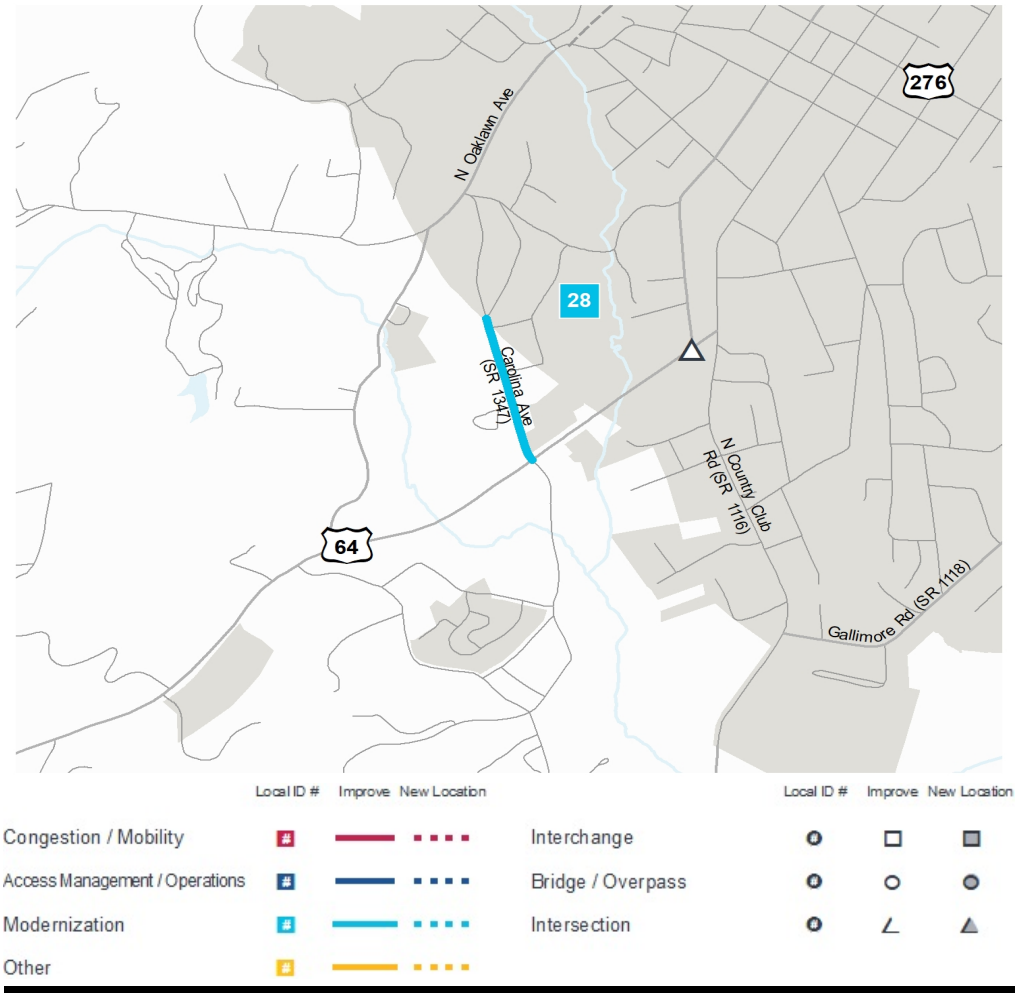
Improvement: **Improve Existing**

Identified Need

Carolina Avenue from US 64 to existing 20' cross section has no paved shoulder and lane widths of 8 feet.

Recommendation

Utilize the current right-of-way to update roadway with sidewalk, curb, and gutter.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Estimated Cost	-
Length (miles)	0.25
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

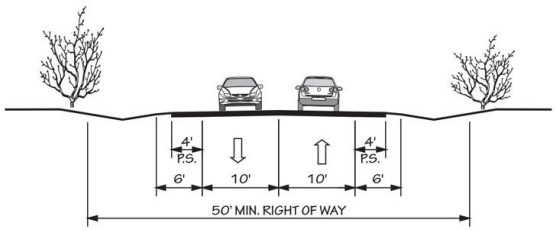
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	960	1300	-
Capacity (vpd)	10000	10000	10000

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Linkage to Other Plans
This facility is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. Sidewalks are recommended along this facility as part of the Brevard Pedestrian Plan (2018) which recommends sidewalks from US 64 to Cashiers Valley Road (SR 1344).

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. This facility is an established residential area with limited available right-of-way. This area has developed up to the road and efforts should be made to maintain existing neighborhood characteristics: mature tree cover, low vehicle speeds, and residential traffic. Future improvements along Carolina Ave should reflect other roads in the Silversteen Community such as Silversteen Drive, which has curb-and-gutter on one side of the road.

Country Club Road (SR 1116 & SR 1115)

from Woodland Terrace (SR 1121) to Island Ford Road (SR 1110)

Local ID: **TRAN0030-H**

Purpose: **Facility Deficiencies**

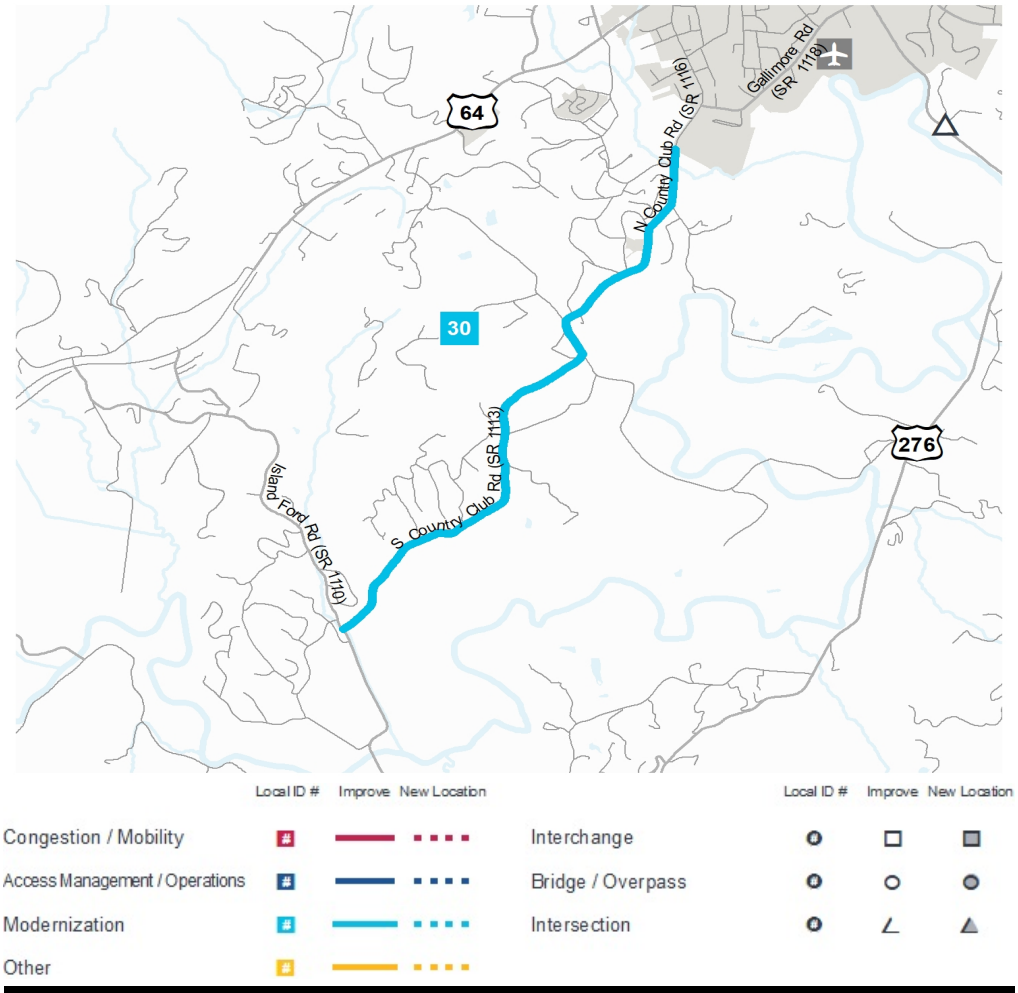
Improvement: **Improve Existing**

Identified Need

Country Club Road (SR 1116 & SR 1115) has no paved shoulder and lane widths of 9 feet. It is part of a local bike route connecting Brevard, Rosman, US 64, and US 276.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Estimated Cost	-
Length (miles)	2.73
Existing ROW (feet)	60
Safety Risk Score	99

Proposal Data: 2017 Base Year / 2045 Future Year

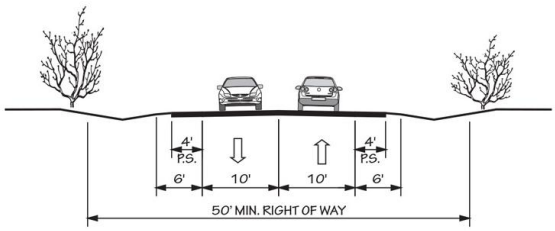
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	930-2800	1300-4000	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority County Corridor" connecting Brevard, Rosman, and Pisgah Forest. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. In order to accommodate bicycles, 5-foot paved shoulders are recommended on this facility. The City of Brevard Comprehensive Pedestrian Plan (2006/2018) also recommends a multi-use path along part of this facility in front of Brevard High School as part of a longer corridor.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. It is also within the vicinity of wetlands. The project is in proximity of Brevard High School, two places of worship, one cemetery, and one medical facility.

Crab Creek Road (SR 1528)

from US 64 to Henderson County - Dupont Road (SR 1259)

Local ID: **TRAN0031-H**

Purpose: **Facility Deficiencies**

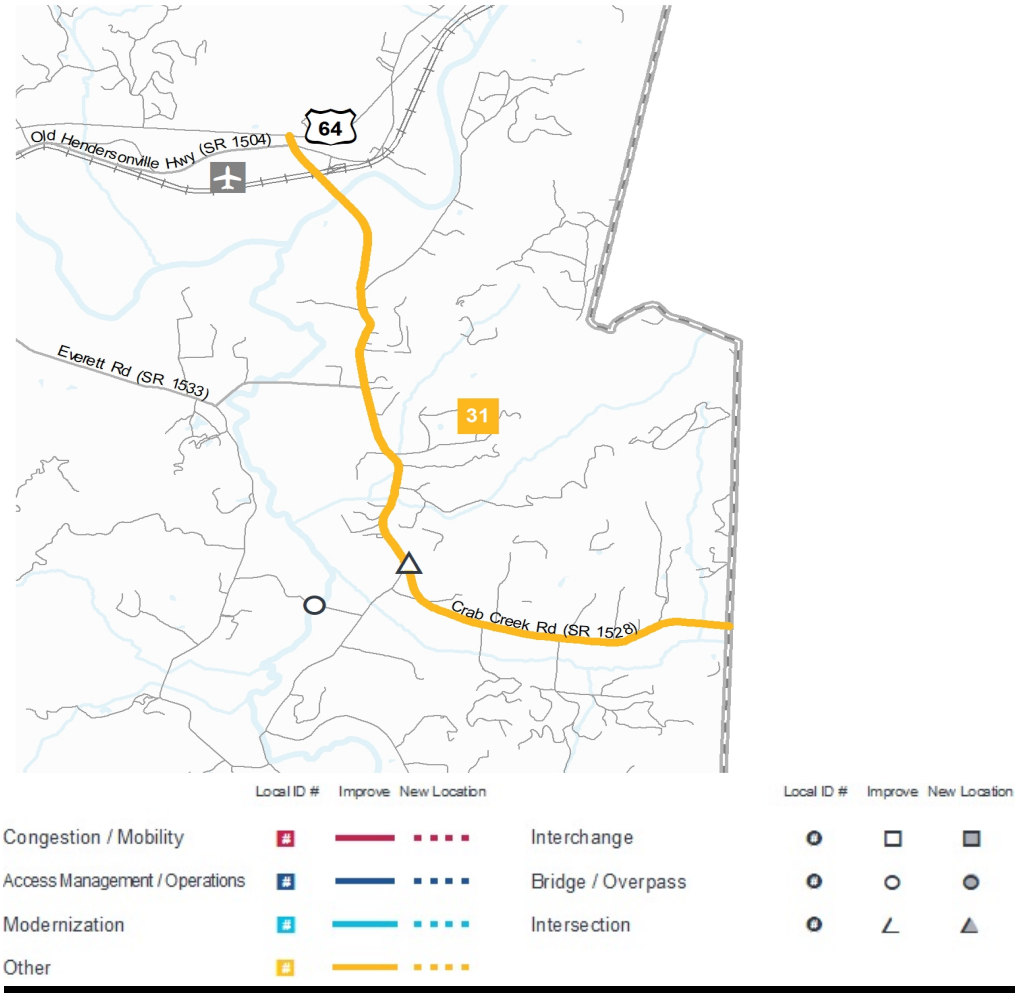
Improvement: **Improve Existing**

Identified Need

Crab Creek Road (SR 1528) has no paved shoulder and lane widths of 9 feet. The crossing of the French Broad River has been closed due to flooding on multiple occasions. It is part of statewide and regional bike routes.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards. In order to accommodate bicycles, include 5-foot paved shoulders. Improve Resiliency to flooding.



Proposal At A Glance

Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	4.09
Existing ROW (feet)	
Safety Risk Score	99

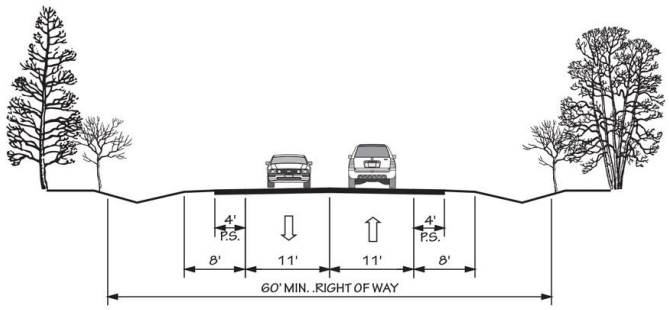
Proposal Data:	2017 Base Year	2045 Future Year	
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	3600-4700	5300-7500	-
Capacity (vpd)	13100-14100	13100-14100	13100-14100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans

According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority Regional Corridor" from Old US 64 in Brevard to Flat Rock south of Everett Road (SR 1533) and part of an "Other Bicycle Corridor" serving the region north of Everett Road (SR 1533). According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. In order to accommodate bicycles, 5-foot paved shoulders are recommended on this facility. The Transylvania County Bicycle Plan (2019) recommends a bike lane along this facility due to the higher traffic volumes and speeds. It serves as part of the corridor connecting the Town of Brevard to DuPont State Forest, a major recreation destination. Crab Creek Road (SR 1528) is part of North Carolina State Bike Route #8 "Southern Highlands" which connect the Blue Ridge Parkway to Lincolnton.

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed and wetlands.The project is in proximity of one place of worship.

East Fork Road (SR 1107)

from US 178 to Walnut Hollow Road (SR 1103)

Local ID: **TRAN0032-H**

Purpose: **Facility Deficiencies**

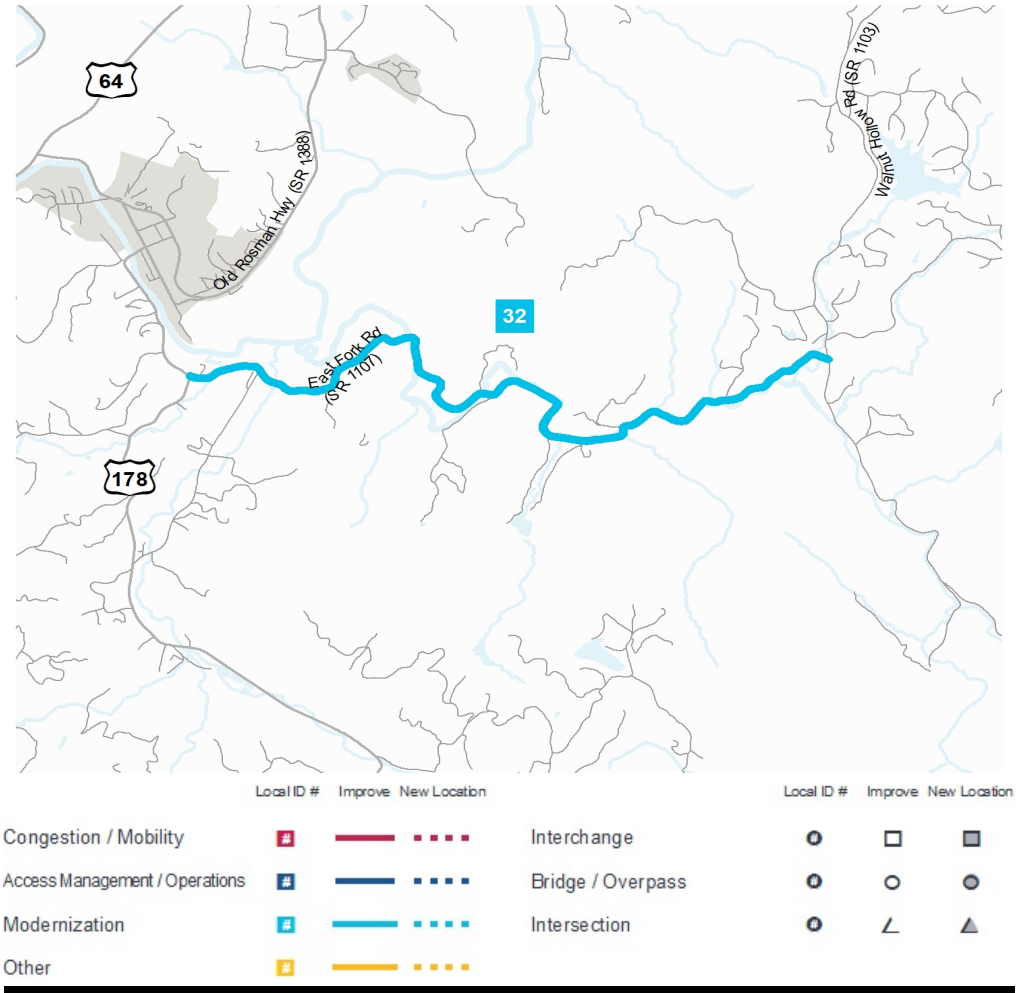
Improvement: **Improve Existing**

Identified Need

East Fork Road (SR 1107) has no paved shoulder and lane widths of 8 feet.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Estimated Cost	-
Length (miles)	3.68
Existing ROW (feet)	130
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

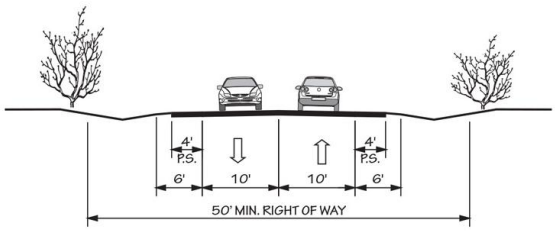
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	340-770	740-1400	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority County Corridor" connecting Brevard, Rosman, and Pisgah Forest. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a minor collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. The Transylvania County Bicycle Plan (2019) recommends a paved shoulders along this facility.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. The project is in proximity of one cemetery.

Ecusta Road (SR 1512)

from US 64 to Old Henderson Highway (1504)

Local ID: **TRAN0033-H**

Purpose: **Facility Deficiencies**

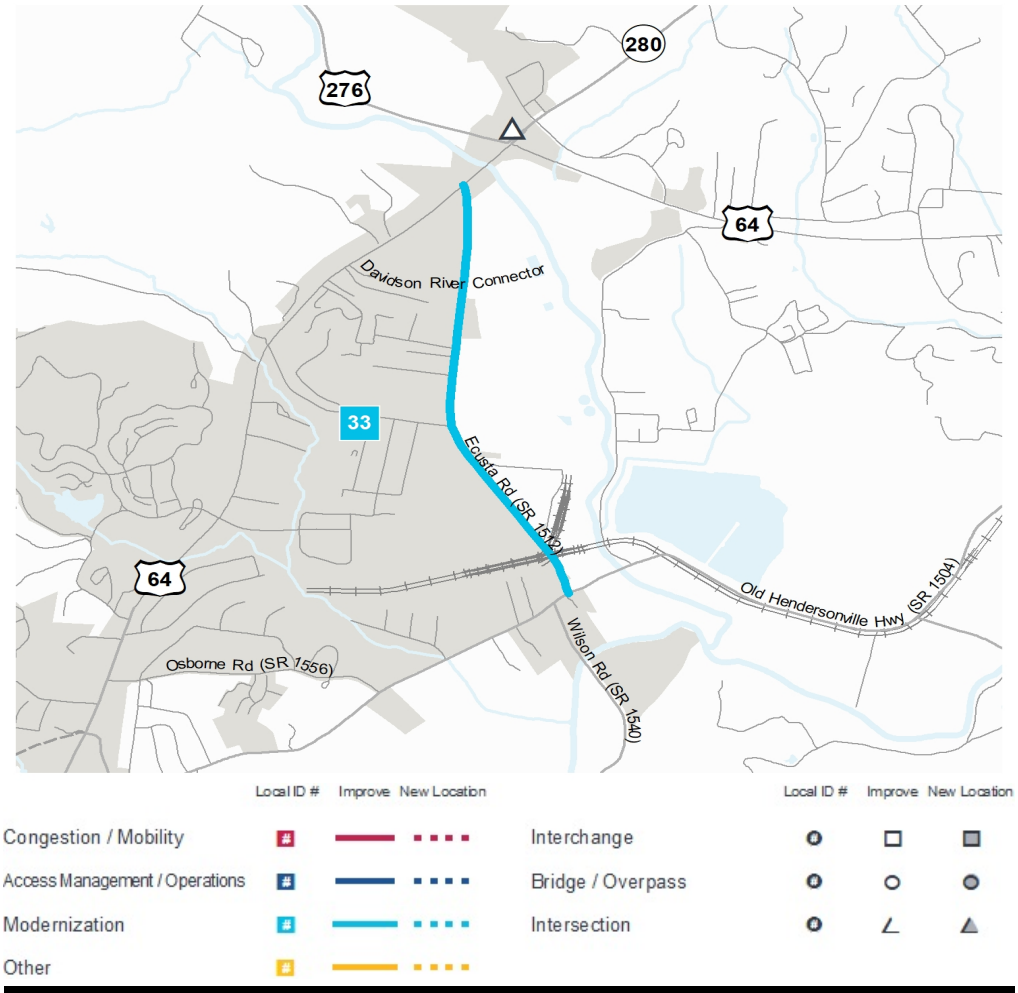
Improvement: **Improve Existing**

Identified Need

Existing Ecusta Road (SR 1512) has no paved shoulder and lane widths of10 feet. Complete missing elements of complete streets network.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards. Add multi-use path as needed to complete network. New sidewalks are recommended north of Morris Road (SR 1516).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Estimated Cost	-
Length (miles)	1.36
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

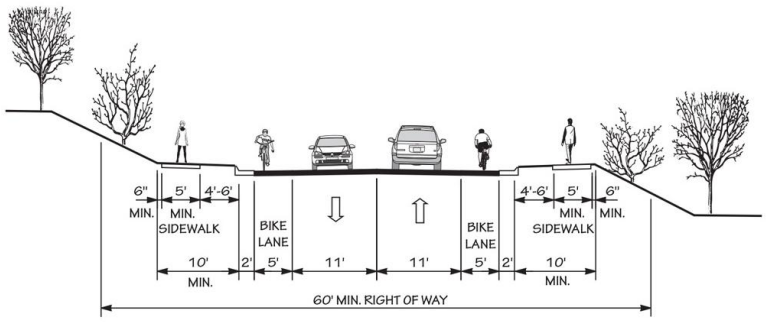
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	5200-6200	6200-7300	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans

According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority County Corridor" connecting Brevard, Rosman, and Pisgah Forest. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The fixed route serves this facility with a stop at the City of Brevard Sports Complex.

The CTP recommends a multi-use path along this facility to connect existing and future multi-use path, bicycle, and pedestrian facilities. The section north of Morris Rd (SR 1516) is already served by a multi-use path. The section from Morris Rd (SR 1516) to Old Hendersonville Rd (SR 1504) is recommended as a multi-use path in the City of Brevard Comprehensive Pedestrian Plan (2006/2018). The Transylvania County Bicycle Plan (2019) recommends bike lanes along Ecusta Road (SR 1512), Morris Rd (SR 1516), and Old Hendersonville Rd (SR 1504) and well as a multi-use path along the banked railroad line. In October 2020, Conserving Carolina entered an agreement topurchased a 19-mile corridor of unused rail line from Blue Ridge Southern Railroad for a proposed rail-to-trail project called Ecusta Trail. Once converted, the Ecusta Trail will connect Brevard to Hendersonville.

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Relationship to Land Use

Ecusta Road is parallel to US 64 and is thus less densely developed. It has a mix of light industry like Cason Builders Supply, Coachworks Auto Body, and Builders First Source. The north end is anchored by the large retailers Lowe's Homes Improvement and Jennings Builders Supply. There are also many civic facilities along this facility including Davidson River School, Pisgah Foest Elementary School, the City of Brevard Sports Complex, Habitat for Humanity, a NC Forest Service Headquarters, and a US Post Office.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed and the historic Ecusta Paper Mill. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, and Sparsely Settled Mixed Habitats variety. These are predominantly A-ranked resources with the balance being B-ranked. The project is in proximity of Davidson River School, Pisgah Forest Elementary, and the historic Davidson River Bridge.

Elm Bend Road (SR 1543)

from US 276 to Wilson Road (SR 1504)

Local ID: **TRAN0034-H**

Purpose: **Facility Deficiencies**

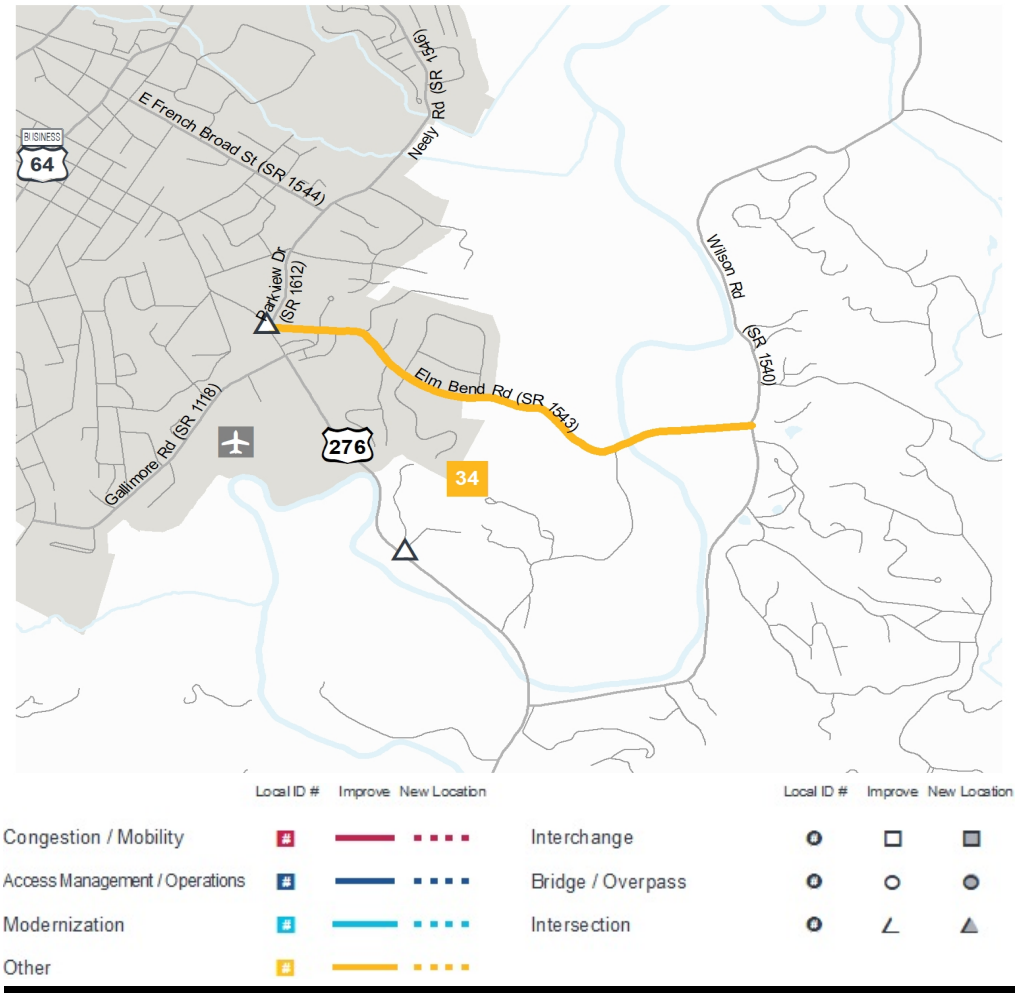
Improvement: **Improve Existing**

Identified Need

Elm Bend Road (SR 1543) has no paved shoulder and lane widths of 9 feet. The crossing of the French Broad River has been closed due to flooding on multiple occasions.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.



Proposal At A Glance

Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Estimated Cost	-
Length (miles)	1.34
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

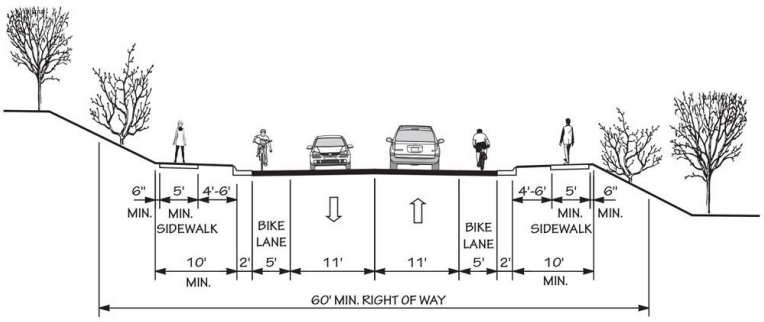
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	2200-3200	3300-4600	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans
This facility is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area.

Bike Lanes are recommended along this facility from US 276 to Wilson Road (SR 1504) in concurrence with the Transylvania County Bicycle Plan (2019). As per the City of Brevard Comprehensive Pedestrian Plan (2006/2018), sidewalks are recommended along this facility from US 276 to the Brevard City Limits. This includes service to the Brevard Elementary School.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. The project is in proximity of one place of worship, the historic William H. Grogan House, and the East Main Street Historic District. From the French Broad RIver east, Elm Bend Rd is in the 100-year floodplain.

Everett Road (SR 1533)

from Old Henderson Highway (SR 1504) to Crab Creek Road (SR 1528)

Local ID: **TRAN0035-H**

Purpose: **Facility Deficiencies**

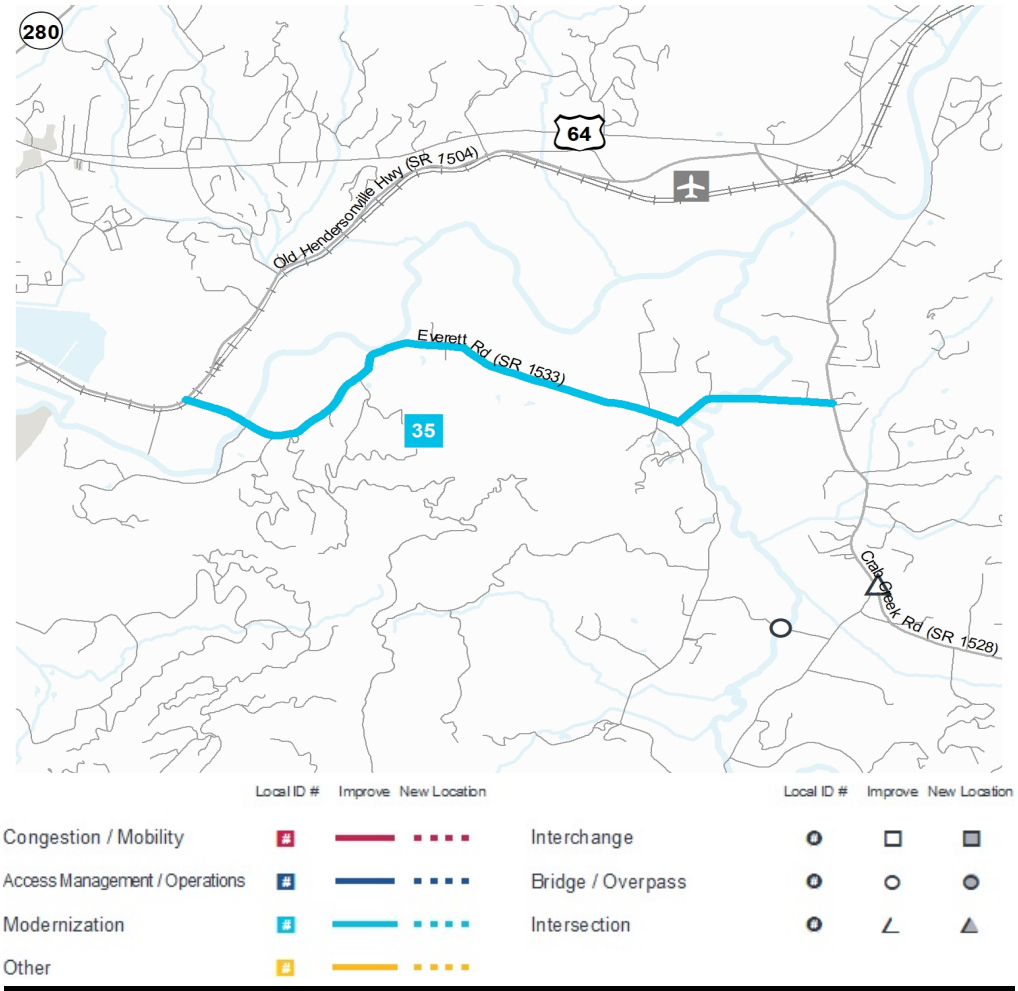
Improvement: **Improve Existing**

Identified Need

Everett Road (SR 1533) has no paved shoulder and lane widths of 9 feet. It is part of statewide and regional bike routes.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	3.21
Existing ROW (feet)	
Safety Risk Score	99

Proposal Data: 2017 Base Year / 2045 Future Year

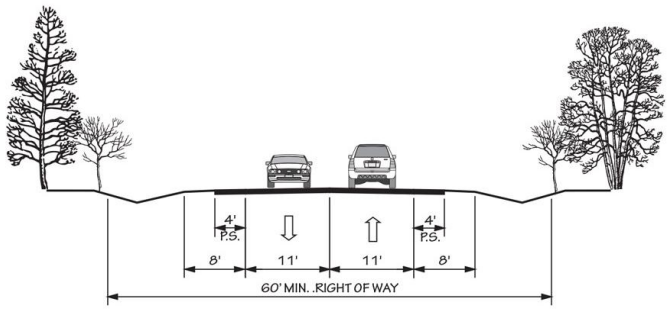
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	3200	3700-4300	-
Capacity (vpd)	13100	13100	13100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority Regional Corridor" from Old US 64 in Brevard to Flat Rock. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a minor collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. The Transylvania County Bicycle Plan (2019) recommends a bike lane along this facility due to the higher traffic volumes and speeds. Everett Road (SR 1543) is part of North Carolina State Bike Route #8 "Southern Highlands" which connect the Blue Ridge Parkway to Lincolnton.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed.

It is also within the vicinity of the Little River Aquatic Habitat Natural Heritage Area, a Critical Babitat for the endangered Appalachian Elktoe (Alasmidonta Raveneliana). It is also near other wetlands, water bodies, and related conservation easements.

The project is in proximity of one cemetery, the historic Everett Mansion Outbuilding, and intersects related conservation properties.

French Broad Street (SR 1544)

from US 64 to Neely Road (SR 1546)

Local ID: **TRAN0036-H**

Purpose: **Facility Deficiencies**

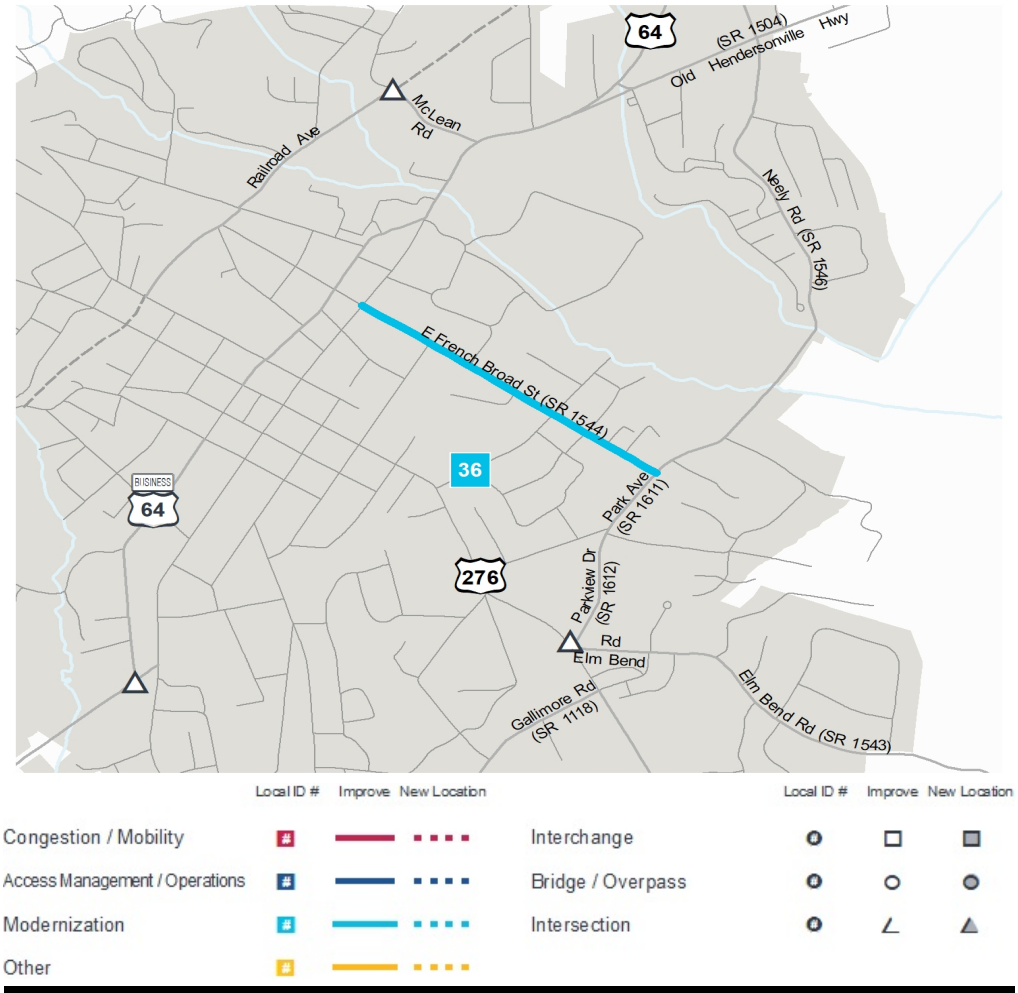
Improvement: **Improve Existing**

Identified Need

French Broad Street (SR 1544) has no paved shoulder and lane widths of 9 feet.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Estimated Cost	-
Length (miles)	0.57
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

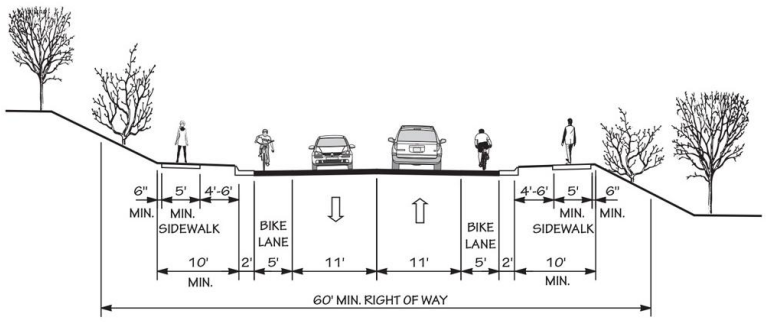
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	3200	3600-4100	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. The Transylvania County Bicycle Plan (2019) recommends either a bike lane or paved shoulder along this facility.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. The project is in proximity of Franklin Park, the historic Brevard College Stone Fence and Gate, the historic Miller-Duckett US Army Reserve Center, and the East Main Street Historic District.

Gallimore Road (SR 1118)

from US 276 to N Country Club Road (SR 1116)

Local ID: **TRAN0037-H**

Purpose: **Facility Deficiencies**

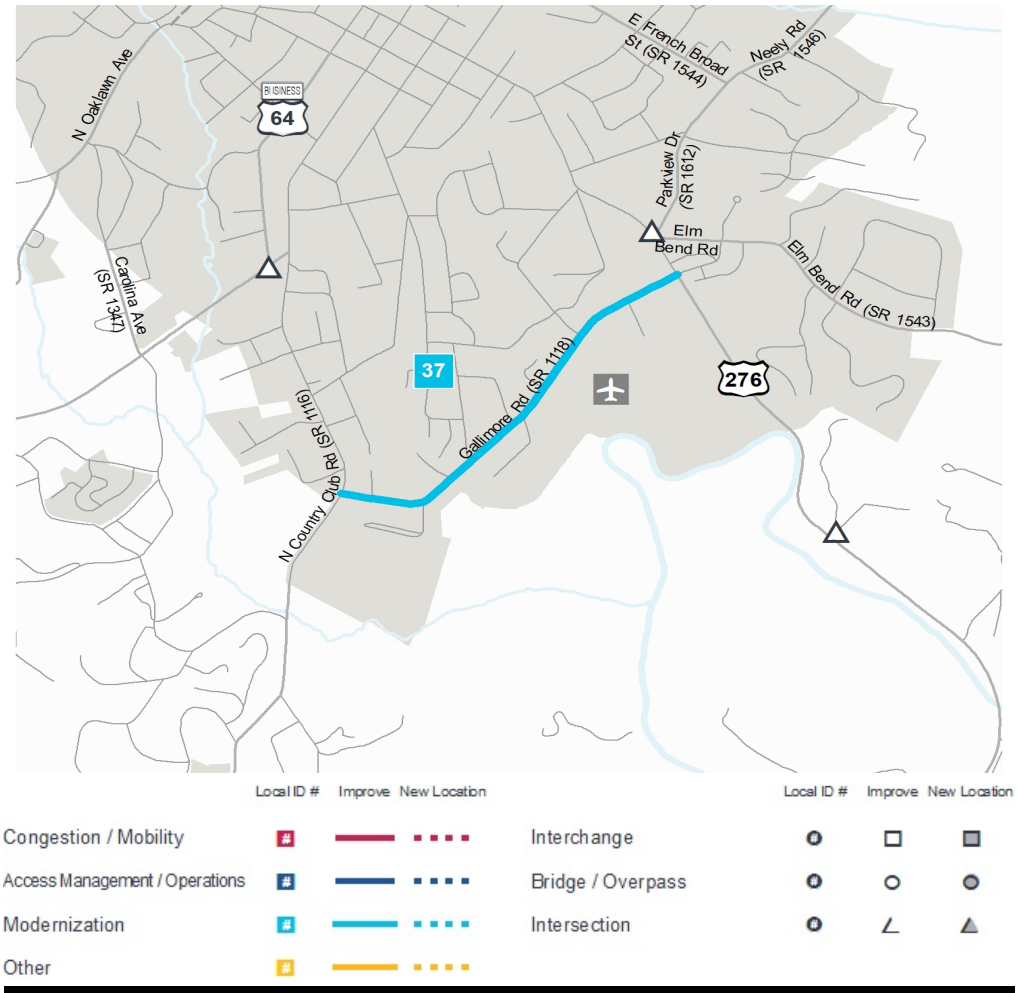
Improvement: **Improve Existing**

Identified Need

Gallimore Road (SR 1118) has no paved shoulder and lane widths of 10 feet.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 O
Section Options	-
Estimated Cost	-
Length (miles)	0.84
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data:

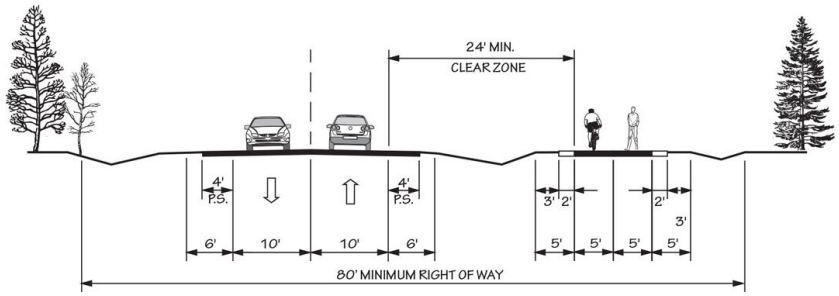
Improved Route	2017 Base Year Existing	2045 Future Year Without Proposal	2045 Future Year With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	3500	4300-4400	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2O

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 25-35 MPH

Project Overview

Linkage to Other Plans
This facility is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. This facility has an existing multi-use path serving Brevard High School, Mountain Glen Apartments, and the Boys & Girls Club. It is part of regional bike routes.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. The project is in proximity of historic Max and Claire Brombacher House, the East Main Street Historic District, and one place of worship.

Island Ford Road (SR 1110)

from US 64 to US 276

Local ID: **TRAN0040-H**

Purpose: **Facility Deficiencies**

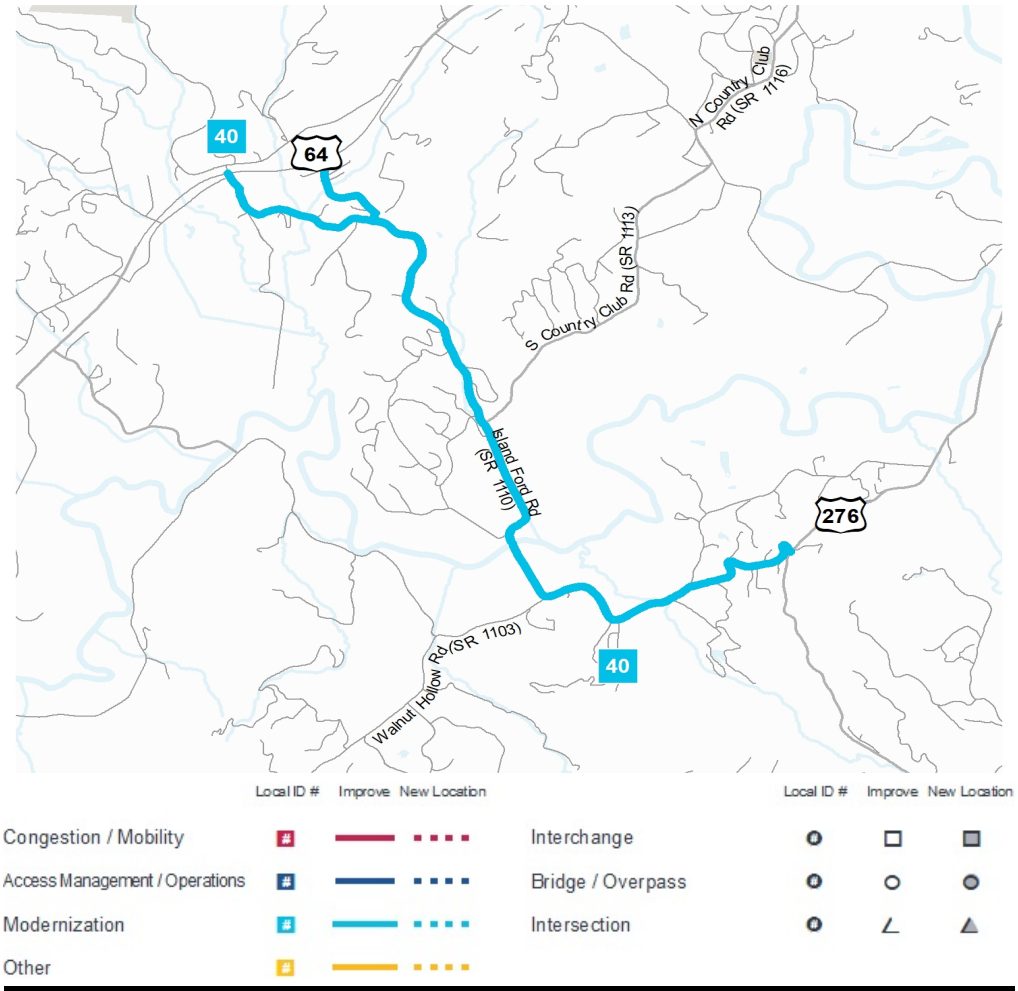
Improvement: **Improve Existing**

Identified Need

Island Ford Road (SR 1110) and Pole Miller Road (SR 1161) have no paved shoulder and lane widths of 8-9 feet. The crossing of the French Broad River has been closed due to flooding on multiple occasions.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Estimated Cost	-
Length (miles)	4.47
Existing ROW (feet)	30-60
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

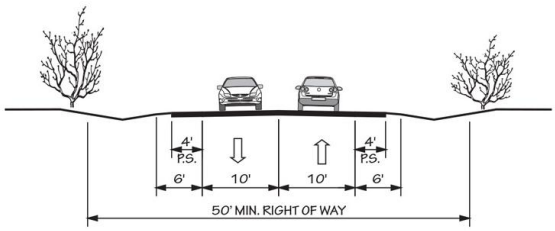
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	410-1500	1300-2400	-
Capacity (vpd)	9000-13100	9000-13100	9000-13100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Linkage to Other Plans

According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority County Corridor" connecting Brevard, Rosman, and Pisgah Forest. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a major collector minor arterial on the Federal Functional Classification System. Island Ford Road (SR 1110) is classified as a major collector and Pole Miller Road (SR 1161) is classified as a local road on the Federal Functional Classification System.

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. The Transylvania County Bicycle Plan (2019) recommends a bike lane or paved shoulder along this facility.

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed, the Historic Dunns Rock Crossroads, and other land conservation areas. It is also within the vicinity of water bodies and the 100-year floodplain. Three birdges along this road have been reported for flooding. The project is in proximity of one place of worship.

King Road (SR 1502)

from US 64 to NC 280

Local ID: **TRAN0041-H**

Purpose: **Facility Deficiencies**

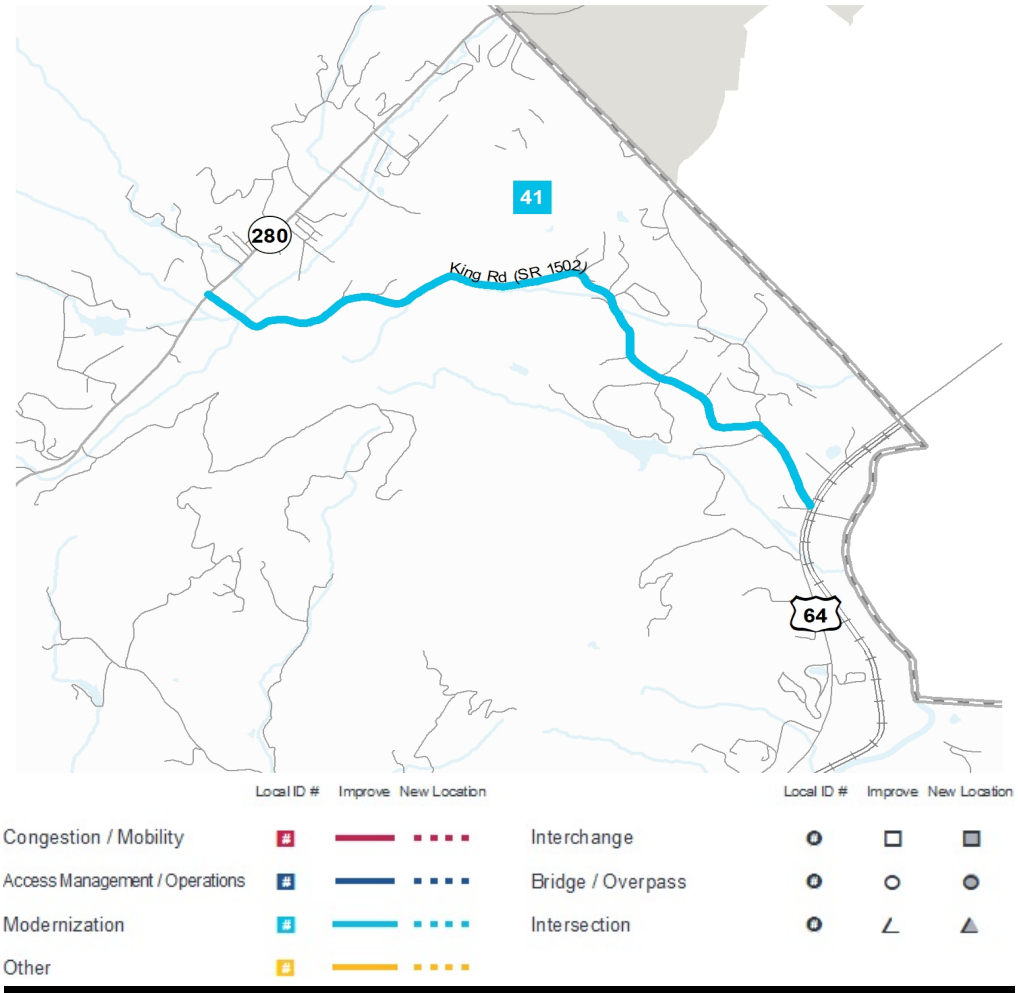
Improvement: **Improve Existing**

Identified Need

King Road (SR 1502) has no paved shoulder and lane widths of 8 feet.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Estimated Cost	-
Length (miles)	2.89
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

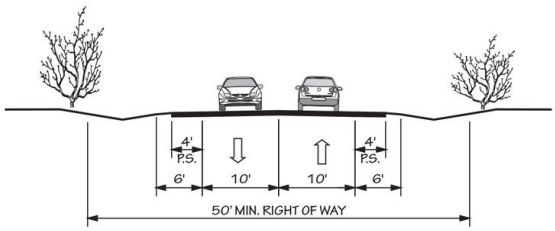
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	590-1200	890-1600	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional---Road Bicycle Routes" identified in that plan. It is classified as a minor collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. The Transylvania County Bicycle Plan (2019) recommends a bike lane or paved shoulder along this facility.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project is within the vicinity of the Gash Creek Headwaters Natural Heritage Area, and other water bodies. The project is in proximity of one place of worship. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Sparsely Settled Mixed Habitats, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked.

Main Street (SR 1156)

from US 178 to Old Rosman Road (SR 1388)

Local ID: **TRAN0042-H**

Purpose: **Facility Deficiencies**

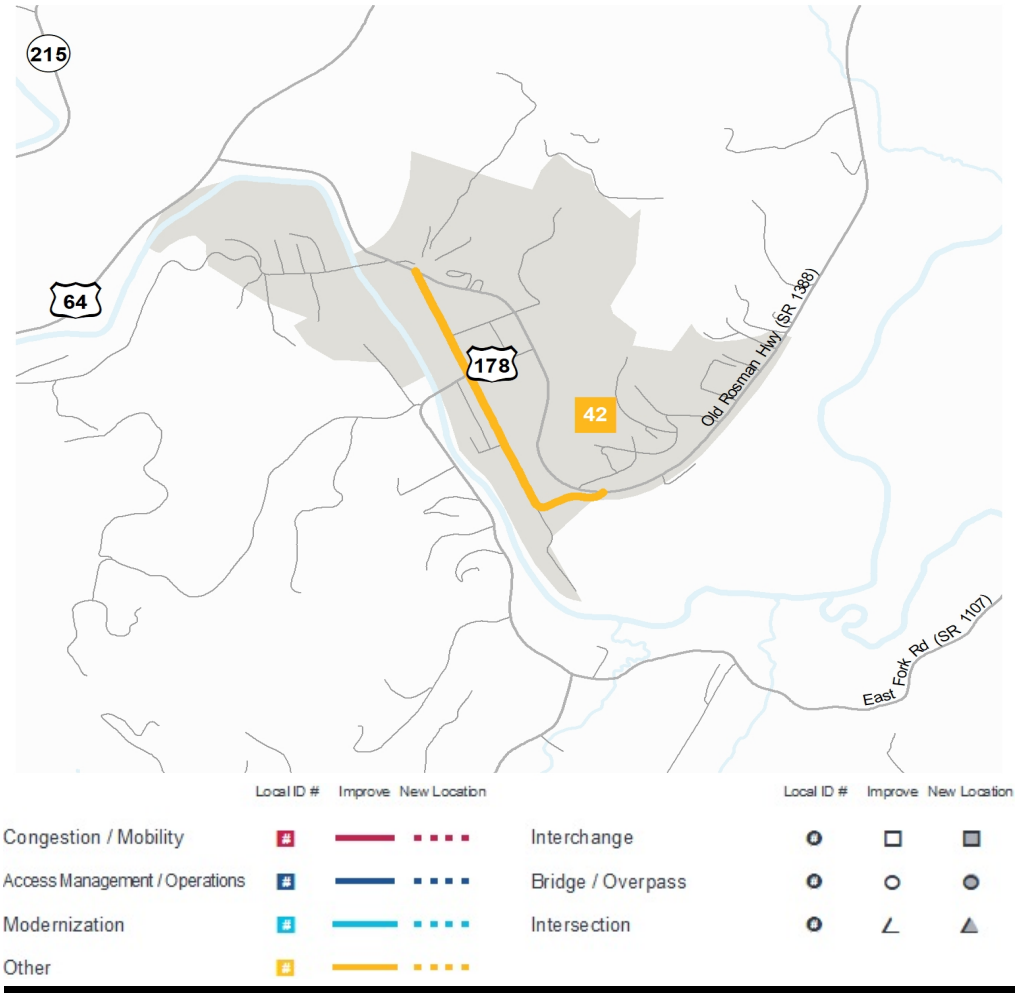
Improvement: **Improve Existing**

Identified Need

Improve Resiliency to Flooding.

Recommendation

Improve Resiliency to flooding from the French Broad River



Proposal At A Glance

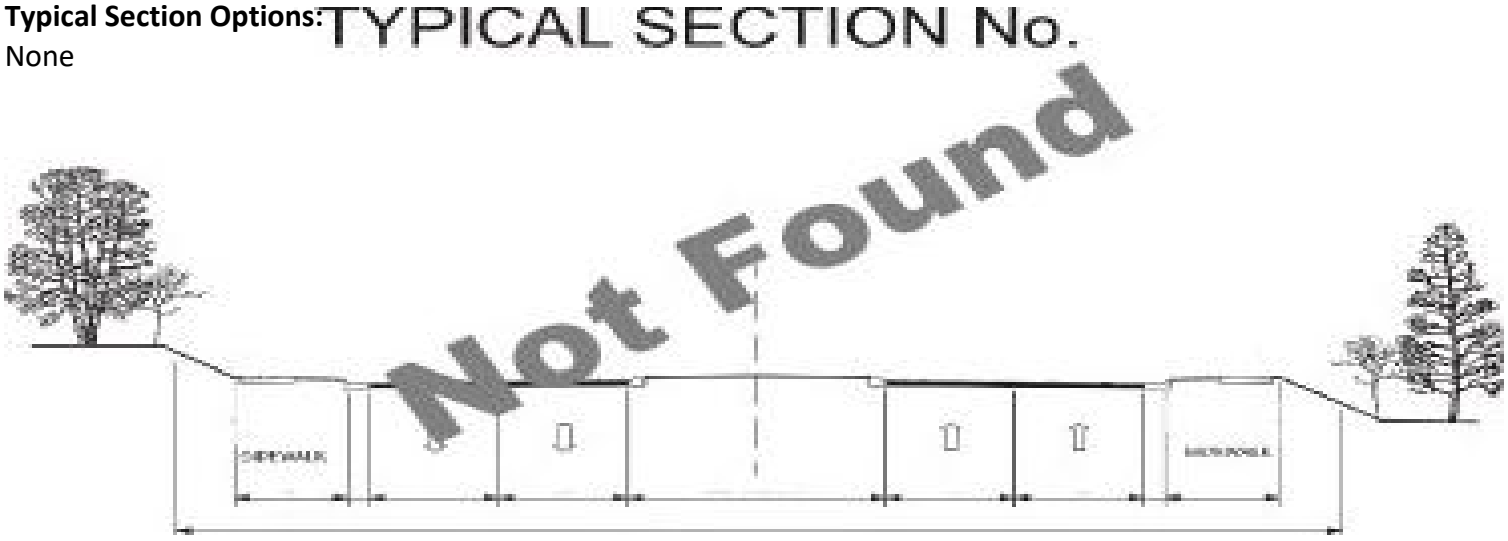
Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	-
Section Options	-
Estimated Cost	-
Length (miles)	0.67
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	2900	2900-4700	-
Capacity (vpd)	10000	10000	10000

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None



Project Overview

Linkage to Other Plans
It is classified as a local road on the Federal Functional Classification System.

Relationship to Land Use
Main Street through Rosman is parallel to US 178 and is lower speed with more access to the surrounding land use. There are several civic facilities along this facility including the town offices, parks, places of worship, and a US Post Office.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects Chapion Park. The area between US 178 and Old Rosman Highway (SR 1388) flood. This includes the southern section of Main Street. All of Main Street is within the 100-year floodplain.

Neely Road (SR 1546), Chestnut Street (SR 1610), and Parkview Drive (SR 1546)

from US 64 to US 276

Local ID: **TRAN0044-H**

Purpose: **Facility Deficiencies**

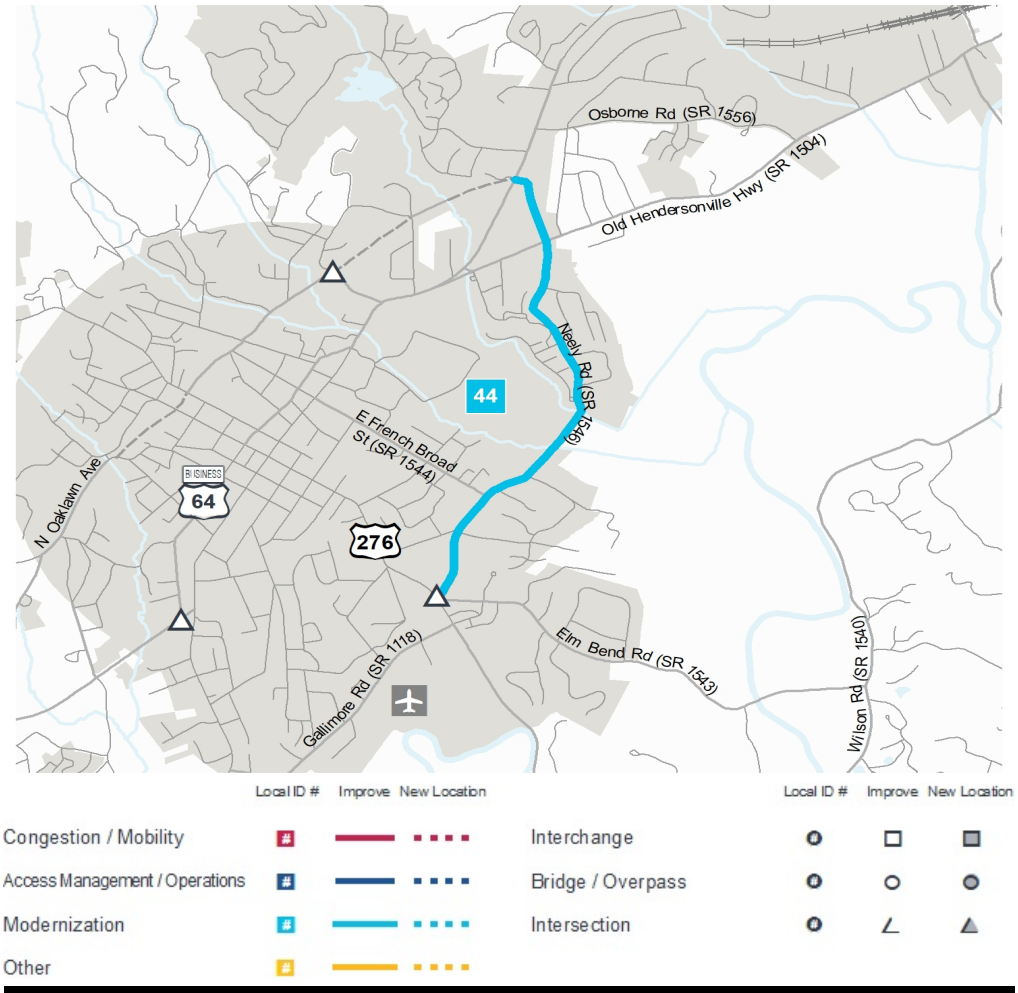
Improvement: **Improve Existing**

Identified Need

Neely Rd (SR 1546) has no paved shoulder, lane widths of 9 feet, and limited sight distance at the intersection at Park Ave (SR 1546). The CTP also identified a gap in the multiuse path system around the town from Old Hendersonville Rd (SR 1504) to US 276 and Gallimore Rd (SR 1118).

Recommendation

Improve alignment and lane widths to current design standards. Add curb-and-gutter to minimize right-of-way needs. Include adjacent multi use path instead of bike lanes and sidewalks. Intersection of Park Ave improvements with possible roundabout.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Estimated Cost	-
Length (miles)	1.58
Existing ROW (feet)	50-90
Safety Risk Score	99

Proposal Data:

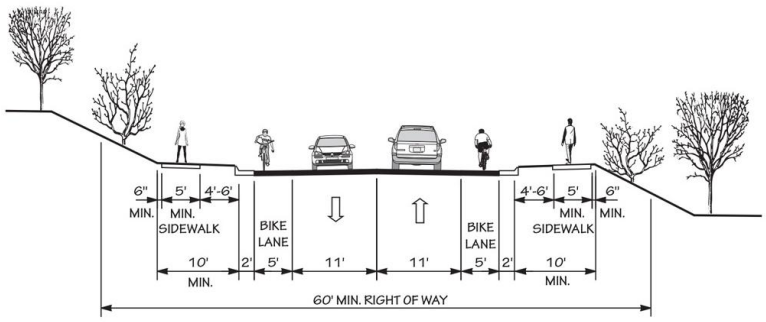
Improved Route	2017 Base Year Existing	2045 Future Year Without Proposal	2045 Future Year With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	4100-5500	4900-6300	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans

According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. Bike Lanes and Sidewalks are recommended along this facility in concurrence with the Transylvania County Bicycle Plan (2019) and the City of Brevard Comprehensive Pedestrian Plan (2006/2018). Because of the limited number of crossings of King Creek and Lambo Creek, this facility serves as a major North-South corridor on the east side of downtown Brevard. The only other facility to serve this function is Wilson Road (SR 1540) on the east side of the French Broad River.

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed and wetlands. It is also within the vicinity of water bodies and a mitigation easement. The project is in proximity of historic Osborne-McCormick House, one place of worship, and two medial facilities.

Old Hendersonville Highway (SR 1504)

from US 64 to Ecusta Road (SR 1512)

Local ID: **TRAN0045-H**

Purpose: **Facility Deficiencies**

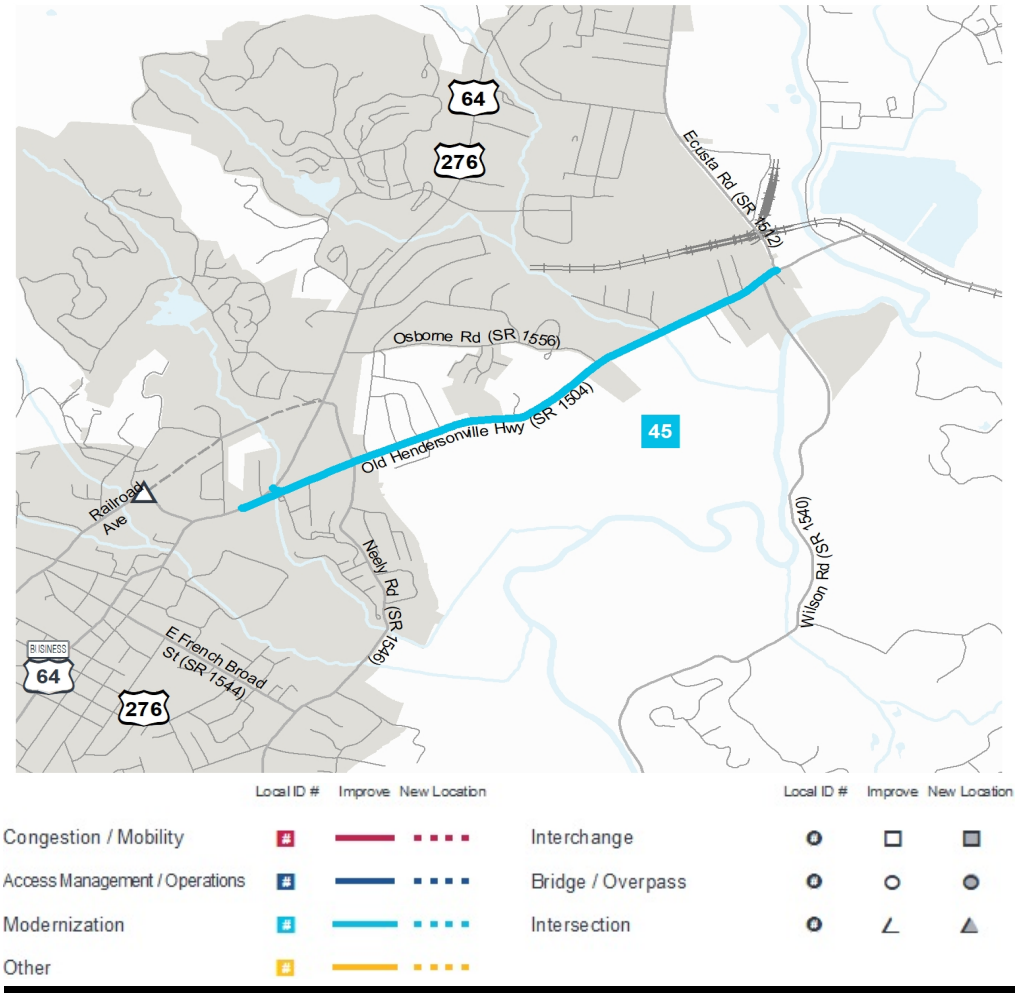
Improvement: **Improve Existing**

Identified Need

Old Henderson Highway (SR 1504) is projected to be over capacity in 2045. It has 9 foot lane widths and no paved shoulder. It serves development from downtown Brevard to the North-South facilities of Ecusta Road (SR 1512) and Wilson Road (SR 1540).

Recommendation

Improve alignment, lane widths, and shoulders to current design standards; add a multi-use path; and address potential 2045 capacity deficiency.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 N
Section Options	-
Estimated Cost	-
Length (miles)	1.75
Existing ROW (feet)	60
Safety Risk Score	88-99

Proposal Data:

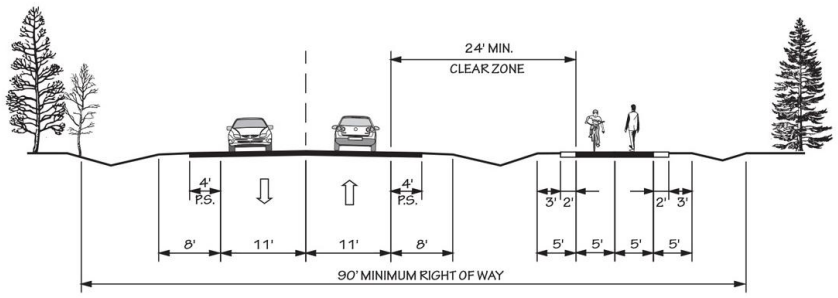
Improved Route	2017 Base Year: Existing	2045 Future Year: Without Proposal	2045 Future Year: With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	5800-11000	6700-14200	-
Capacity (vpd)	10200-13600	10200-13600	10200-13600

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2N

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The fixed route serves this facility with a stops at Transylvania Vocational Services and Broad River Terrace Apartments.

The Transylvania County Bicycle Plan (2019) recommends a bike lane along this facility due to the higher traffic volumes and speeds. The City of Brevard Comprehensive Pedestrian Plan (2006/2018) also recommends a multi-use path along this facility. The CTP follows the multi-use path recommendation because of its greater overall connection to other multi-use paths.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed, Lamb Creek, Lambo Creek, and related wetlands.The project is in proximity of one place of worship.

Old Hendersonville Highway (SR 1504)

from Ecusta Road (SR 1512) to Crab Creek Rd (SR 1528)

Local ID: **TRAN0046-H**

Purpose: **Facility Deficiencies**

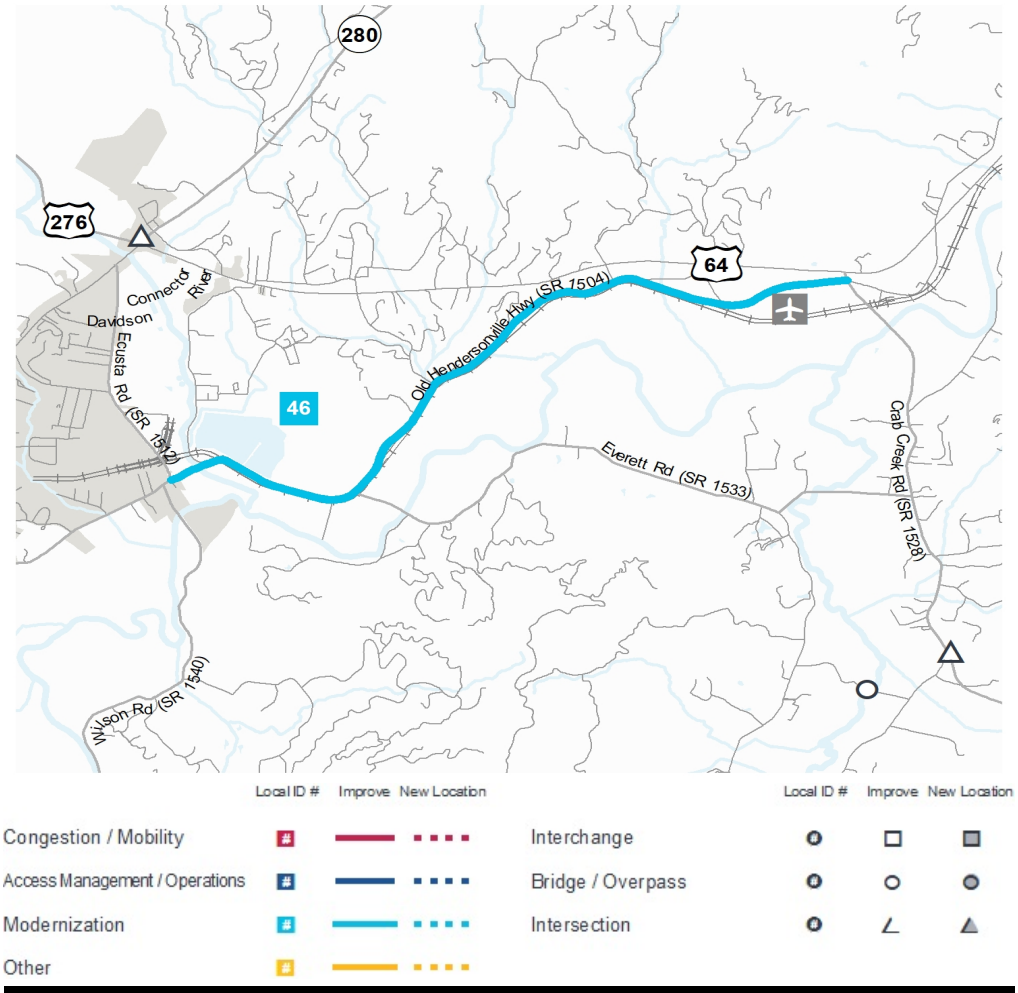
Improvement: **Improve Existing**

Identified Need

Old Hendersonville Highway (SR 1504) has no paved shoulder and lane widths of 9 feet. It is part of the Ride Transylvania County Bike Route.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

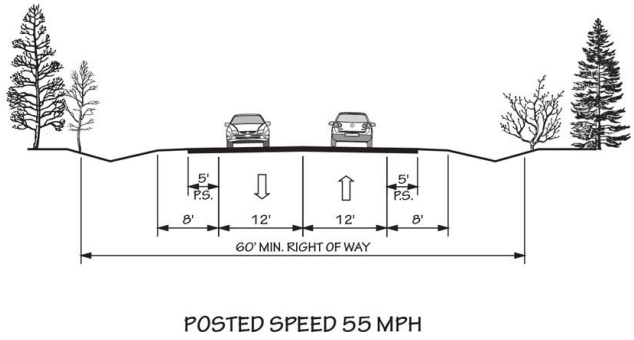
Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	4.16
Existing ROW (feet)	
Safety Risk Score	99

Proposal Data:

Improved Route	2017 Base Year Existing	2045 Future Year Without Proposal	2045 Future Year With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	2000-5400	2200-7500	-
Capacity (vpd)	10200-12100	10200-12100	10200-12100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None



Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area.

The Transylvania County Bicycle Plan (2019) recommends a bike lane along this facility due to the higher traffic volumes and speeds. Old Hendersonville Highway (SR 1504) serves as part of the corridor connecting the Town of Brevard to DuPont State Forest, a major recreation destination. It is also part of North Carolina State Bike Route #8 "Southern Highlands" which connect the Blue Ridge Parkway to Lincolnton.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed, the Davidson River, Glade Creek, and Lyday Creek. It is also within the vicinity of a large unnamed water body and wetlands. The project is in proximity of the Transylvania Community Airport.

NC 281 / Silversteen Rd (SR 1309) / Macedonia Church Road (SR 1326)

from NC 215 to Jackson County

Local ID: **TRAN0047-H**

Purpose: **Facility Deficiencies**

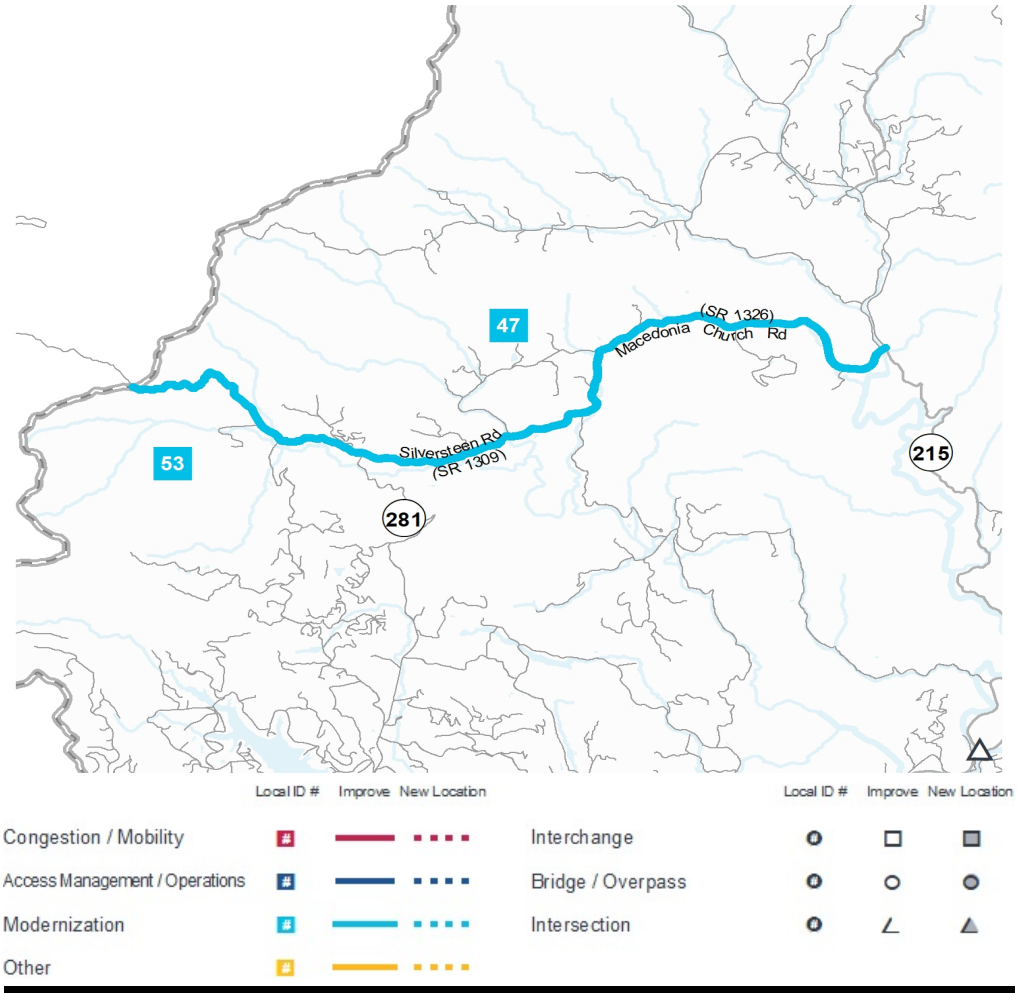
Improvement: **Improve Existing**

Identified Need

NC 281 / Silversteen Rd (SR 1309) / Macedonia Church Road (SR 1326) have no paved shoulder and lane widths of 7-10 feet. They are part of the Ride Transylvania County Bike Routes.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	8.48
Existing ROW (feet)	60-100
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

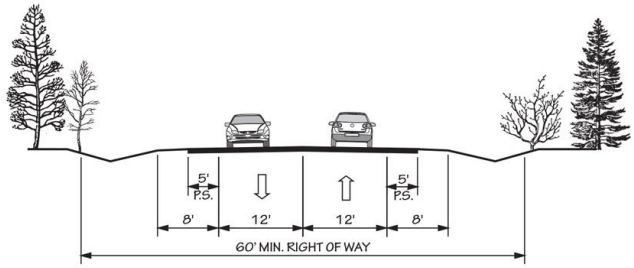
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	110-490	310-790	-
Capacity (vpd)	10200-14000	10200-14000	10200-14000

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Linkage to Other Plans
According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. NC 281 is classified as a major collector on the Federal Functional Classification System. Silversteen Rd (SR 1309) / Macedonia Church Road (SR 1326) are classified as a minor collectors on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area.

The Transylvania County Bicycle Plan (2019) recommends a bike lane or paved shoulder along these facilities due to the higher traffic volumes and speeds.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the Pisgah National Forest & Gamelands, the North Fork of the French Broad River, Parker Creek, Beasley Creek, Lamance Creek, Mill Branch, and related wetlands. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Sparsely Settled Mixed Habitats, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. It is also within the vicinity of water bodies and two mitigation sites. The project is in proximity of one cemetery. Pisgah Astronomical Research Institute is a large employer on this facility, and the speed limits around the institute are 35 MPH.

Upgrade and pave Fish Hatchery Road (FR-475) and Shoal Creek Road (SR 1327)

from US 276 to NC 215

Local ID: **TRAN0048-H**

Purpose: **Facility Deficiencies**

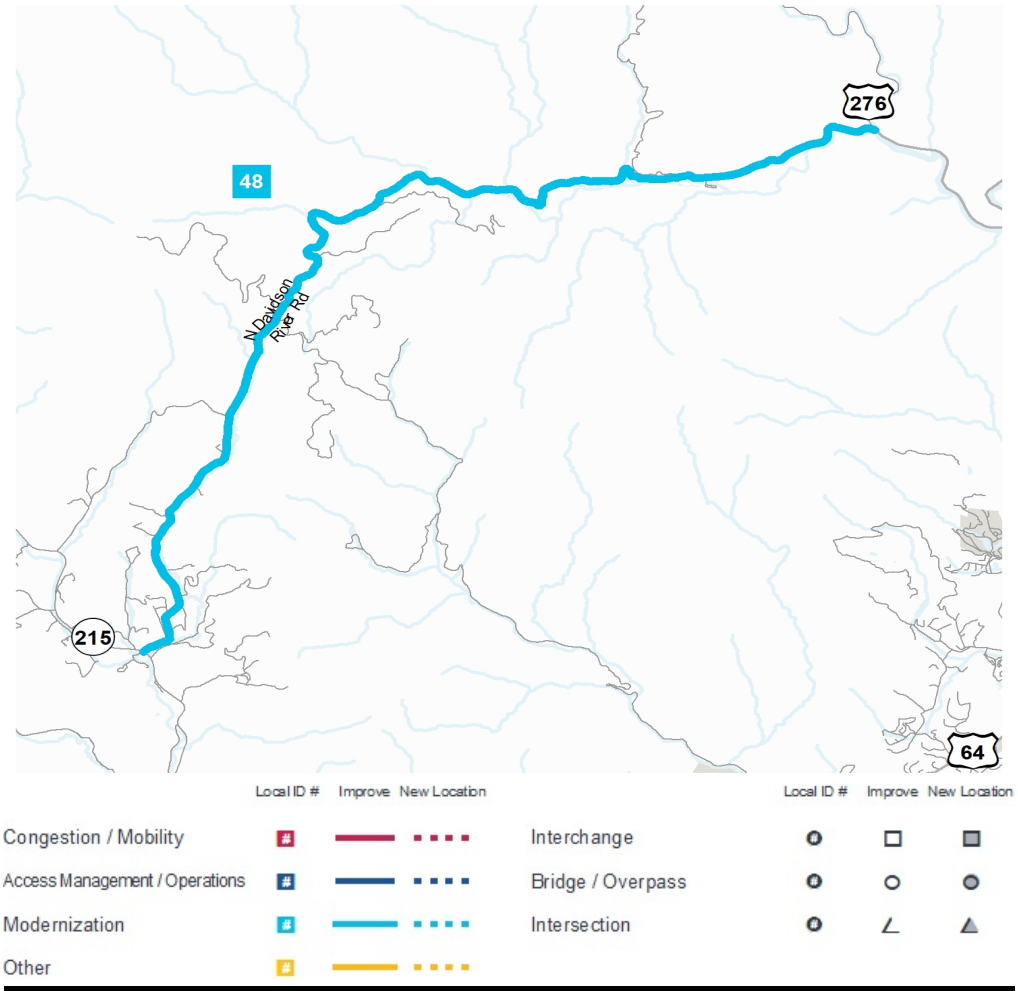
Improvement: **Improve Existing**

Identified Need

Fish Hatchery Road (FR-475) and Shoal Creek Rod (SR 1327) is unpaved, no paved shoulder, and lane widths of 9 feet.

Recommendation

Pave, improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Estimated Cost	-
Length (miles)	9.33
Existing ROW (feet)	50
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

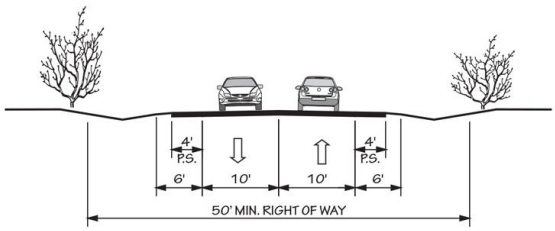
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	230-300	430-1100	-
Capacity (vpd)	10200-13600	10200-13600	10200-13600

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Linkage to Other Plans
This facility is classified as a local raod on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area.

The Transylvania County Bicycle Plan (2019) did not include a recommendation for this facility, even though the east quarter is part of the Ride Transylvania County Bike Routes.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the Pisgah National Forest & Gamelands, the Looking Glass Rock Scenic Area, the Davidson River, Shoal Creek, Cove Creek, Rockhouse Creek, Looking Glass Creek, and Laurel Fork. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Sparsely Settled Mixed Habitats, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. It is also within the vicinity of water bodies wetlands.

McLean Street (SR 1356)

from US 64 to Railroad Ave

Local ID: **TRAN0052-H**

Purpose: **Safety**

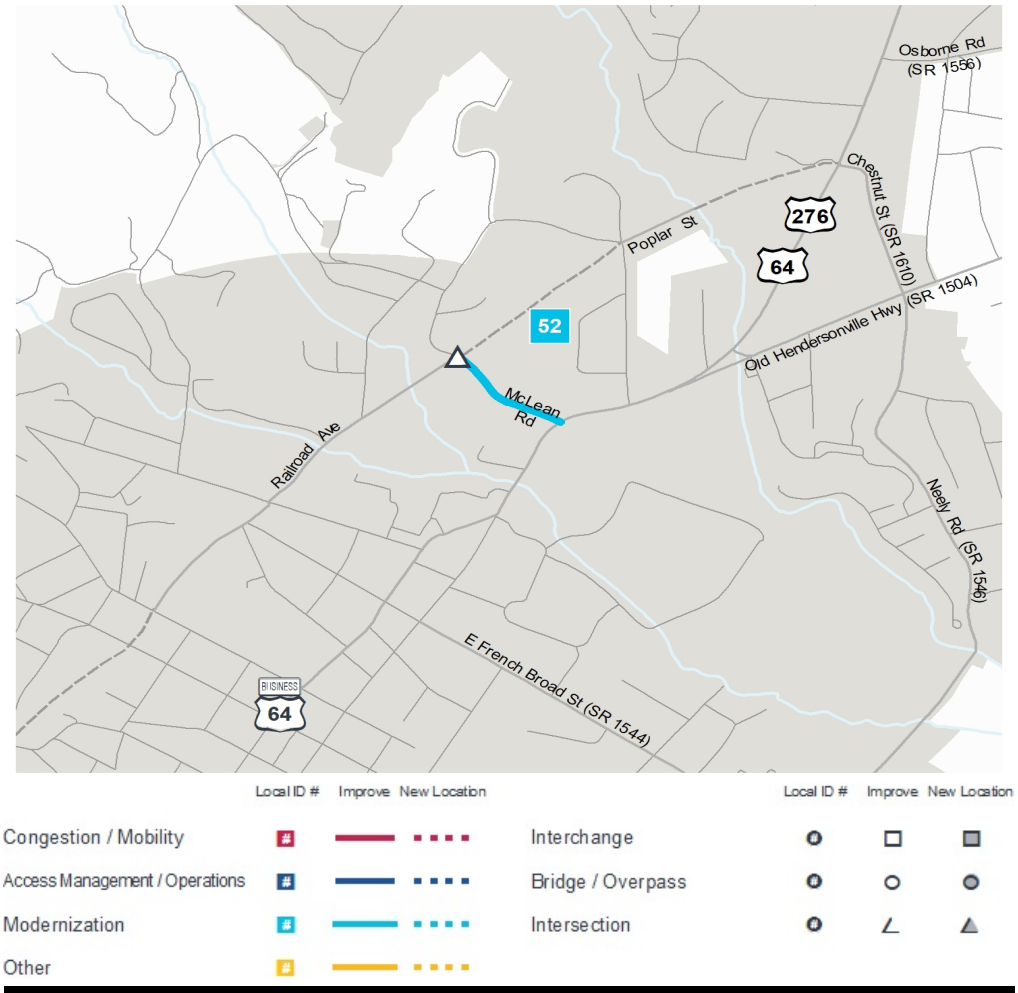
Improvement: **Improve Existing**

Identified Need

McLean Road (SR 1356) has no paved shoulder and lane widths of 9-10 feet. The horizontal clearance and curvature has created a local concern with truck traffic. The intersection of with Railroad Ave also has sight distance deficiencies with particular concerns around the multi use path crossing.

Recommendation

Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Address Truck Traffic access concerns.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Estimated Cost	-
Length (miles)	0.17
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data:

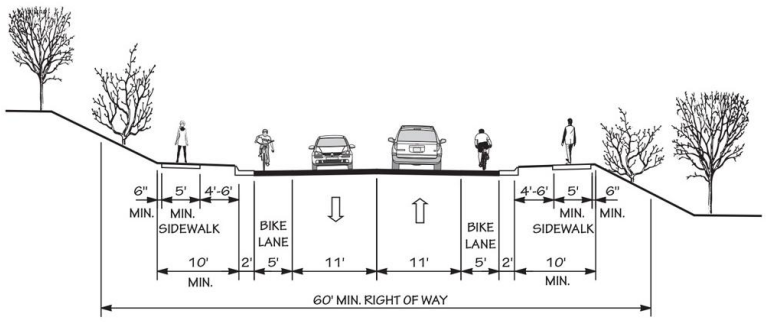
Improved Route	2017 Base Year Existing	2045 Future Year Without Proposal	2045 Future Year With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	3300	3700	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview

Linkage to Other Plans
This facility is classified as a major collector on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area.

The Transylvania County Bicycle Plan (2019) recommends a bike lane or paved shoulder along this facility. The City of Brevard Comprehensive Pedestrian Plan (2006/2018) also recommends new sidewalks along this facility.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. The project is in proximity of two places of worship.

US 64 BUS (Caldwell St)

from US 64 to Main Street (SR 1349)

Local ID: **TRAN0053-H**

Purpose: **Access**

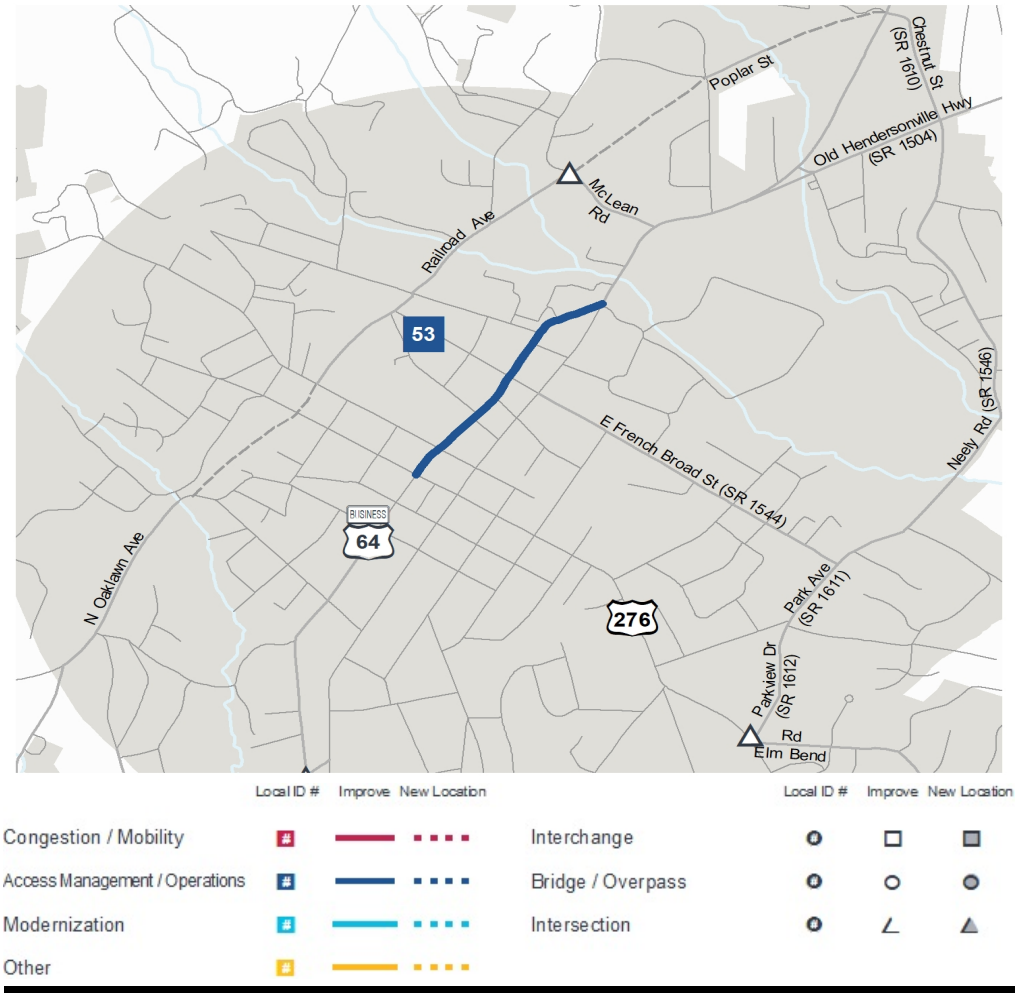
Improvement: **Improve Existing**

Identified Need

US 64 (Caldwell Street) is projected to be over capacity in 2045 durring peak travel seasons. It has no paved shoulder and lane widths of 9 feet.

Recommendation

Improve lane widths, and shoulders to current design standards, including 5-foot paved bike lanes.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 C
Section Options	-
Estimated Cost	-
Length (miles)	0.45
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data:

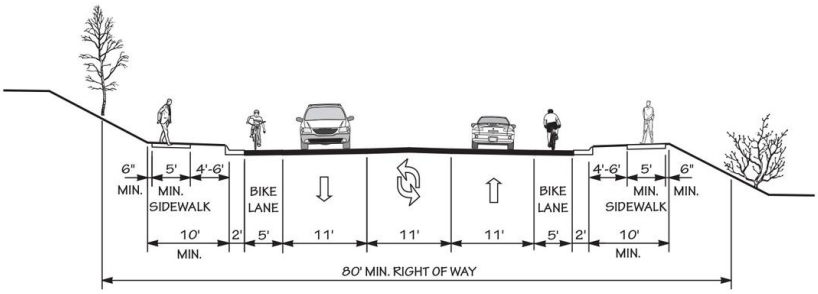
Improved Route	2017 Base Year Existing	2045 Future Year Without Proposal	2045 Future Year With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	3	-	2
Volume (vpd)	9100-11000	10000-13200	-
Capacity (vpd)	16500	16500	16500

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

Linkage to Other Plans
This facility is classified as a minor arterial on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The fixed route serves this facility with a stop at the Food Lion. There is also a stop at Main Street and Church Street.

The Transylvania County Bicycle Plan (2019) recommends a bike lane along this facility due to the higher traffic volumes and speeds. The City of Brevard Comprehensive Pedestrian Plan (2006/2018) also recommends new sidewalks along this facility.

CTP Goal Analysis

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Potential Impacts

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed. It is also within the vicinity of King Creek and related wetlands. The project is in proximity of the historic McMinn Building, the historic Probart Street District, the Main Street Historic District, one place of worship, and a mental health home.

Old Henderson Highway (SR 1388)

from US 64 to US 64 through Rosman

Local ID: **TRAN0054-H**

Purpose: **Facility Deficiencies**

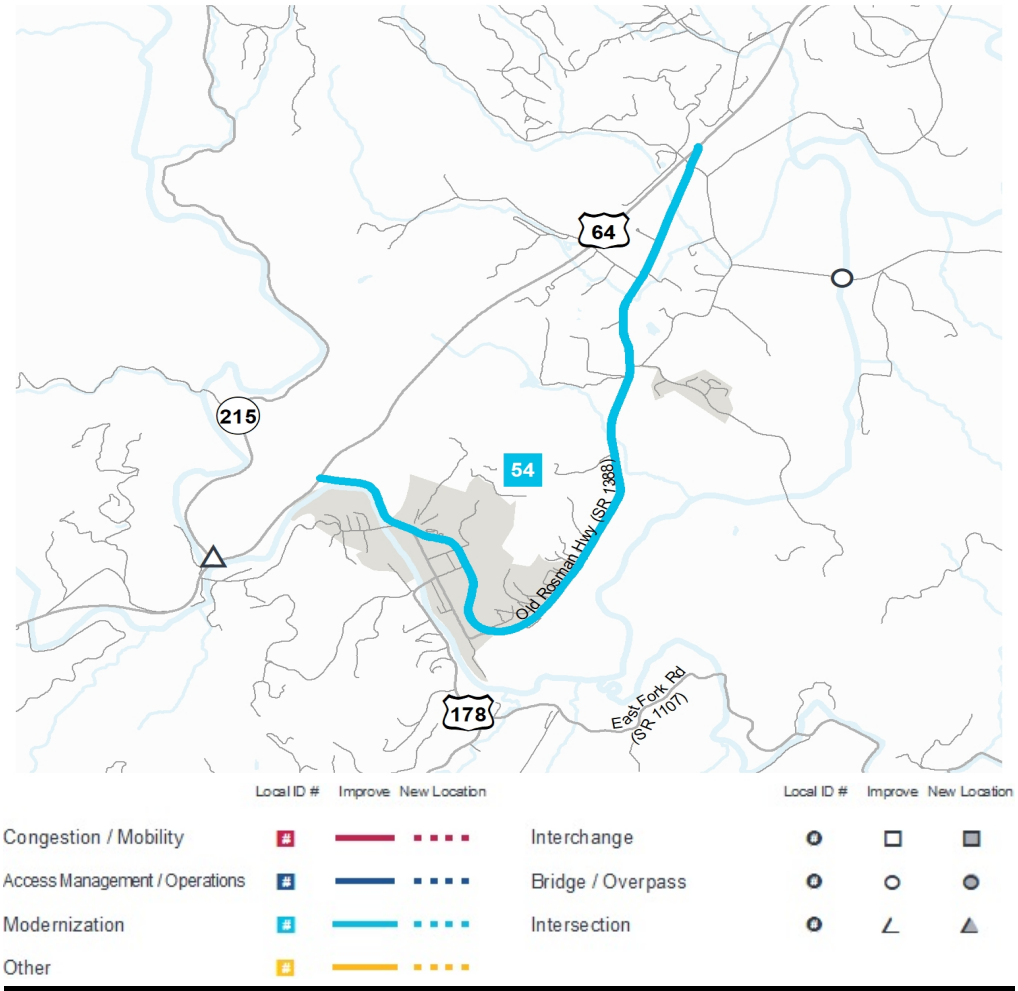
Improvement: **Improve Existing**

Identified Need

Old Rosman Highway (SR 1388) has no paved shoulder and lane widths of 9-12 feet. It is part of the Ride Transylvania County Bike Route. Proximity to the French Broad River has caused flooding historically.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards. Improve Resiliency to flooding from the French Broad River.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 N
Section Options	-
Estimated Cost	-
Length (miles)	3.61
Existing ROW (feet)	60-150
Safety Risk Score	99

Proposal Data:

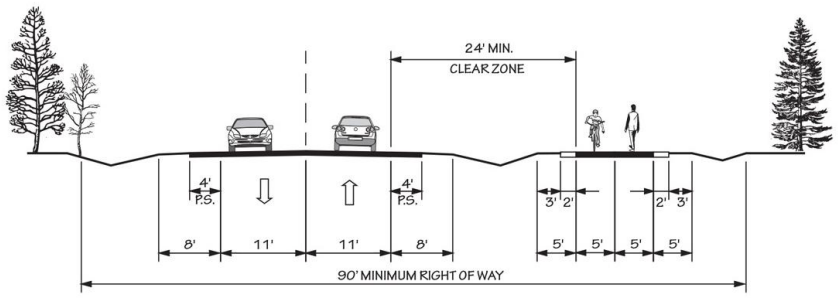
Improved Route	2017 Base Year Existing	2045 Future Year Without Proposal	2045 Future Year With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	1400-3600	1600-5800	-
Capacity (vpd)	10000-13600	10000-13600	10000-13600

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2N

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

Linkage to Other Plans

According to the 2013 Blue Ridge Bike Plan, this facility is part of an "Other Bicycle Corridor" serving the region. According to the 2025 Transylvania Count Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a minor arterial inside of Rosman and as a major collector outside of Rosman on the Federal Functional Classification System.

Multi-Modal Considerations

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The fixed route serves this facility with a stops at Dollar General, and Queen's Mini-Mart.

The Transylvania County Bicycle Plan (2019) recommends a multi use path along this facility

CTP Goal Analysis

Goals & Objectives Survey

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

Potential Impacts

Relationship to Land Use

Old Rosman Highway (SR 1388) is parallel to Main Street through Rosman and is higher speed with access to the surrounding land use generally through subdivision and driveways. There are several civic facilities along this facility including the Rosman High School and Middle School, and Rosman Community Park. Outside of town, the current land use is residential with light industrial like body shops, self-storage, and a greenhouse-nursery. One large development is the plastic factory run my New Excelsior Inc.

According to the 2025 Transylvania Count Comprehensive Plan (2017), the area around this project is a Designated Growth Area where it is expected that future economic development of manufacturing, commercial, and higher density residential housing will be constructed. They are constrained to areas with relatively flat land located out of the floodplain with access to major corridors and utilities. This designation along with appropriate policies will provide a framework for infrastructure expansion that will strengthen the confidence of public and private investors about the future of the land and their investment.

Natural & Human Environmental Context

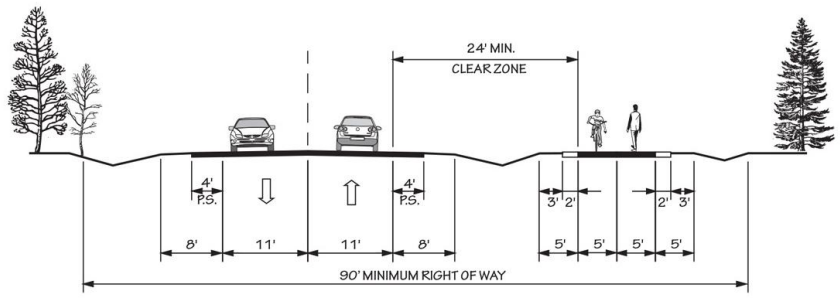
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed, Gorges State Park, the Pisgah National Forest & Gamelands, Morgan Mill Creek, Galloway Creek, Peter Weaver Creek. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Sparsely Settled Mixed Habitats, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked. It is also within the vicinity of wetlands and the French Broad River. The project is in proximity of Champion Park, the historic Flem Galloway House, two places fo worship.

Other Information

Typical Section Options:
None

TYPICAL SECTION No. 2N

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 25-45 MPH

Green Rd (SR 1127)

from US 64 to Hanna Ford Rd

Local ID: **TRAN0055-H**

Purpose: **Facility Deficiencies**

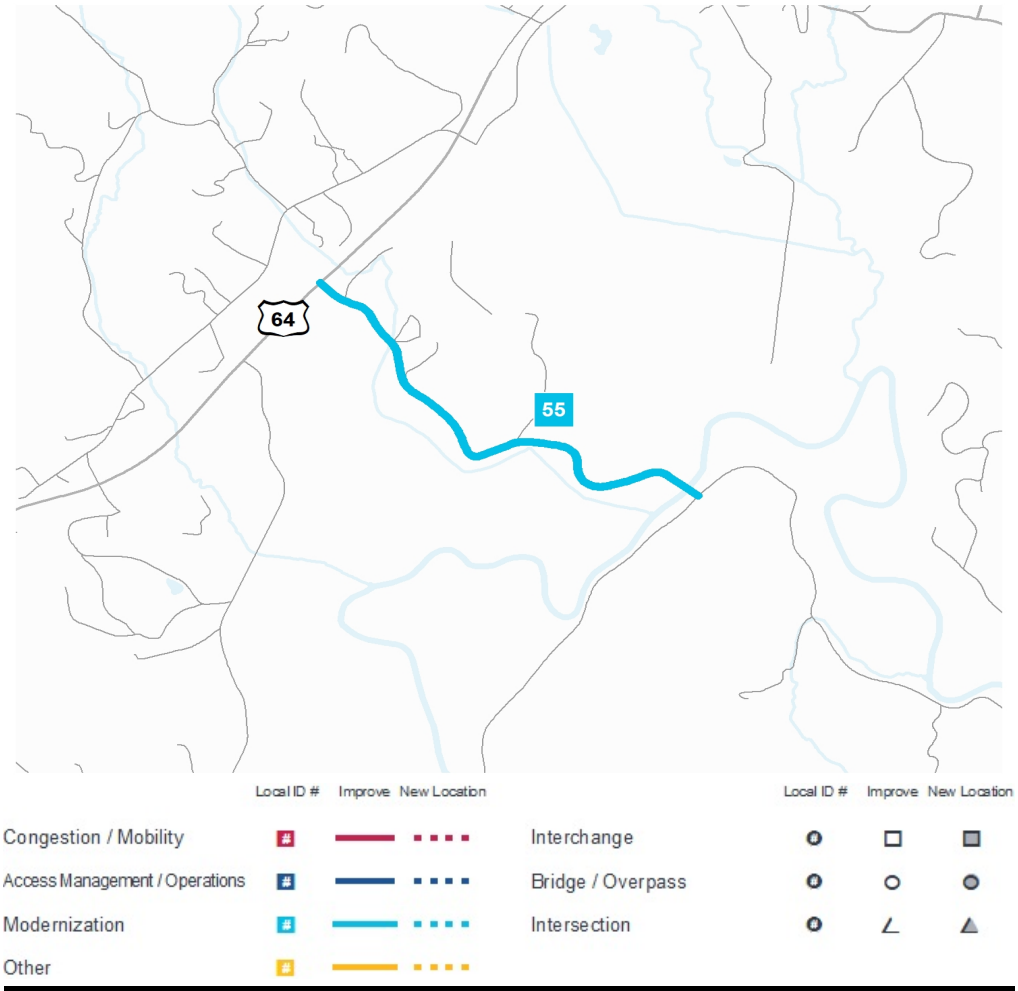
Improvement: **Improve Existing**

Identified Need

Green Rd (SR 1127) has no paved shoulder and lane widths of 8 feet. The crossing of the French Broad River has been closed due to flooding on multiple occasions.

Recommendation

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.



Proposal At A Glance

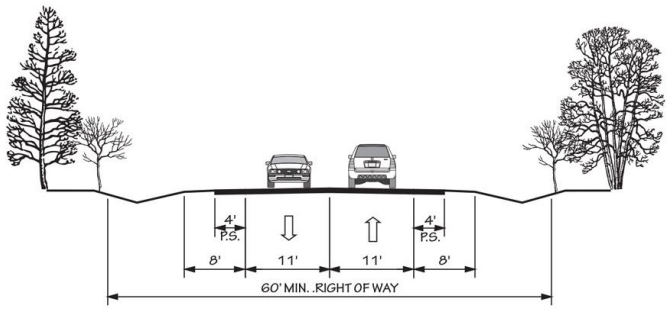
Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	1.02
Existing ROW (feet)	60-80
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	590	800-1200	-
Capacity (vpd)	10200	10200	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None



Linkage to Other Plans
This facility is classified as a local road on the Federal Functional Classification System.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area.

The Transylvania County Bicycle Plan (2019) recommends a bike lane or paved shoulder along this facility.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed, the French Broad River, and Limekiln Branch. According to LHI Guild Analysis, this project intersects multiple guilds of the Mesic Hardwood, Mixed Forest, Woodland, and Barrens variety. These are predominantly A-ranked resources with the balance being B-ranked.

US 64

from US 178 to Jackson County

Local ID: **TRAN0056-H**

Purpose: **Facility Deficiencies**

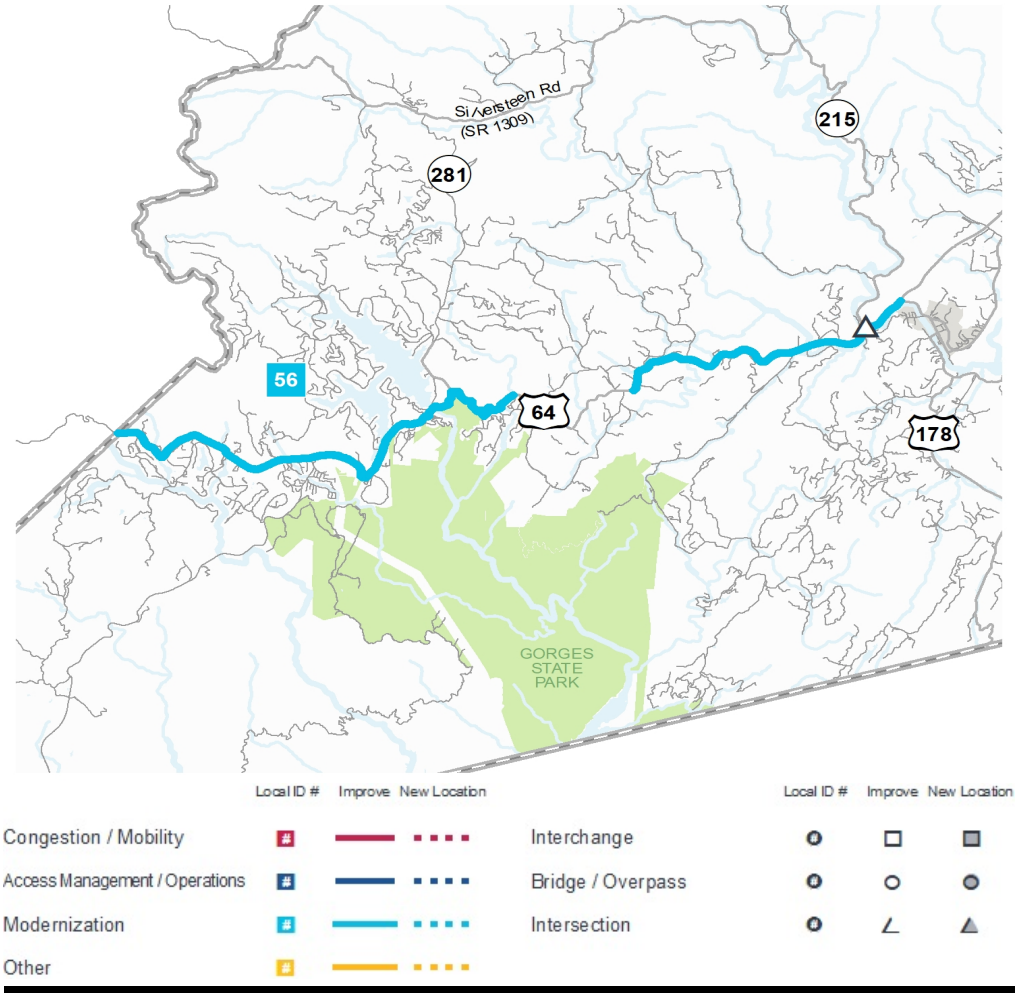
Improvement: **Improve Existing**

Identified Need

US 64 has no paved shoulder, lane widths of 9-12 feet, speeds from 35-55 MPH, and limited sight distance due to its mountainous terrain.

Recommendation

Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	10.86
Existing ROW (feet)	60-280
Safety Risk Score	99

Proposal Data: 2017 Base Year / 2045 Future Year

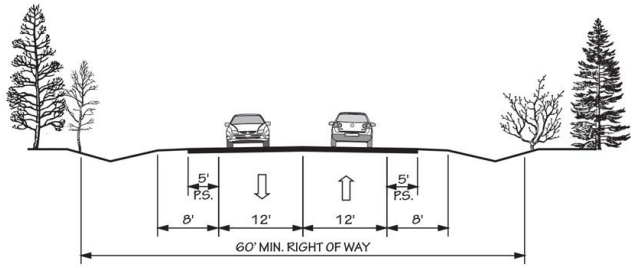
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	-	Major Thoroughfare 2-lane
Travel Lanes	2	-	2
Volume (vpd)	3200-7700	3900-13100	-
Capacity (vpd)	11600-15100	11600-15100	11600-15100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

This Local ID has no additional text associated with it.

Hart Rd (SR 1534) Flood Mitigation

from Everett Rd (SR 1533) to Eagles Nest Ln

Local ID: **TRAN0057-H**

Purpose: **Facility Deficiencies**

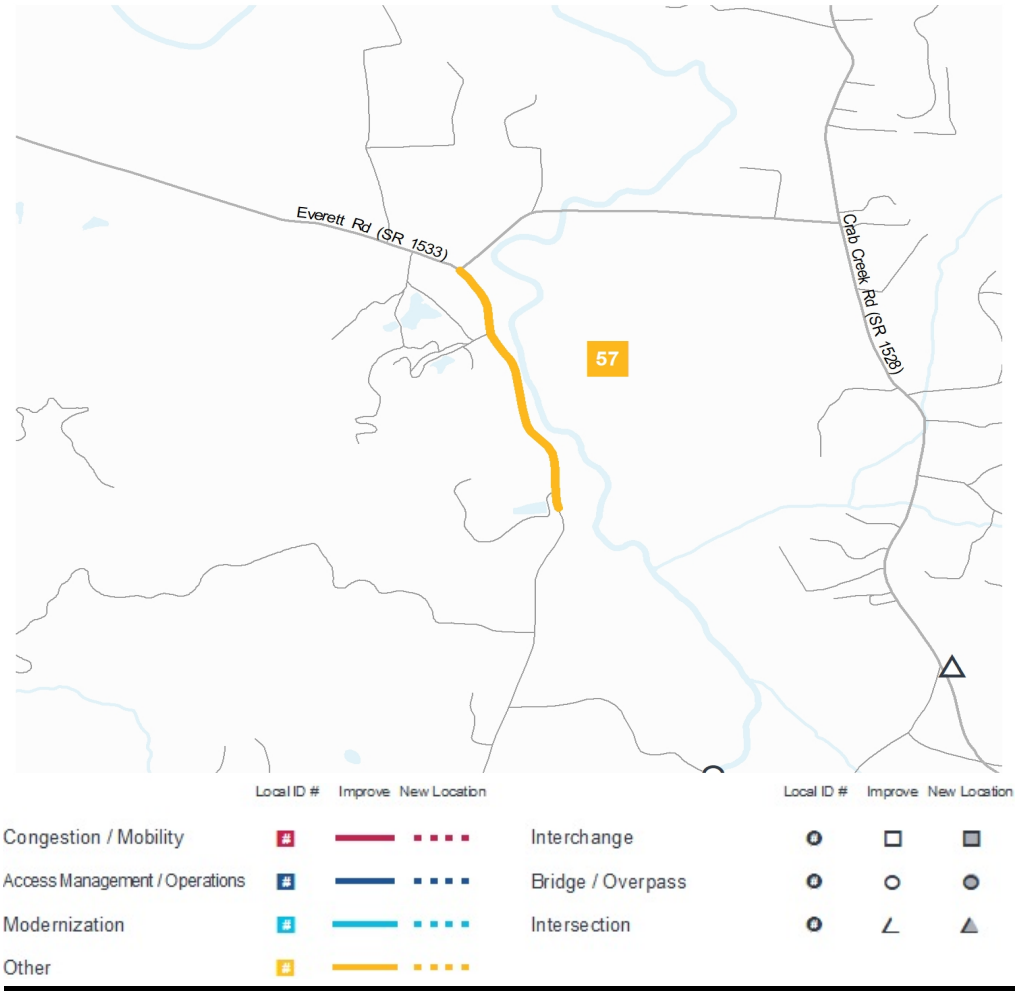
Improvement: **Improve Existing**

Identified Need

Hart Rd (SR 1534) flooded multiple times in 2018, again in 2020 and twice in 2021. At least one event saw major erosion that left the road closed for months. When the flooding occurs, access is limited to a narrow gravel road creating an additional 20-30 minutes of travel time.

Recommendation

Raise the grade on Hart Road, replace 48" CMP carrying unnamed tributary under Hart Road with 137" x 87" CSPA, install equalizer pipes, right of way, utilities, grade and pave road, erosion control, and traffic control.



Proposal At A Glance

Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Estimated Cost	$2,365,016
Length (miles)	0.53
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

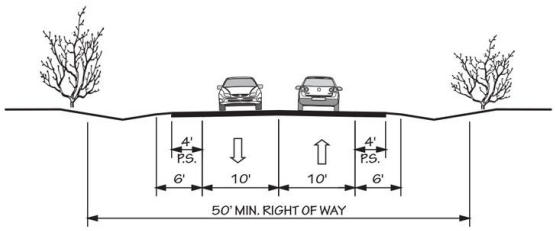
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	-	Minor Thoroughfare
Travel Lanes	2	-	2
Volume (vpd)	2000	2500	2500
Capacity (vpd)	-	9000	9000

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Current Conditions

FEMA published Water Surface Elevation (WSEL) for this location are

- 10 Year - 2090.0 ft
- 50 Year - 2091.5 ft
- 100 Year - 2093.2 ft

The existing condition has the overtopping elevation of Hart Rd. at elevation 2088.5 ft. The current level of service is the 2 year event. To achieve the target 25 year level of service the NCDOT Hydraulics Unit recommends a combination of replacing the existing CMP and raising the minimum election to 2092 ft.

Nicholson Creek Rd (SR 1346)

from US 64 to Cashiers Valley Rd

Proposal Length: 0.6 miles

Identified Need

Proposal to close gap between existing sidewalk and proposed multi-use path, and provide access to the Veterans of Foreign Wars building.

Recommendation

Sidewalks

Local ID: **TRAN0092-P**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	800
2045 Volume(vpd):	N/A

Brevard to Rosman Multi-Use Path

Brevard to Rosman

Proposal Length: 8.0 miles

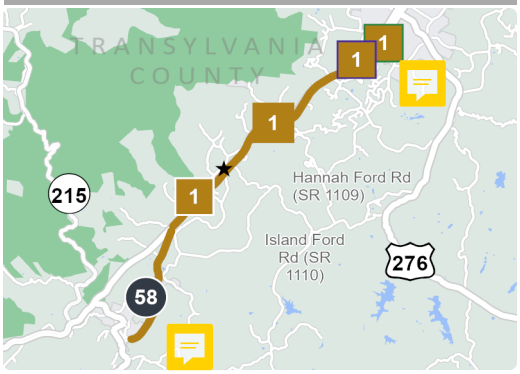
Identified Need

This corridor would provide a link between the two incorporated population centers in the County, and serve as an essential passageway to the southwestern portion of the County, including Gorges State Park, and Lake Toxaway.

Recommendation

Proposed shared use path between Brevard and Rosman along the US 64 corridor.

Local ID: **TRAN0001-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	50-340
2017 Volume(vpd):	19000
2045 Volume(vpd):	N/A

Brevard to Mills River Multi-Use Path

Brevard to Mills River

Proposal Length: 5.01 miles

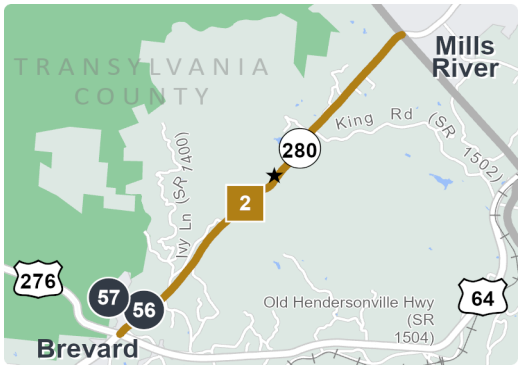
Identified Need

This shared use path along the NC 280 corridor was identified in the 2014 Mills River NC 280 Corridor Study. This corridor also serves as a gateway into the County and Pisgah National Forest. The southern terminus will connect to the Davidson River bridge, the Brevard Greenway, and Pisgah NF.

Recommendation

Proposed shared use path along the west side of the NC 280 corridor.

Local ID: **TRAN0002-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	50-150
2017 Volume(vpd):	17000
2045 Volume(vpd):	N/A

Ecusta Rail Trail

Brevard to Henderson

Proposal Length: 10.22 miles

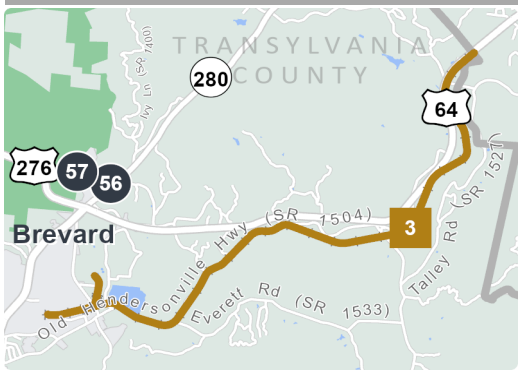
Identified Need

This corridor provides a flat, direct connection from the Brevard Greenway through northeastern Transylvania County, Little River, and eventually Hendersonville. This project would utilize the former Norfolk Southern railroad corridor that is currently owned by Watco Transportation Services.

Recommendation

Multi-Use Path along railroad

Local ID: **TRAN0003-M**
Classification: **Multiuse Path**
Location: **Outside of Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Lake Toxaway Trail

NC 281 to Bearwallow Rd and to Gorges State Park

Proposal Length: 6.42 miles

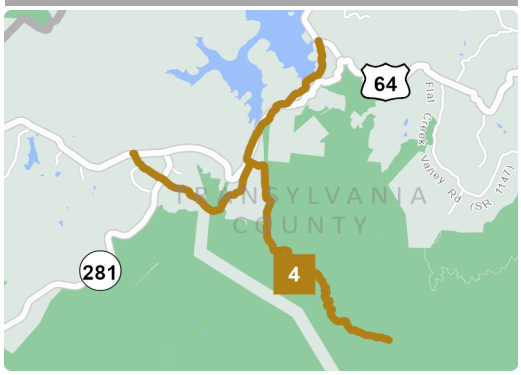
Identified Need

The proposed shared use path through Lake Toxaway is an opportunity to create a spine through the heart of the community as identified in the Historic Toxaway Planning Study. This project would connect businesses, residential areas, Lake Toxaway dam, and Gorges State Park, along the US 64 corridor.

Recommendation

Side Path and Multi-Use Path

Local ID: **TRAN0004-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Greenville Hwy Multi-Use Path

from Multi-Use Path at Gallimore Road to Hap Simpson Park

Proposal Length: 0.81 miles

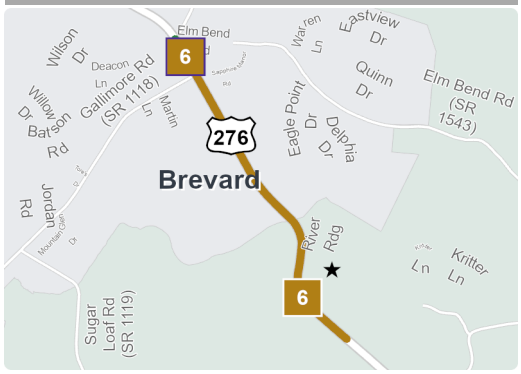
Identified Need

This project links neighborhoods and schools in southeastern Brevard to Hap Simpson Park, Wilson Road, Rich Mountain Road, and southeastern Transylvania County destinations such as Cedar Mountain and DuPont State Forest.

Recommendation

Side Path

Local ID: **TRAN0006-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	6200
2045 Volume(vpd):	N/A

Old Hendersonville Hwy Multi-Use Path

from Multi-Use Path at Neely Rd (SR 1546) to Multi-Use Path at Ecusta Rd (SR 1512)

Proposal Length: 1.91 miles

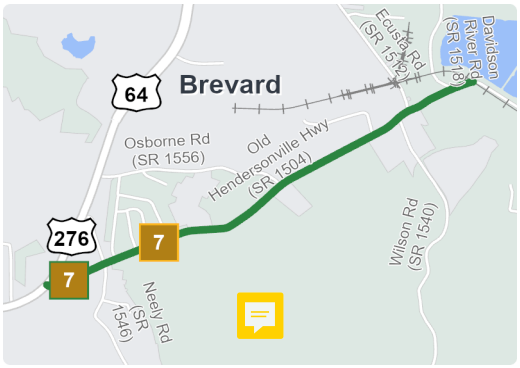
Identified Need

This link would provide a significant improvement in connectivity between the Brevard Greenway, future improvements to N. Broad Street, Wilson Road, and the neighborhoods, businesses, schools, and recreation opportunities in the immediate area.

Recommendation

Side Path

Local ID: **TRAN0007-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	50
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	11000
2045 Volume(vpd):	N/A

Avery Creek Trailhead Bridge

from the Davidson River Campgrounds to the Avery Creek Trailhead

Proposal Length: 0.12 miles

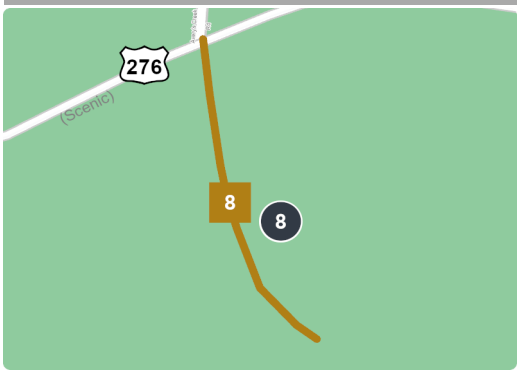
Identified Need

Build a new Multi-Use Bridge as part of an off-road trail system paralleling US 276 from Brevard to the Avery Creek Camp Site and Trailhead.

Recommendation

Multi-Use Path Bridge

Local ID: **TRAN0008-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

West Brevard Greenway

from Country Club Rd (SR 1116) at Brevard High School to Probart St (SR 1348) at Brevard Music Center and Bracken Preserve

Proposal Length: 2.4 miles

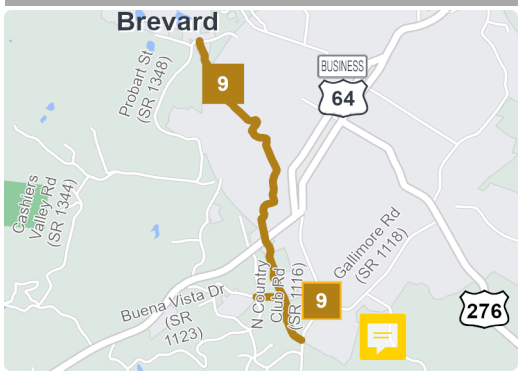
Identified Need

The City of Brevard's proposed greenway connects the High School to the Brevard Music Center, Bracken Mountain Reserve, English Hill community, Rosenwald School, and Western Carolina Community Action. It closes the gap between the Multi-Use Path at Gallimore Rd (SR 1118) and Forest Hill Cir.

Recommendation

Multi-Use Path

Local ID: **TRAN0009-M**
Classification: **Multiuse Path**
Location: **Outside of Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	5900
2045 Volume(vpd):	N/A

N Country Club Road Bike Lanes

from US 64 (Broad Street) to Gallimore Rd (SR 1118)

Proposal Length: 0.49 miles

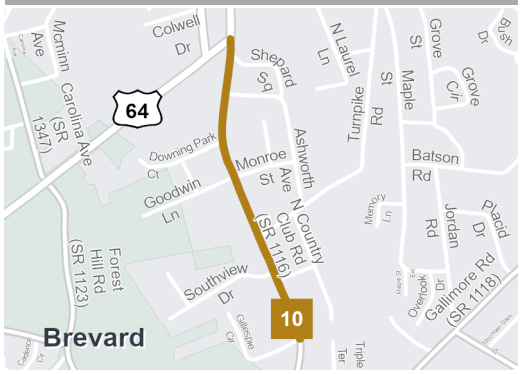
Identified Need

This link would provide an improvement in connectivity from the southern part of Brevard to county bike routes and destinations to the south. Because these segments carry higher traffic volumes and speeds, physical separation from the roadway is recommended where possible.

Recommendation

Bike Facilities or Paved Shoulders from downtown to Brevard High School.

Local ID: **TRAN0010-B**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	5900
2045 Volume(vpd):	N/A

East Brevard Multi-Use Path

from Multi-Use Path at Gallimore Road / US 276 intersection to Brevard Greenway at US 64 / Chestnut St (SR 1610) intersection

Proposal Length: 1.35 miles

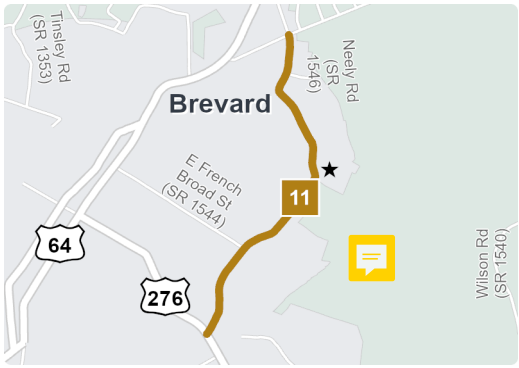
Identified Need

This corridor would provide a direct link from the Brevard Greenway and future bike lanes along N. Broad Street to the Gallimore Road sidepath. This facility would also serve the communities in east Brevard, low income housing, various places of worship, and Brevard College.

Recommendation

Side Path

Local ID: **TRAN0011-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	50-90
2017 Volume(vpd):	5500
2045 Volume(vpd):	N/A

Brevard College Greenway

from Multi-Use Path at Neely Rd (SR 1546) to Multi-Use Path at Railroad Ave

Proposal Length: 1.48 miles

Identified Need

Gap in network can be closed by a link through Brevard College campus to the developing Brevard bike network as well as potential future connectivity to Neely Road and the French Broad River corridor. The Brevard College greenway through the heart of campus is a top priority for Brevard College.

Recommendation

Multi-Use Path

Local ID: **TRAN0012-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Music Camp Road

from the proposed West Brevard Greenway to the Bracken Preserve

Proposal Length: 0.72 miles

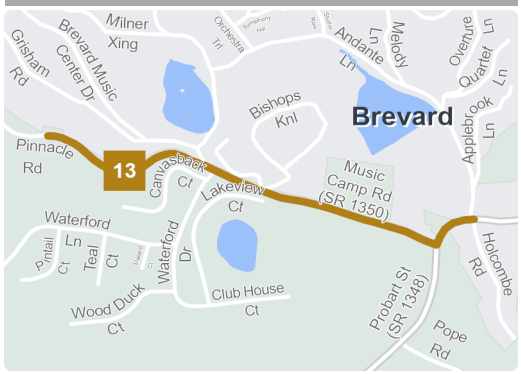
Identified Need

This extension of the proposed greenway on the west side of Brevard makes the steep assent into the Bracken Mountain Reserve, passing the Brevard Music Center, and the Mountain Sun Community School.

Recommendation

Side Path

Local ID: **TRAN0013-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

US 276

from Fish Hatchery Rd (SR 1408) to the Blue Ridge Parkway

Proposal Length: 9.76 miles

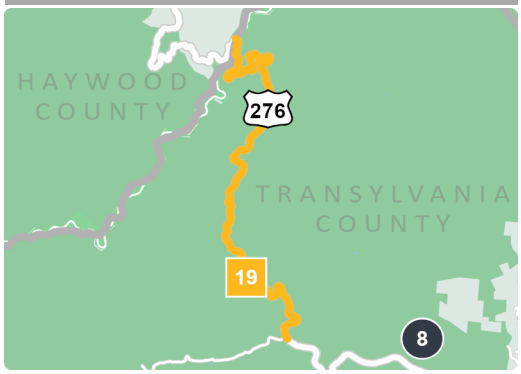
Identified Need

US 276 has a 55 MPH speed limit and mountainous terrain. It is signed as NC State Bike Route 8, the Southern Highlands Route. It connects Brevard to Waynesville, the Blue Ridge Parkway, and the Mountain to Sea Trail and provides access to camp sites, trails, waterfalls, and a forestry museum.

Recommendation

Bike Accomodations or Paved Shoulders to connect over the mountain.

Local ID: **TRAN0019-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	300
2045 Volume(vpd):	N/A

NC 215

from Macedonia Church Rd (SR 1326) to Haywood County

Proposal Length: 10.98 miles

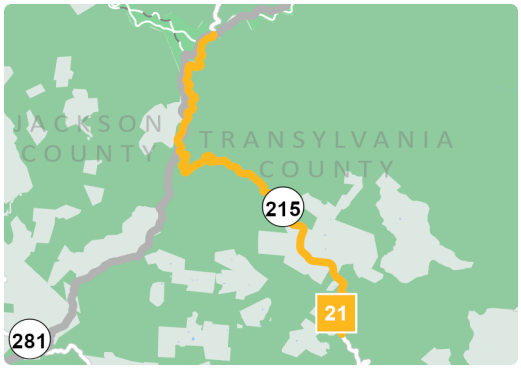
Identified Need

NC 215 has a 55 MPH speed limit and mountainous terrain. It connects Rosman to Waynesville, the Blue Ridge Parkway, and provides access to camp sites, trails, waterfalls, the Balsam Grover Community Center, and the Pisgah Astronomical Research Institute.

Recommendation

Other Community Interest

Local ID: **TRAN0021-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	30-100
2017 Volume(vpd):	1100
2045 Volume(vpd):	N/A

US 276

from Wilson Road (SR 1540) to South Carolina

Proposal Length: 10.12 miles

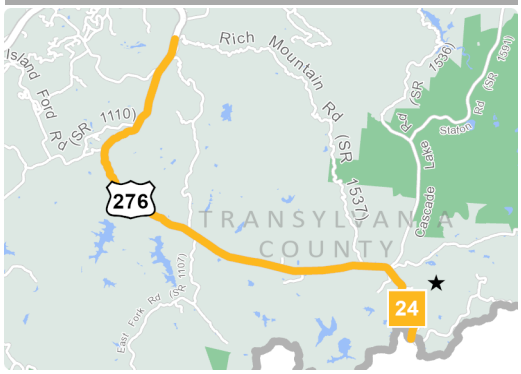
Identified Need

This section of US 276 has high AADT but provides the flattest link to Cedar Mountain, with further connectivity to DuPont State Park, and the Fred W. Symmes Chapel overlook. It provides access to campgrounds, Connestee Falls, Cedar Mountain Community Center, and the Ceasars Head State Park in SC.

Recommendation

Bike Facilities or Paved Shoulders

Local ID: **TRAN0022-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60-80
2017 Volume(vpd):	7200
2045 Volume(vpd):	N/A

Cold Mountain Road Bike Lanes

from NC 281 to Jackson County

Proposal Length: 5.74 miles

Local ID: **TRAN0023-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Identified Need

Cold Mountain Rd (SR 1301) has medium to high AADT and a 55 MPH speed limit. It connects the Lake Toxaway Community with Jackson County, paralleling residential development on the lake for 3 miles. It provides access to falls and trails; notably the Panthertown Valley Trailhead in the Nantahala NF.

Recommendation

Bike Accommodations or Paved Shoulders

Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	400
2045 Volume(vpd):	N/A

NC 281

from US 64 to Jackson County

Proposal Length: 7.77 miles

Local ID: **TRAN0025-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Identified Need

NC 281 has a 55 MPH speed limit, connects Lake Toxaway, the Sapphire community, and Lake Jocassee, SC, and provides access to these Falls: Turtleback, White Owl, High, John's Jump, Foothills, & Rainbow; Gorges State Park Visitor Center, places of worship, and the Whitewater Equestrian Center.

Recommendation

Bike Accomodation or Paved Shoulders

Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	100
2017 Volume(vpd):	1000
2045 Volume(vpd):	N/A

Frozen Creek - Gorges State Park

from US 64 to US 178

Proposal Length: 9.15 miles

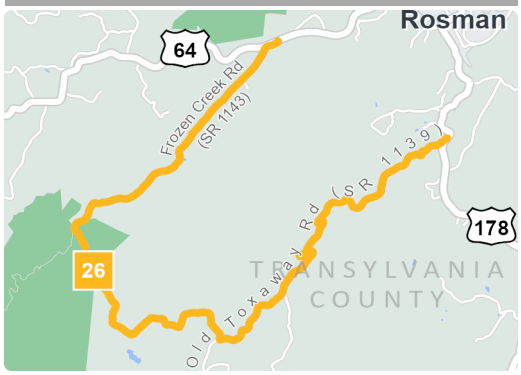
Identified Need

Gorges State Park is accessed from Frozen Creek Rd (SR 1143), either from US 64 to the north by way of Old Toxaway Rd (SR 1139) or from US 178 to the east on Frozen Creek Rd (SR 1143) itself. Various cabin, camping, and resort locations have located themselves along this route.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0026-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	900
2045 Volume(vpd):	N/A

Indian Creek

from NC 215 to Fish Hatchery Rd

Proposal Length: 2.09 miles

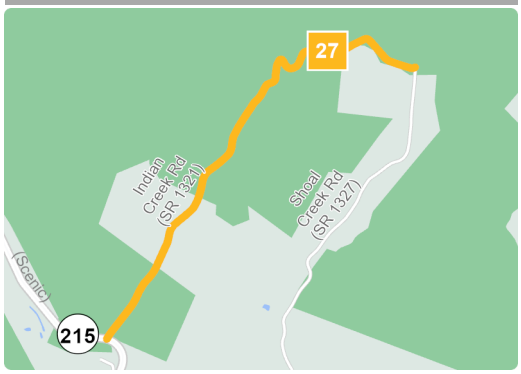
Identified Need

Undeveloped, no destinations.

Recommendation

Other Community Interest

Local ID: **TRAN0027-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Tanasee Gap Rd

from NC 215 to Jackson County

Proposal Length: 5.95 miles

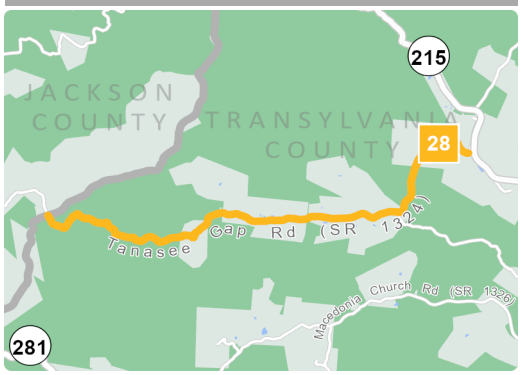
Identified Need

Tanasee Gap Rd has a 35 MPH speed limit and mountainous terrain. It connects the Balsam Grove Community Center with with Jackson County and provides further connectivity to Wolf Creek Overlook, Paradise Falls, and various places of worship.

Recommendation

Other Community Interest

Local ID: **TRAN0028-B**
Classification: **No Selection**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	400
2045 Volume(vpd):	N/A

Silversteen Rd (SR 1309)

from US 64 to Macedonia Chrch Rd (SR 1326)

Proposal Length: 5.95 miles

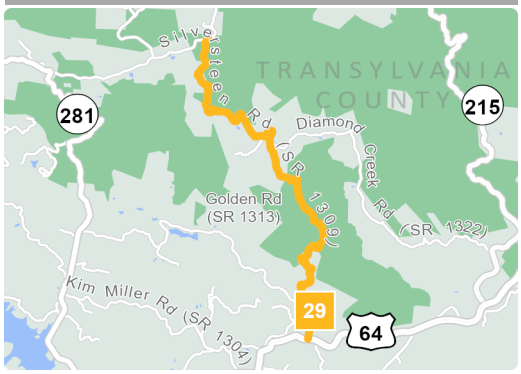
Identified Need

Silversteen Rd (SR 1309) is a Transylvania County Bike Route. It has low speeds, low AADT, narrow widths, and mountainous terrain. It is the most direct north-south route located between NC 215 and NC 281, providing an alternative to those higher speed and higher volumn facilities.

Recommendation

Other Community Interest

Local ID: **TRAN0029-B**
Classification: **Bicycle**
Location: **Within Right of Way**



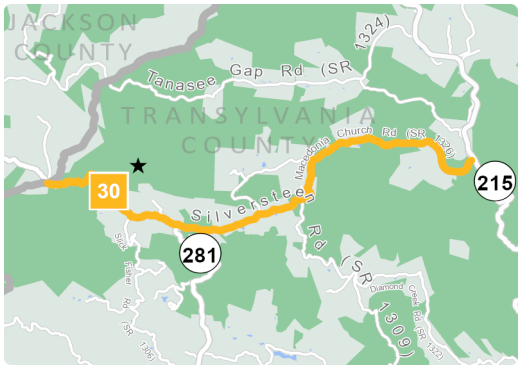
Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Silversteen Rd / Macedonia Church Rd / NC 281

from NC 215 to Jackson County

Proposal Length: 8.48 miles

Local ID: **TRAN0030-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Identified Need

This bike route has high speeds, narrow lanes, and mountainous terrain. It connects NC 215 to Jackson County, and provides access to various places of worship, Marshal Falls, Sowell Falls, Paradise Falls, Wolf Creek Overlook, and the Pisgah Astronomical Research Institute.

Recommendation

Other Community Interest

Macedonia Church Rd (SR 1309) has 9 foot lanes, 35 MPH speed limit, and projected traffic of 700 vehicles per day (vpd). Silversteen Rd (SR 1309) has 9 foot lanes, 55 MPH speed limits, and projected traffic of 700 vpd. NC 281 has 7-10 foot lanes, 55 MPH speed limit, and projected traffic of 200 vpd.

Existing Road Data

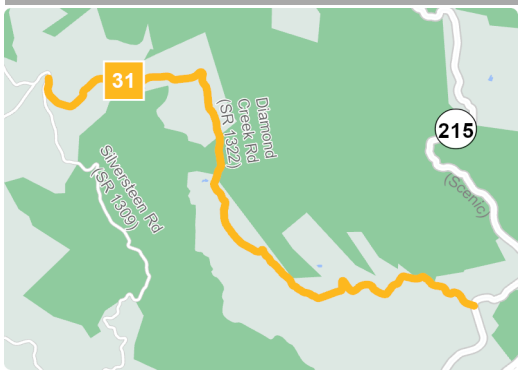
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60-100
2017 Volume(vpd):	500
2045 Volume(vpd):	N/A

Diamond Creek Rd (SR 1322)

from NC 215 to Silversteen Rd (SR 1309)

Proposal Length: 4.44 miles

Local ID: **TRAN0031-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Identified Need

This bike route has 55 MPH speed limit, 10 foot wide lanes, and mountainous terrain. Projected volume is low. It connects NC 215 to Silversteen Rd (SR 1309) and provides an alternative to US 64.

Recommendation

Other Community Interest

Existing Road Data

Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Kim Miller Rd (SR 1304)

from US 64 to NC 281

Proposal Length: 3.05 miles

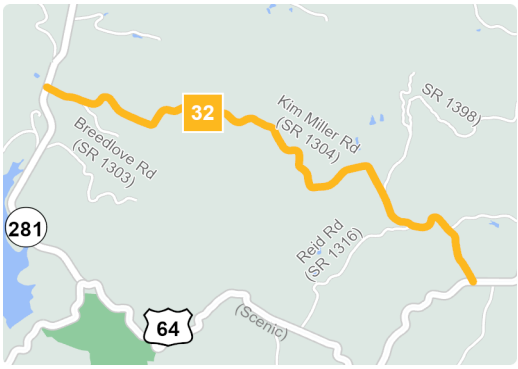
Identified Need

This is a low speed road that provides an alternative to the US and NC routes through Lake Toxaway. It connects to the Lake Toxaway Community Center, the US Post Office, and Cold Mountain Rd to the west with TC Henderson Elementary School, Quebec Community Center and Flat Creek Valley Rd to the east

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0032-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	30
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	1100
2045 Volume(vpd):	N/A

Old Quebec Rd (SR 1318)

from Kim Miller Rd (SR 1304) to NC 215

Proposal Length: 1.32 miles

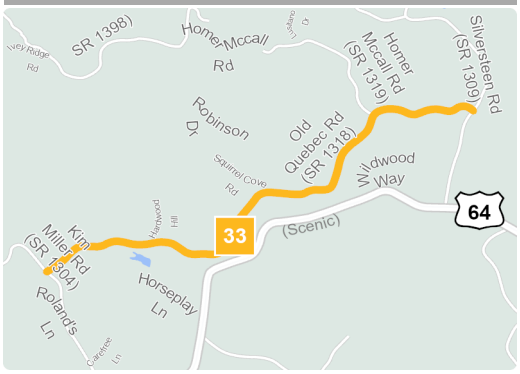
Identified Need

This facility has high speeds but smooth terrain making it a good alternative to the high speed high volume US 64 it parallels. It connects NC 215 to Kim Miller Rd and therefor has further connectivity to TC Henderson Elementary School and Lake Toxaway Community Center, and Cold Mountain Rd.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0033-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	900
2045 Volume(vpd):	N/A

Reid Rd (SR 1316)

from US 64 to Kim Miller Rd (SR 1304)

Proposal Length: 0.92 miles

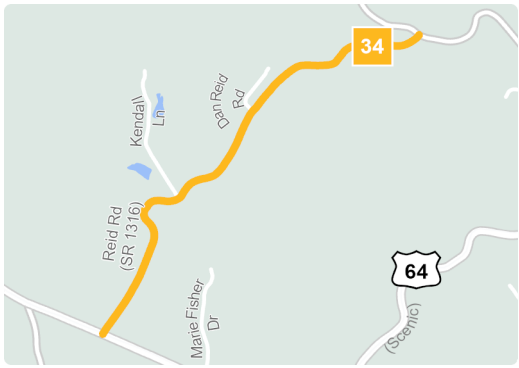
Identified Need

This low speed low AADT facility provides and alternative east west route to US 64. It conencts the western end of Flat Creek Valley Rd (SR 1147) to Kim Miller Rd (SR 1304) and Old Quebec Rd (SR 1316) with further conectivity through them to NC 215, NC 281, and the Lake Toxaway Community Center.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0034-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	30
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	1100
2045 Volume(vpd):	N/A

Old Turnpike Rd (SR 1135)

from US 64 to US 178

Proposal Length: 0.98 miles

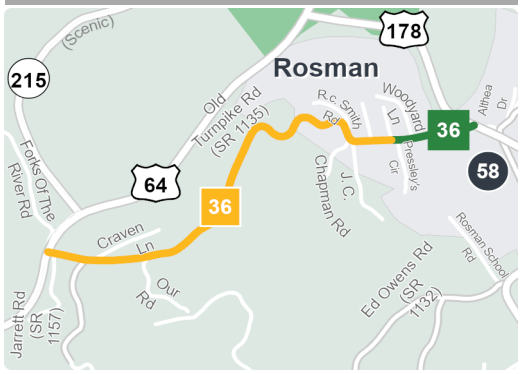
Identified Need

This low speed low AADT but narrow facility provides and alternative east west route to US 64. It connects the highway to downtown Rosman and Champion Park while accessing Rosman Elementary School. The CTP proposes a new bridge at the eastern crossing of the river dedicated to non-motorized travel.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0036-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	40-60
2017 Volume(vpd):	300
2045 Volume(vpd):	N/A

US 176 (Pickens Highway)

from Main Street (SR 1156) to Old Rosman Highway (SR 1388)

Proposal Length: 0.13 miles

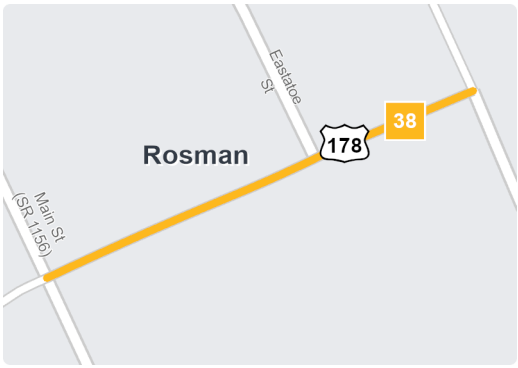
Identified Need

The local bike route is a low speed low volume facility where bikes and cars will need to share the road. It is a primary facility through Rosman and connects to the elementary school, the middle school, and the high school.

Recommendation

Other Community Interest

Local ID: **TRAN0038-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	30-100
2017 Volume(vpd):	1400
2045 Volume(vpd):	N/A

Middleford Rd (SR 1131)

from East Fork Rd (SR 1107) to US 178

Proposal Length: 1.12 miles

Identified Need

Middleford Rd (SR 1131) provides an alternative route to US 178. US 178 has a moderate AADT and is growing while Middleford Rd is lower volume and not expected to grow like the highway. Middleford has a 45 MPH speed limit. South of where the two roads unite is the Eastatoe Community Center.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0039-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	500
2045 Volume(vpd):	N/A

US 64 Alternative Routes

from Brevard to Rosman

Proposal Length: 3.14 miles

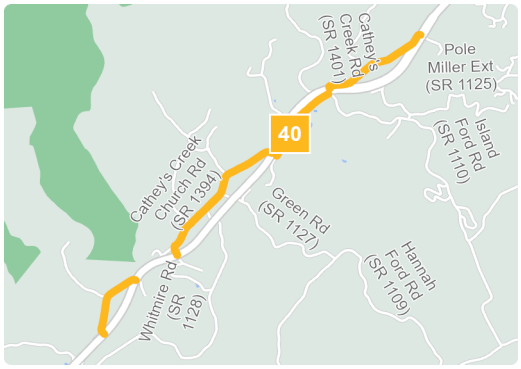
Identified Need

US 64 is a high speed high volume facility. At times, various routes parallel it that may be used by those who are more comfortable on lower speed lower volume facilities. They include, Old Country Home Rd (SR 1159), Selica Rd (SR 1338), Cherryfield Lp (SR 1392), Cathey's Creek Church Rd (SR 1394).

Recommendation

Other Community Interest

Local ID: **TRAN0040-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60-100
2017 Volume(vpd):	800
2045 Volume(vpd):	N/A

Hannah Ford Rd (SR 1109)

from Walnut Hallow Rd (SR 1103) to Old Rosman Highway (SR 1388)

Proposal Length: 5.22 miles

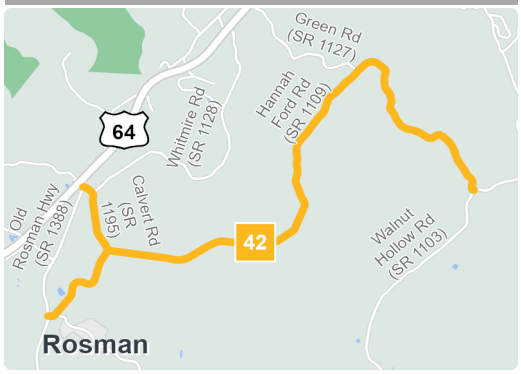
Identified Need

Hannah Ford Rd (SR 1109) is a local bike route serving as part of a system of roads providing connectivity between US 64, US 276, and the residential community between. Projected traffic ranges from 500-1400 vpd and speed limit is 30-40 MPH.

Recommendation

Bike Accommodations, Paved Shoulders, and Other Community Interest

Local ID: **TRAN0042-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	600
2045 Volume(vpd):	N/A

Illahee Rd (SR 1114) and Barclay Rd (SR 1207)

from US 64 to US 276

Proposal Length: 2.9 miles

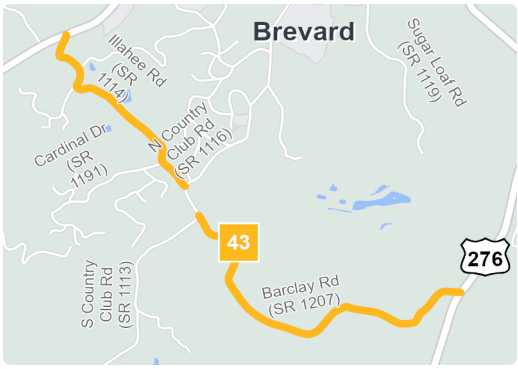
Identified Need

Illahee Rd (SR 1114) and Barclay Rd (SR 1207) are part of a system of roads providing connectivity between US 64, US 276, and the residential community between. The Opperate along with other facilities such as Island Ford Rd (SR 1110), Hannah Ford Rd (SR 1109), and Country Club Rd (SR 1113/1116).

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0043-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	40
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	800
2045 Volume(vpd):	N/A

East Fork Rd (SR 1107)

from US 178 to US 276

Proposal Length: 8.48 miles

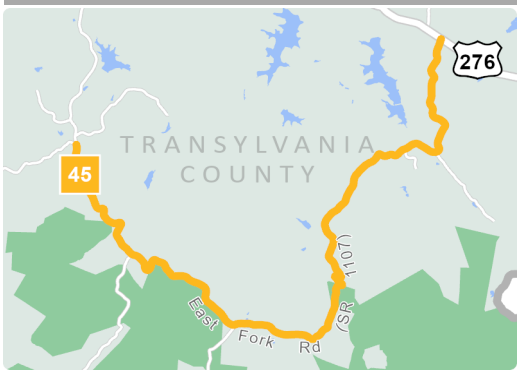
Identified Need

East Fork Rd (SR 1107) provides an east-west connection from US 178 in Rosman to US 276. Part of this facility is recommended for modernization, the rest of the road has lane withs of 9-10ft, and no shoulder. It provides access to Rainbow Lake, East Fork Falls, Connestee Falls, and Atagahi Park.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0045-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	1700
2045 Volume(vpd):	N/A

Glady Fork Rd (SR 1105)

from East Fork Rd (SR 1107) to Continental Divide Rd

Proposal Length: 4.15 miles

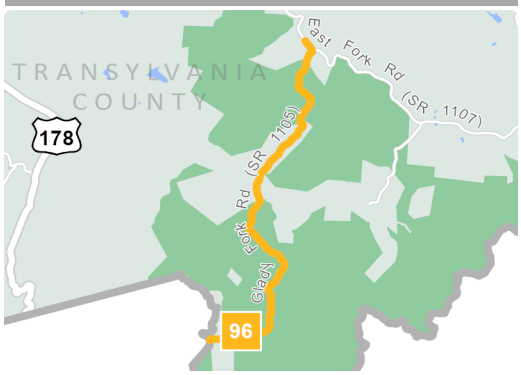
Identified Need

This facility climbs from East Fork Road (SR 1107) to the Headwaters State Forest and the Sassafras Mountain Observation Tower. It sits on the Continental Divide, is the highest point in South Carolina, is home to the Foothills Trail, a 77-mile footpath between Table Rock and Oconee state parks.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0046-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	50
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Walnut Hollow Rd (SR 1103)

from Island Ford Rd (SR 1110) to East Fork Rd (SR 1107)

Proposal Length: 3.31 miles

Identified Need

This bike route is used to ride from Brevard to Rosman. It has suitably speeds and AADT, but 10ft lanes and no paved shoulder. It also serves to connect other roads in the south central part of the county including Island Ford Rd (SR 1110), Hannah Ford Rd (SR 1109), and East Fork Rd (SR 1107).

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0047-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	800
2045 Volume(vpd):	N/A

Solomon Jones Rd (SR 1559)

from US 276 to Fred W. Symmes Chapel and observation point

Proposal Length: 2.67 miles

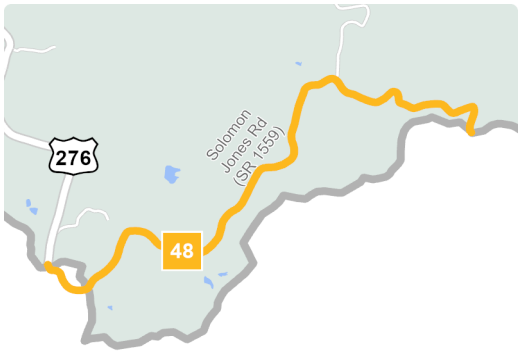
Identified Need

As this facility climbs from US 276 to Fred W. Symmes Chapel and observation point, it also provides access to Rainbow Falls, Lake Sudie and the YMCA Camp. Speeds area 30-40 MPH, lane width is 9 feet, and AADT is less than 500.

Recommendation

Other Community Interest

Local ID: **TRAN0048-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	40
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	400
2045 Volume(vpd):	N/A

DuPont State Forest Access

from Crab Creek Rd (SR 1528) to US 276

Proposal Length: 15.23 miles

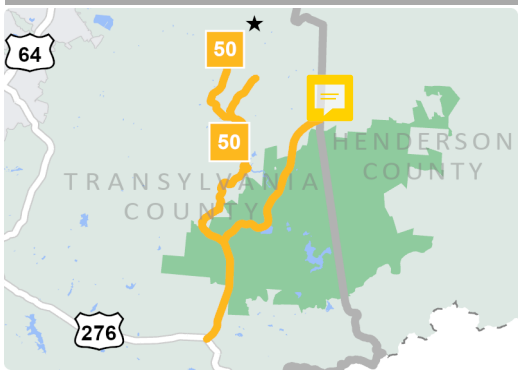
Identified Need

These local bike routes access DuPont State Forest, including the Visitor Center, Cascade Valley Road Trailhead, and Corn Mill Shoals Waterfall. Other locations include Eagle's Nest Campgrounds and the Cedar Mountain Community Center. They are high speed, lack shoulders, and have some 8 foot lanes.

Recommendation

Bike Accommodations, Paved Shoulders, and Other Community Interest

Local ID: **TRAN0050-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	100
2017 Volume(vpd):	2000
2045 Volume(vpd):	2500

Bert Lane Rd (SR 1542)

from US 276 to Elm Bend Rd (SR 1543)

Proposal Length: 0.75 miles

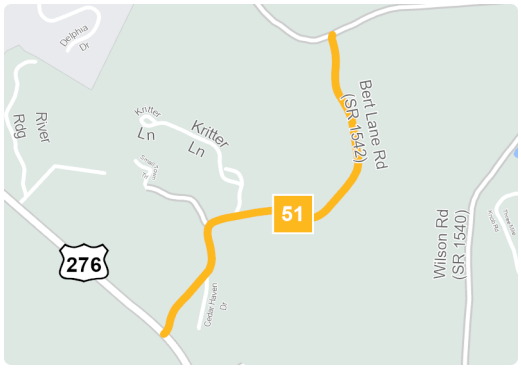
Identified Need

Bert Lane Rd (SR 1542) connects to Bethany Christian School and is an alternative to US 276 which is a high speed high volume facility.

Recommendation

Other Community Interest

Local ID: **TRAN0051-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	30
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Davidson River Rd and Hudlin Gap Rd (SR 1510)

from Old Hendersonville Highway (SR 1504) to NC 280

Proposal Length: 2.96 miles

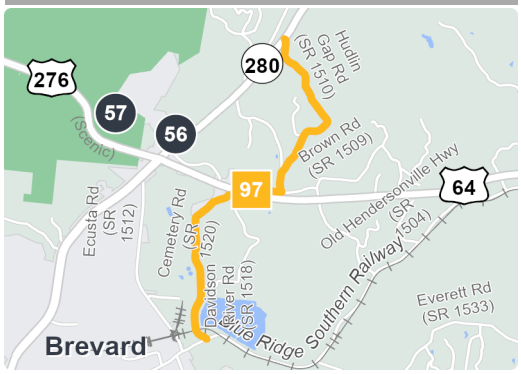
Identified Need

These facilities bypass the Pisgah Forest intersection the vicinity of five crashes during the analysis period. It extends the bike network from the sports complex on Ecusta Rd (SR 1512), connects to Brevard Academy, and this facility is a state bike route.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0053-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	1200
2045 Volume(vpd):	N/A

US 64 (Hendersonville Highway)

from NC 280 to Henderson County

Proposal Length: 5.79 miles

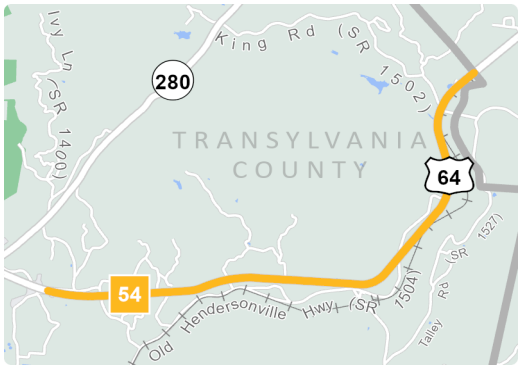
Identified Need

US 64 has high speeds and volumes. It connects Brevard to Etowah to Hendersonville while provided access to Sycamore Cycles, Brevard Academy, US Post Office, and Transylvania Community Airport along the way. Both bicyclist and motorist fatal crashes have occurred on US 64 during the analysis period.

Recommendation

Bike Facilities or Paved Shoulders

Local ID: **TRAN0054-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	100
2017 Volume(vpd):	9000
2045 Volume(vpd):	N/A

Morris Rd

from US 64 to Ecusta Rd (SR 1512)

Proposal Length: 0.6 miles

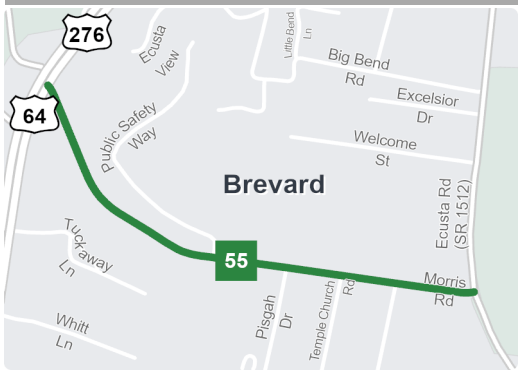
Identified Need

This facility is along the north side of the Hospital connecting the existing multi-use path to the proposed path along US 64. It extends the network around the sports complex, Pisgah Forest Elementary School, Davidson River School, County EMS, and Habitat for Humanity ReStore.

Recommendation

Bike Facilities or Paved Shoulders

Local ID: **TRAN0055-B**
Classification: **Bicycle and Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	1900
2045 Volume(vpd):	N/A

Hospital Rd

from US 64 to the Hospital

Proposal Length: 0.09 miles

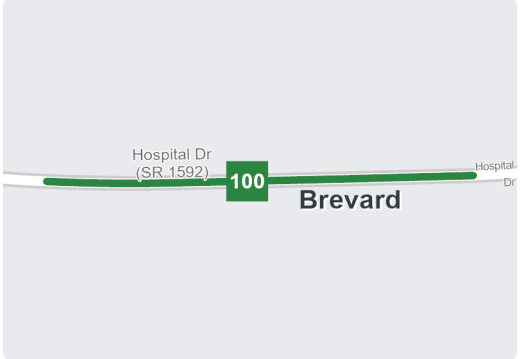
Identified Need

Proposal to connect US 64 and the Brevard Greenway to the Hospital.

Recommendation

Bike Facilities or Paved Shoulders

Local ID: **TRAN0056-B**
Classification: **Bicycle and Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	3400
2045 Volume(vpd):	N/A

Davidson River Bridge

from Brevard Greenway to US 276

Proposal Length: 0.07 miles

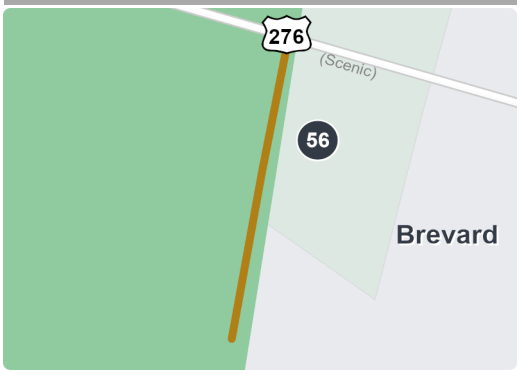
Identified Need

Davidson River Pedestrian Bridge, Connecting Shopping centers to Brevard Greenway as part of a off-road trail system paralleling US 276.

Recommendation

Bike and Pedestrian Bridge across Davidson River near Pisgah Forest

Local ID: **TRAN0056-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Blue Ridge Community College Access

from Old Hendersonville Highway (SR 1504) to US 64

Proposal Length: 1.49 miles

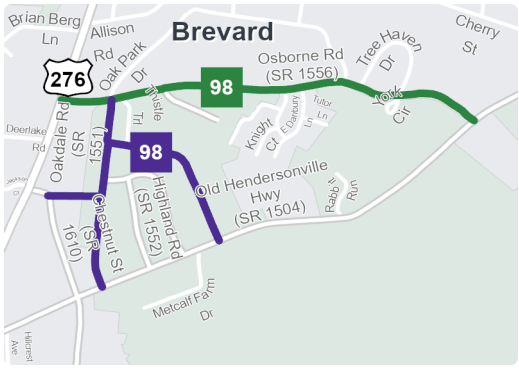
Identified Need

Oakdale Rd (SR 1551) and Osborne Rd (SR 1556) connect to the Blue Ridge Community College to the north-west, to residential areas, including low income housing at Broad River Terrace to the south-east. They provide an alternative to the high traffic facilities Old Hendersonville Highway and US 64.

Recommendation

Bike Facilities, Paved Shoulders, and Other Community Interest

Local ID: **TRAN0058-B**
Classification: **Bicycle and Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	2200
2045 Volume(vpd):	N/A

Cashiers Valley Rd - Probart St

from US 64 to Railraod Ave

Proposal Length: 3.55 miles

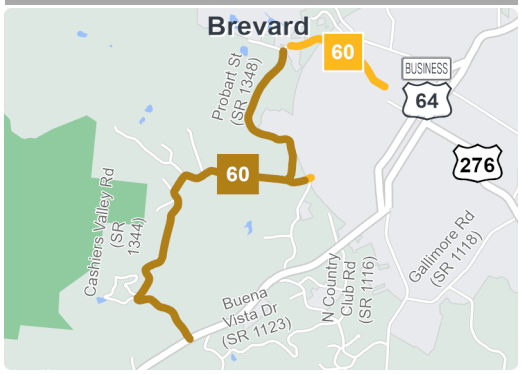
Identified Need

This local bike route serves western Brevard as an alternative to high AADT US 64. It connects downtown with Bracken Preserve, and the bike network to the south. Access is provided to the Brevard Music Center, Rosenwald School, and Tannery Park before reaching the bike route on Illahee Rd (SR 1116).

Recommendation

Bike Facilities, Bike Accommodations, or Paved Shoulders

Local ID: **TRAN0060-B**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	3100
2045 Volume(vpd):	N/A

Brevard Middle School Loop

from US 64 to US 64

Proposal Length: 0.68 miles

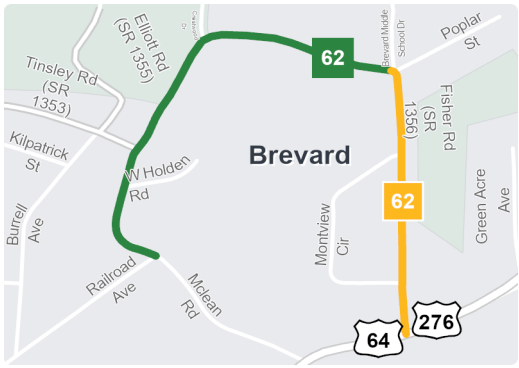
Identified Need

This proposed circuit would tie together the Brevard Greenway, Railroad Ave Extension, Brevard Middle School, Cottages Apartments, and the Ingles Grocery Store to the existing network along US 64. Other connections include Brevard College, Blue Ridge Community College, Food Lion, and Depot Park.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0062-B**
Classification: **Bicycle and Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	800
2045 Volume(vpd):	N/A

Downtown Couplet

from North Broad Street to Carolina Ave and from Oaklawn Avenue to Johnson Street

Proposal Length: 2.04 miles

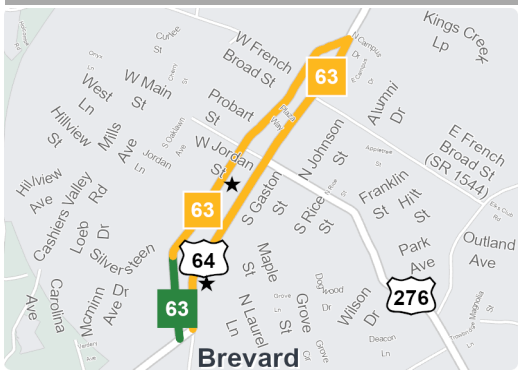
Identified Need

US 64 passes though Brevard as an unbalanced couplet. This facility is high volume and has experiences an high number of crashes at its many intersections. The project ends will tie into perpendicular Multi-Use Paths at Tannery Park and Brevard College. The midmost east-west connection is Main St.

Recommendation

Bike Facilities or Paved Shoulders

Local ID: **TRAN0063-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	12000
2045 Volume(vpd):	N/A

Main Street in Brevard

from Railroad Ave to Elm Bend Rd (SR 1543)

Proposal Length: 1.35 miles

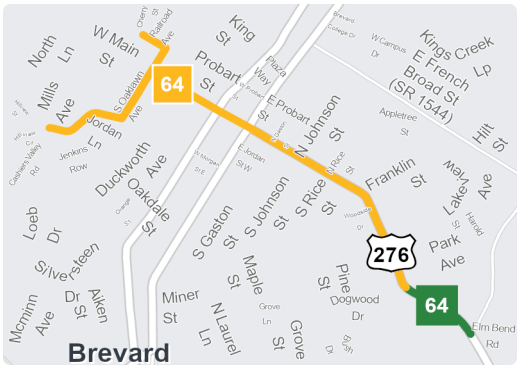
Identified Need

Main St (US 276) and support roads connect across Brevard. It provides access to Brevard Elementary School, Franklin Park, downtown, the Heritage Museum, and further connectivity to Railroad Ave, Silversteen Park, and Brevard High School. The NW tie in will depend on the Railroad Ave Extension.

Recommendation

Bike Facilities or Paved Shoulders

Local ID: **TRAN0064-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	6200
2045 Volume(vpd):	N/A

Franklin St

from US 276 (Main St) to Brevard College

Proposal Length: 0.38 miles

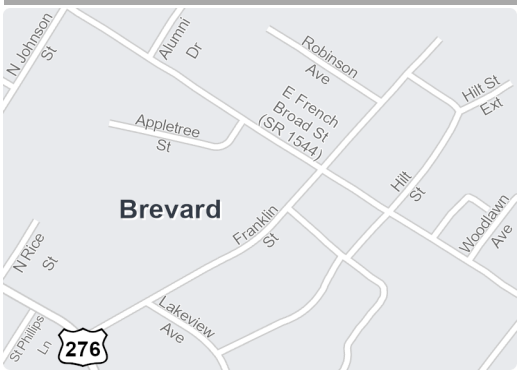
Identified Need

The 2019 Transylvania County Bike Plan recommends shared lane markings or signage on Franklin St from US 276 to Brevard College Multi-Use Path, however, no mention was made of how the connection would be made over King Creek.

Recommendation

Other Community Interest

Local ID: **TRAN0065-B**
Classification: **No Selection**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Island Ford Rd (SR 1110)

from Connestree Rd to US 276

Proposal Length: 1.34 miles

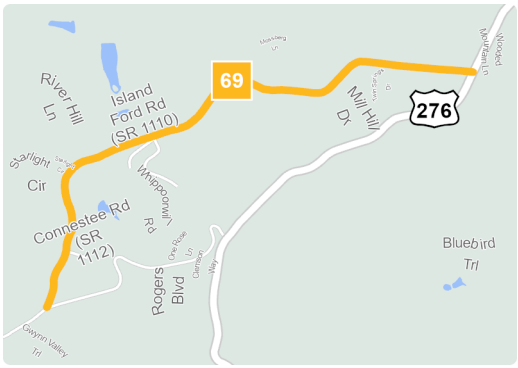
Identified Need

Connestee Rd serves the Dunn's Rock Community Center and is proposed for modernization. Because of its narrow lanes and tight turns a truck advisory is posted. Between 2013-2017 it has also experienced 5-9 crashes, including a severe one. Thus Island Ford Rd is preferred for connecting to US 276.

Recommendation

Bike Accommodations or Paved Shoulders

Local ID: **TRAN0069-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	800
2045 Volume(vpd):	N/A

French Broad St (SR 1544)

from N Caldwell St to Park Ave (SR 1546)

Proposal Length: 0.63 miles

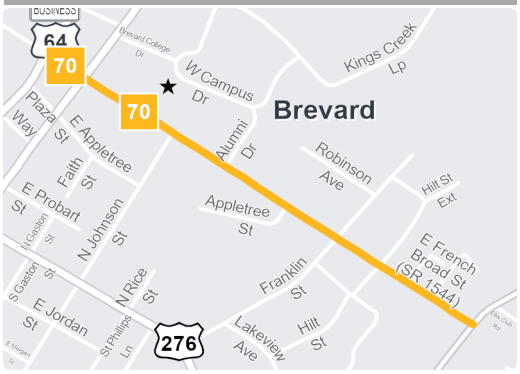
Identified Need

This facility connects the unbalanced couplet in downtown Brevard to the parallel facility at the eastern town limits, Park Ave (SR 1546). It borders Brevard College to the south and provides access to the French Broad Community Center.

Recommendation

Bike Facilities or Paved Shoulders

Local ID: **TRAN0070-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	3200
2045 Volume(vpd):	N/A

US 64 (Asheville Highway)

from Brevard Greenway at Hospital Road to Pisgah Forest Intersection (US 64 / US 276 / NC 280)

Proposal Length: 1.45 miles

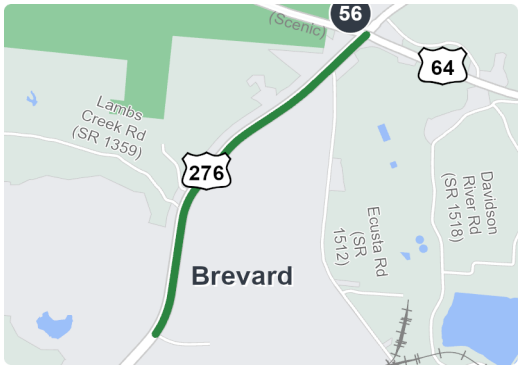
Identified Need

This high AADT facility connects the downtown network to the improvements being made at the Pisgah Forest intersection. This is a commercial corridor with several high frequency crash locations. Access is provided to shopping centers, groceries, banks, the hospital, and affordable housing.

Recommendation

Bike Facilities or Paved Shoulders

Local ID: **TRAN0071-B**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Boulevard
Travel Lanes:	4
Speed Limit (mph):	45
% Trucks:	N/A
ROW (ft):	50-85
2017 Volume(vpd):	26000
2045 Volume(vpd):	N/A

Rich Mountain Rd (SR 1537)

from US 276 to US 276

Proposal Length: 7.88 miles

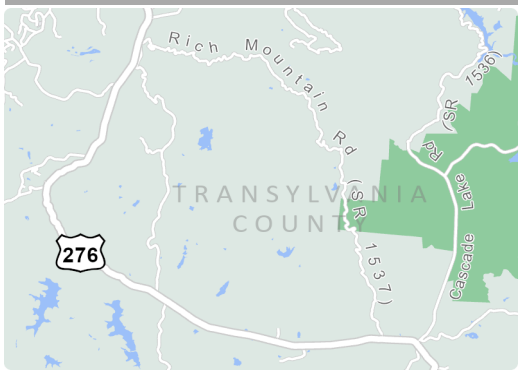
Identified Need

Local Bike Plan Sharrow

Recommendation

Other Community Interest

Local ID: **TRAN0073-B**
Classification: **No Selection**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Cassell Rd (SR 1209)

from US 64 to Old Rosman Highway (SR 1388)

Proposal Length: 0.25 miles

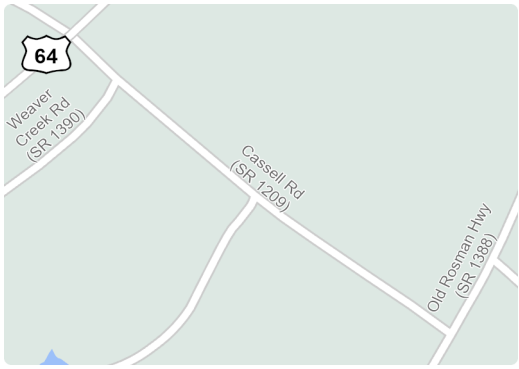
Identified Need

This road connects The Adventure Village to Rosman without using high speed and high volume US 64.

Recommendation

Other Community Interest

Local ID: **TRAN0074-B**
Classification: **No Selection**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Davidson River Campground Greenway

from the Art Loeb Trailhead to the Davidson River Campground

Proposal Length: 0.4 miles

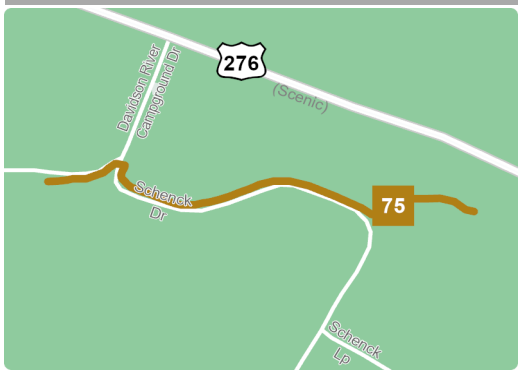
Identified Need

This missing link along with the Avery Creek Trailhead Bridge, will extend the Brevard Greenway through the campgrounds and to the Avery Creek Trailhead, and providing an off-road trail system paralleling US 276.

Recommendation

Multi-Use Path

Local ID: **TRAN0075-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Ecusta Rd (SR 1512)

from existing Brevard Greenway to Proposed Multi-Use Path on Old Henderson Highway (SR 1504)

Proposal Length: 0.61 miles

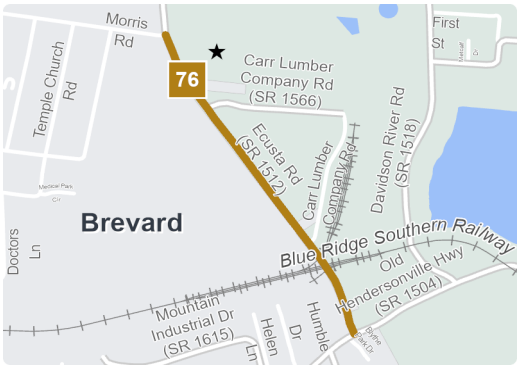
Identified Need

This facility connects the existing Multi-Use Path with two proposed ones and the Wilson Rd (SR 1540) improvements. It would provide access to Pisgah Forest Elementary School, the sports complex, the post office, Davidson River School, and Transylvania Vocational Services.

Recommendation

Side Path

Local ID: **TRAN0076-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	6200
2045 Volume(vpd):	N/A

US 64

from NC 280 to Davidson River Rd

Proposal Length: 0.77 miles

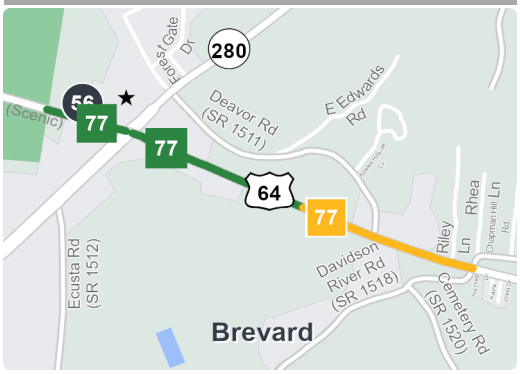
Identified Need

Proposed sidewalks to serve the shopping located around the intersection and bike improvements as part of larger corridors.

Recommendation

Sidewalks

Local ID: **TRAN0077-P**
Classification: **Bicycle and Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	50
% Trucks:	N/A
ROW (ft):	60-100
2017 Volume(vpd):	9800
2045 Volume(vpd):	N/A

Hospital Sidewalks

from US 64 to Morris Rd (SR 1516)

Proposal Length: 0.71 miles

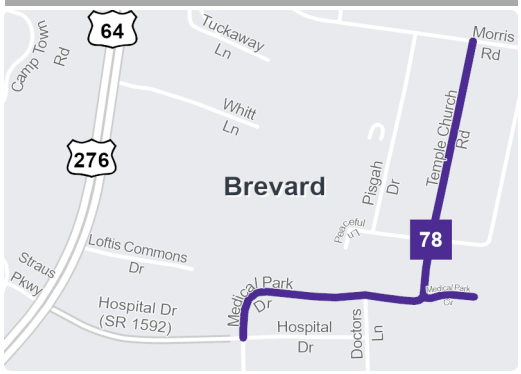
Identified Need

Proposal to improve acces to the hospital from the north and west by constructing sidewalks on Hospital Rd and Temple Church Rd.

Recommendation

Sidewalks

Local ID: **TRAN0078-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Fortune Cove Rd

from Straus Parkway to US 64

Proposal Length: 0.46 miles

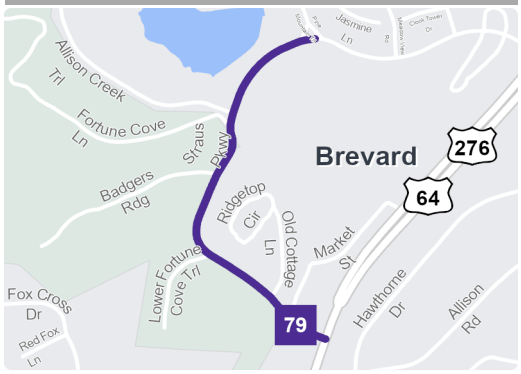
Identified Need

Proposal to close gap between existing sidewalks and multi-use path.

Recommendation

Sidewalks

Local ID: **TRAN0079-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	20
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Deerlake Rd

from sidewalks on Cambridge Rd to existing sidewalks on Deerlake Rd

Proposal Length: 0.21 miles

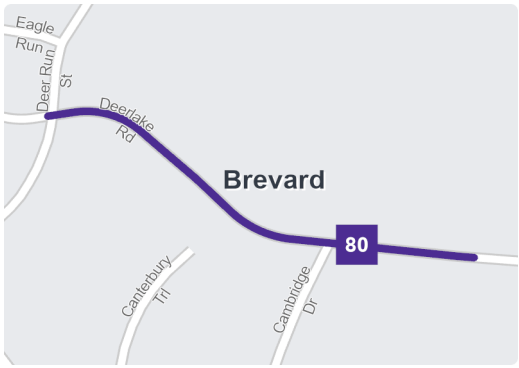
Identified Need

Proposal to close gap between existing sidewalks in this residential area.

Recommendation

Sidewalks

Local ID: **TRAN0080-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Tinsley Rd (SR 1353) & Kings Creek Rd (SR 1354)

from existing sidewalks Whitmire St (SR 1351) to Millbrook Dr

Proposal Length: 0.45 miles

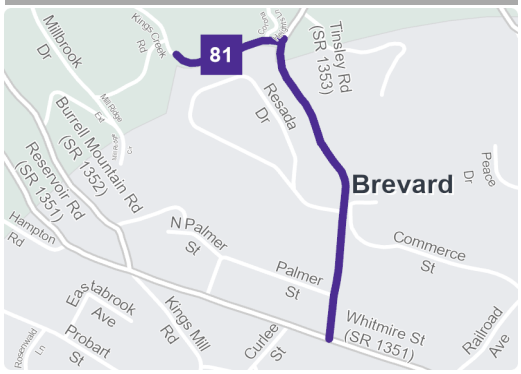
Identified Need

Proposal to extend sidewalk network into residential area. These facilities do not have functional shoulders in places.

Recommendation

Sidewalks

Local ID: **TRAN0081-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Kings Mill Rd

from Probart St to Whitemire St (SR 1351)

Proposal Length: 0.18 miles

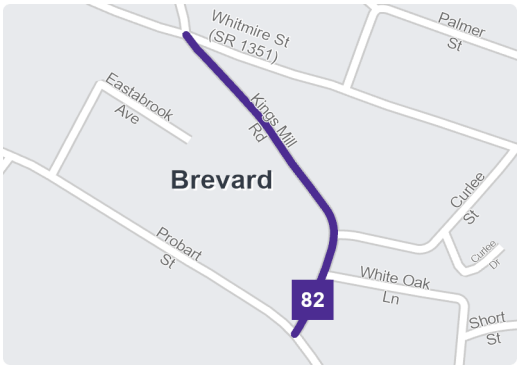
Identified Need

Proposal to close gap between existing sidewalks in this residential area. This facility does not have functional shoulders in places.

Recommendation

Sidewalks

Local ID: **TRAN0082-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Rosenwald Ln

from Probart St to Main St

Proposal Length: 0.17 miles

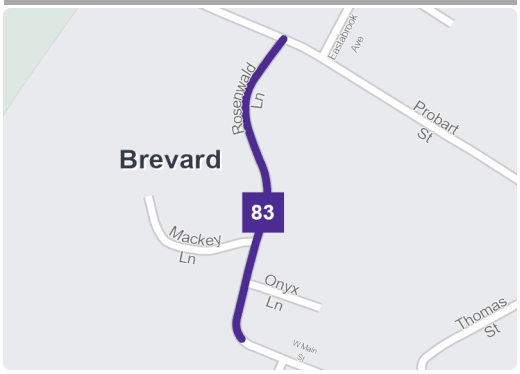
Identified Need

Proposal to extend sidewalk network into residential area. These facilities do not have functional shoulders in places.

Recommendation

Sidewalks

Local ID: **TRAN0083-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Silversteen Dr

from end of existing sidewalks on Silversteen Dr to Caldwell St

Proposal Length: 0.14 miles

Identified Need

Proposal to close gap between existing sidewalks, access Tannery Park, and connect proposed multi-use path.

Recommendation

Sidewalks

Local ID: **TRAN0084-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Johnson St

from Maple St to Jordan St

Proposal Length: 0.16 miles

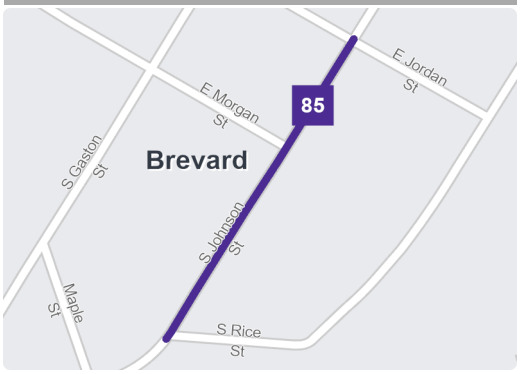
Identified Need

Proposal to close gap between existing sidewalks, access the Transylvania Public Health Department and the Transylvania County Farmers Market.

Recommendation

Sidewalks

Local ID: **TRAN0085-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	2200
2045 Volume(vpd):	N/A

Varsity St and Gaston St

from US 64 (Broad St) to Morgan St

Proposal Length: 0.36 miles

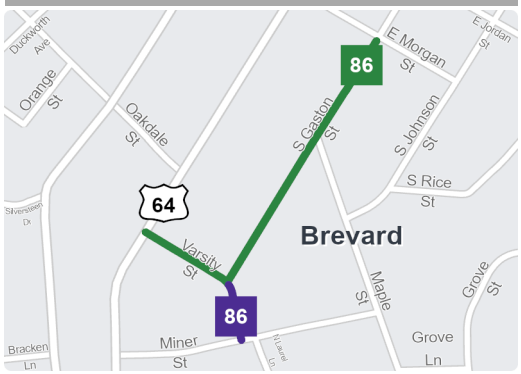
Identified Need

These facilities surround South Broad Park on two sides and the Transylvania County Library to the east. They connect them to downtown, as well as residential areas. This proposal would close the sidewalk gap with Maple St, and connect to the proposals along Miner St.

Recommendation

Sidewalks

Local ID: **TRAN0086-P**
Classification: **Bicycle and Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Miner St

from US 64 (Broad St) to Maple St

Proposal Length: 0.21 miles

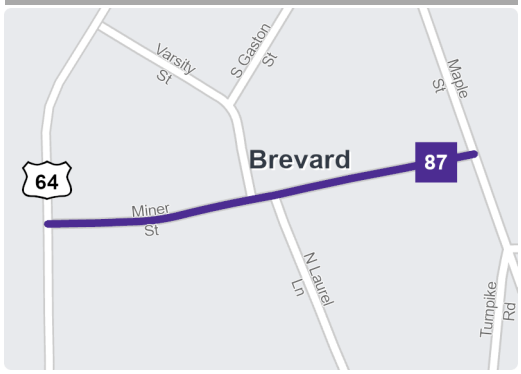
Identified Need

Proposal to close gap between existing sidewalks in this residential area.

Recommendation

Sidewalks

Local ID: **TRAN0087-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Main St and Wilson Dr

from end of sidewalks on Main St to Gallimore Rd (SR 1118)

Proposal Length: 0.21 miles

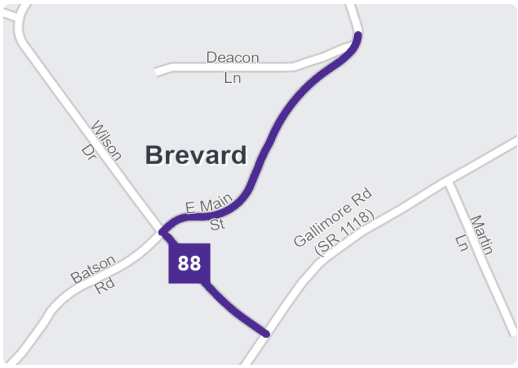
Identified Need

Proposal to close gap between existing sidewalk and multi-use path. With further connectivity to low income housing, the High School, Elementary School, and medical facilities by way of Gallimore Rd (SR 1118).

Recommendation

Sidewalks

Local ID: **TRAN0088-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

High School Rd

from Gallimore Rd (SR 1118) to Brevard High School

Proposal Length: 0.29 miles

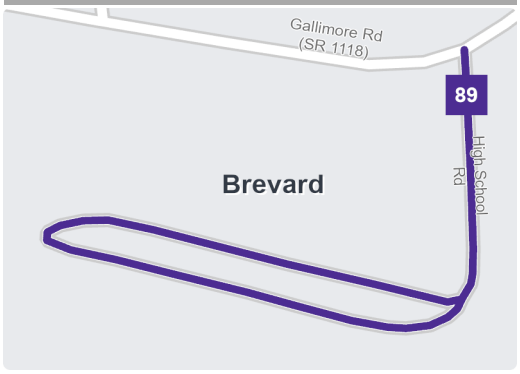
Identified Need

Proposal to extend sidewalk network to Brevard High School.

Recommendation

Sidewalks

Local ID: **TRAN0089-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Grove Ln and Pine St

from Maple St to US 276 (Main St)

Proposal Length: 0.38 miles

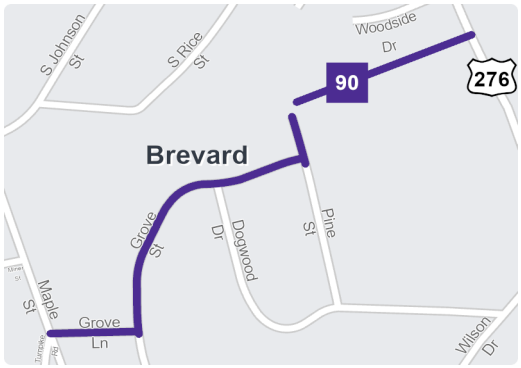
Identified Need

Proposal to close gap between existing sidewalks and provide access to Silvermount Park.

Recommendation

Sidewalks

Local ID: **TRAN0090-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Ave

from US 64 to Cashiers Valley Rd

Proposal Length: 0.48 miles

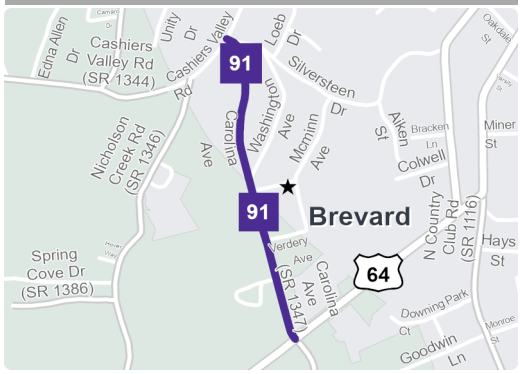
Identified Need

Proposal to extend sidewalk network into residential area. This facility does not have functional shoulders in places.

Recommendation

Sidewalks

Local ID: **TRAN0091-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	1000
2045 Volume(vpd):	N/A

Talley Rd (SR 1527)

from Crab Creek (SR 1528) to Henderson County

Proposal Length: 3.28 miles

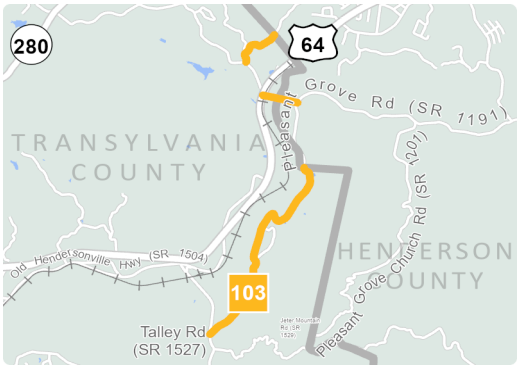
Identified Need

The 2019 Transylvania County Bike Plan identified this local bike route which serves eastern Transylvania County and the Etowah community in Henderson County.

Recommendation

Bike Facilities or Paved Shoulders

Local ID: **TRAN0103-B**
Classification: **Bicycle**
Location: **Within Right of Way**



Existing Road Data

Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	800
2045 Volume(vpd):	N/A

Wilson Rd (SR 1540) Extension

from US 276 to N Country Club Rd (SR 1116)

Local ID: **TRAN0062-H**

Purpose: **None**

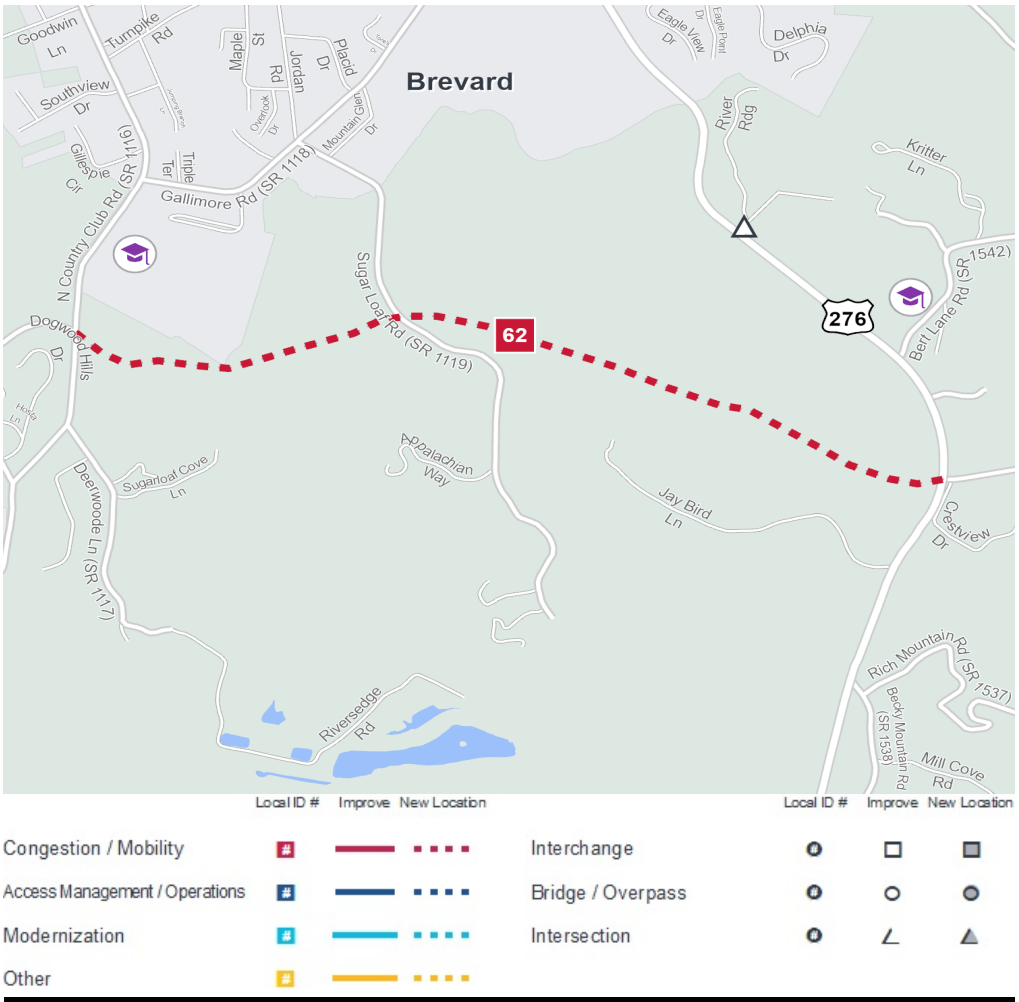
Improvement: **None**

Identified Need

Provide alternative connectivity around downtown Brevard.

Recommendation

Extend Wilson Rd (SR 1540) to Country Club Rd (1116) from US 276, Proposed facility matches Wilson Rd (SR 1540) with a speed of 35 MPH and two lane cross section, with an additional Multi-Use Path.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 M
Section Options	-
Length (miles)	1.40
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year / 2045 Future Year

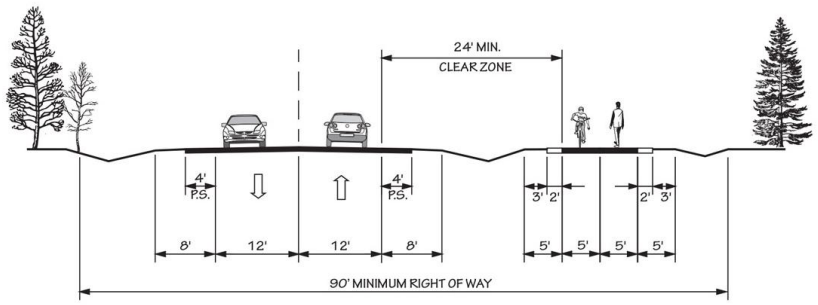
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

Typical Section Options:
None

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 55 MPH

Linkage to Other Plans
The 2025 Transylvania County Comprehensive Plan (2015) has this area identified as "subdivisions" or part of the City of Brevard's zoning authority.

Wilson Road (SR 1540) from Old Henderson Highway (SR 1504) to US 276 is being upgraded as part of STIP project R-5763. The Wilson Road Extension will continue this vision to Country Club Rd (SR 1116).

According to the Transylvania Bicycle Plan (2019), both US 276 and Country Club Rd (SR 1116) are recommended for bike improvements as part of the "Transylvania County / Brevard Interface." This specifically highlights the multi-jurisdictional coordination necessary when a proposal crosses a municipal boundary.

Multi-Modal Considerations
Transylvania County Transit, under the name "Transylvania in Motion," operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. In order to accommodate non-motorized travel, a Multi-Use Path is recommended along this facility. This would connect between the proposed Multi-Use Paths on US 276 and Country Club Rd (SR 1116) north of the proposed facility. This would provide a new access path to Brevard High School once the bridge over Nicholson Creek is upgraded. South of the proposal, the CTP recommends Bike Accommodations on these corridors.

Goals & Objectives Survey
The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully.

When asked to rank transportation goals, the respondents gave two preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

US 64 and US 276 were listed as the second and third most difficult corridors to reach in the county.

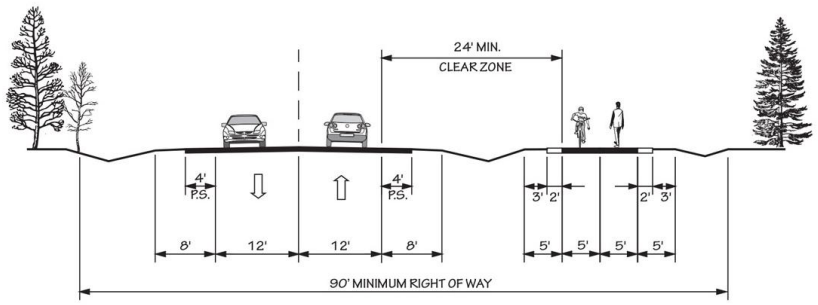
During the development of the CTP, multiple options were considered for traffic relief of downtown Brevard (US 64, Broad St, and Caldwell St). While no option was found that carried significant AADT, the limited number of alternative routes still creates bottle necks at intersections such as US 64 and Country Club Rd (SR 1116). To travel from US 64 to US 276, traffic effectively travels north before returning south. This is particularly a concern with truck traffic being forced into downtown. To alleviate these concerns, greater east-west mobility was desired by the committee. By choosing to extend Wilson Rd (SR 1540), greater connections to north Brevard and east Transylvania County could be achieved through Old Henderson Highway (SR 1504), Everett Rd (SR 1533), Ecusta Rd (SR 1512), and the Ecusta Bypass. Addition facilitation of these connections is being made by the Old Henderson Highway (SR 1504) - Ecusta Rd (SR 1512) intersection realignment.

Relationship to Land Use
The 2025 Transylvania County Comprehensive Plan (2015) has the land use in this area identified as "subdivisions" and because of nearby steep slopes on Sugarloaf Mountain and floodplain along the French Broad River, no significant development is anticipated by the CTP.

Typical Section Options:
None

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 55 MPH

Brevard High School provides a major anchor to the western terminus along with residential neighborhoods served by Woodland Terrace (SR 1121).

Aerial photograph shows that there is a loose collection of houses in the corridor that will be impacted along Sugar Load Road (SR 1119) and Burning Branch Lane. It also shows significant agricultural land on the eastern shore of the French Broad River that would be impacted.

This proposal is right on the edge of Brevard's more urban development to the north and rural residential development to the south. Abundant natural resources create a hurdle for future development, but the characteristics could change quickly if the urban area expands.

Natural & Human Environmental Context
Based on planning level environmental assessment using available GIS data, this project is within 150 feet of:

- 303 Streams
- Rivers And Streams,
- 303 Streams,
- NHD Flow Lines,
- Major Rivers,
- Flood Hazards,
- Targeted Local Watershed, EEP,
- Natural Heritage Element Occurrences,
- National Wetland Inventory, and
- Monzonitic to Granodioritic Geology Types

Title VI
This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as African American
- Between 25% and 50% identify as 65+
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 w/ Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 w/ Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 w/ Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 w/ Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 15% identify as Below Poverty Line
- 0% identify as Some Other Race
- Between 0% and 5% identify as Two of More Races
- Between 0% and 15% identify as Households with No Car

INVENTORY TABLE

The inventory table provides information on the segments studied roads and recommendations.

Assumptions/ Notes:

• **Local ID:** If a TIP project number exists, it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first four letters of the county name is combined with a four-digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
• **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
• **Existing Cross-Section:** Listed under 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
• **Existing ROW:** The estimated existing right-of-way is based on GIS estimates. These right-of-way amounts are approximate and may vary.
• **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed based on the 2016 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning.
• **Existing and Proposed Volumes,** given in vehicles per day (vpd), are estimates only based on a systems level analysis. The '2045 Volume E+C' is an estimate of the volume in 2045 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2020 – 2029 Transportation Improvement Program (TIP). The 2045 Volume with CTP' is an estimate of the volume in 2045 with all proposed CTP improvements assumed to be in place. The 2045 Volume with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For more information about the assumptions and techniques used to develop the AADT volume estimates, refer to the Multimodal Analysis Appendix.
• **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended for the given mode as part of the CTP.
An asterisk (*) in the Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment. See the Unaddressed Deficiencies for more information.
• **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps. Abbreviations are F= freeway, E= expressway, B=boulevard, MJM= multi-lane major thoroughfare, MJ2= Two-lane major thoroughfare, MN=minor thoroughfare.
• **Proposals for Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
		Section				2017 Existing System							2045 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
TRAN0056-H	US 64	Jackson County	Upper Whitewater Rd (SR 1152)	Transylvania	1.35	20	2	10	100	45	14600	3200	3900	3900	14600	02A	60	MJ2	B
TRAN0056-H	US 64	Upper Whitewater Rd (SR 1152)	Bear Wallow Rd (SR 1177)	Transylvania	1.2	20	2	10	100	50	15100	3200	3900	3900	15100	02A	60	MJ2	B
TRAN0056-H	US 64	Bear Wallow Rd (SR 1177)	NC 281	Transylvania	0.29	20	2	10	100	50	15100	3600	4300	4300	15100	02A	60	MJ2	B
TRAN0056-H	US 64	NC 281	Toxaway Church Rd (SR 1300)	Transylvania	1.96	20	2	10	100	45	14600	4000	4900	4900	14600	02A	60	MJ2	B
TRAN0056-H	US 64	Toxaway Church Rd (SR 1300)	NC 281	Transylvania	0.73	20	2	10	100	35	11600	4000	8300	8300	11600	02A	60	MJ2	B
TRAN0056-H	US 64	NC 281	Begin R-2409	Transylvania	1.19	22	2	11	60-100	35	11600	3400	7600	7600	11600	02A	60	MJ2	B
TRAN0002-H	US 64	Begin R-2409	Flat Creek Valley Rd (SR 1147)	Transylvania	0.29	22	2	11	60-100	35	11600	3400	7600	7600	11600	02A	60	MJ2	B
TRAN0002-H	US 64	Flat Creek Valley Rd (SR 1147)	Flat Creek Valley Rd (SR 1147)	Transylvania	1.72	22	2	11	60	45	14600	3400	7700	7700	14600	02A	60	MJ2	B
TRAN0056-H	US 64	Flat Creek Valley Rd (SR 1147)	Silbersteen Rd (SR 1309)	Transylvania	0.94	22	2	11	60	45	14600	3400	7700	7700	14600	02A	60	MJ2	B
TRAN0056-H	US 64	Silbersteen Rd (SR 1309)	Paul Mccoy Rd (SR 1144)	Transylvania	0.18	22	2	11	60	45	14600	3400	7700	7700	14600	02A	60	MJ2	B
TRAN0056-H	US 64	Paul Mccoy Rd (SR 1144)	Frozen Creek Rd (SR 1143)	Transylvania	1.52	22	2	11	60	45	14600	6100	10400	10400	14600	02A	60	MJ2	B
TRAN0056-H	US 64	Frozen Creek Rd (SR 1143)	Fork Loop (SR 1320)	Transylvania	0.6	22	2	11	60	55	14500	7000	11500	11500	14500	02A	60	MJ2	B
TRAN0056-H	US 64	Fork Loop (SR 1320)	Old Turnpike Rd (SR 1135)	Transylvania	0.22	22	2	11	60-130	55	14500	7000	11500	11500	14500	02A	60	MJ2	B
TRAN0056-H	US 64	Old Turnpike Rd (SR 1135)	NC 215	Transylvania	0.1	24	2	12	130	55	15100	7000	11500	11500	15100	02A	60	MJ2	B
TRAN0056-H	US 64	NC 215	US 178	Transylvania	0.58	24	2	12	100-280	55	15100	7700	13100	13100	15100	02A	60	MJ2	B
TRAN0011-H	US 64	US 178	Old Rosman Hwy (SR 1388)	Transylvania	2.13	24	2	12	280-340	55	15100	7800	13200	13000	15100	04H	195	B	B
TRAN0011-H	US 64	Old Rosman Hwy (SR 1388)	Avian Ct (SR 1196)	Transylvania	0.68	24	2	12	280-340	55	15100	11000	16600	16400	15100	04H	195	B	B
TRAN0011-H	US 64	Avian Ct (SR 1196)	Garland Ct (SR 1190)	Transylvania	0.37	24	2	12	340	55	15100	11000	16600	16400	15100	04H	195	B	B
TRAN0011-H	US 64	Garland Ct (SR 1190)	Green Rd (SR 1127)	Transylvania	0.62	24	2	12	340	55	15100	11000	16500	16300	15100	04H	195	B	B
TRAN0011-H	US 64	Green Rd (SR 1127)	Cathey's Creek Church Rd (SR 1394)	Transylvania	0.42	24	2	12	340	55	15100	11000	16300	16200	15100	04H	195	B	B

HIGHWAY																				
		Section				2017 Existing System							2045 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Recommendations for Other Modes
TRAN0011-H	US 64	Cathey's Creek Church Rd (SR 1394)	Existing 4-Lane	Transylvania	0.15	24	2	12	340	55	15100	11000	17100	17000	15100	04H	195	B	B
	US 64	Existing 4-Lane	Field Xing (SR 1198)	Transylvania	0.14	24	4D	12	340	55	44500	11000	17100	17000	44500	04H	340	B	
	US 64	Field Xing (SR 1198)	Island Ford Rd (SR 1110)	Transylvania	0.36	48	8D	12	270-340	55	43900	11000	17100	17000	43900	04H	340	B	
	US 64	Island Ford Rd (SR 1110)	Pole Miller Rd (SR 1161)	Transylvania	0.4	24	4	12	135	55	43900	11000	21500	21400	43900	04H	110	B	
	US 64	Pole Miller Rd (SR 1161)	Tom Rogers Rd (SR 1160)	Transylvania	0.45	24	4	12	135	55	43900	15000	21500	21400	43900	04H	110	B	
TRAN0012-H	US 64	Tom Rogers Rd (SR 1160)	Brooks Rd (SR 1340)	Transylvania	0.29	48	8D	12	100-270	55	43900	15000	21500	21400	43900	04G	110	B	M
TRAN0012-H	US 64	Brooks Rd (SR 1340)	Illahee Rd (SR 1114)	Transylvania	0.53	64	4	16	100	45	32000	15000	22100	22000	32000	04G	110	B	M
TRAN0012-H	US 64	Illahee Rd (SR 1114)	Nicholson Creek Rd (SR 1346)	Transylvania	0.53	64	4	16	100	45	32000	19000	26100	26000	32000	04G	110	B	M
TRAN0012-H	US 64	Nicholson Creek Rd (SR 1346)	Forest Hill Rd (SR 1123)	Transylvania	0.34	64	4	16	100	45	32000	19000	25500	25400	32000	04G	110	B	M
TRAN0012-H	US 64	Forest Hill Rd (SR 1123)	West Brevard Greenway	Transylvania	0.1	64	4	16	100	45	32000	17000	24100	24000	32000	04G	110	B	M
TRAN0012-H	US 64	West Brevard Greenway	Caldwell St	Transylvania	0.2	64	4	16	100	35	32000	17000	24100	24000	32000	04G	110	B	M
TRAN0012-H	US 64	Caldwell St	Country Club Rd (SR 1116)	Brevard	0.05	40	3	13	60-100	35	16650	9400	15400	15300	16650	04G	110	B	M
	US 64	Country Club Rd (SR 1116)	Morgan St	Brevard	0.43	45	3	15	60	35	16650	12000	18000	18000	16650	02E	60	MJ2	
	US 64	Morgan St	US 276 (Main St)	Brevard	0.12	45	3	15	60	35	16650	1300	2000	2000	16650	02E	60	MJ2	
	US 64	US 276 (Main St)	Probart St	Brevard	0.06	47	3	16	60	35	16650	1300	1900	1900	16650	02E	60	MJ2	
	US 64	Probart St	French Broad St (SR 1544)	Brevard	0.17	47	3	16	60	35	16650	1600	2200	2200	16650	02E	60	MJ2	
	US 64	French Broad St (SR 1544)	Brevard College Dr	Brevard	0.08	60	3	20	60	35	16650	1700	2400	2400	16650	02E	60	MJ2	
	US 64	Brevard College Dr	US 64 (Caldwell St)	Brevard	0.12	60	3	20	60	35	16650	1700	2400	2400	16650	02E	60	MJ2	
TRAN0005-H	US 64	US 64 (Caldwell St)	Fisher Rd (SR 1356)	Brevard	0.26	60	4	15	60-100	35	26000	30000	37700	37700	41400	04D	110	B	B,P,M
TRAN0005-H	US 64	Fisher Rd (SR 1356)	Old Hendersonville Hwy (SR 1504)	Brevard	0.16	60	4	15	100-130	35	26000	31000	38400	38400	41400	04D	110	B	B,P,M
TRAN0005-H	US 64	Old Hendersonville Hwy (SR 1504)	Chestnut St (SR 1610)	Brevard	0.32	60	4	15	130	35	26000	26000	31400	31400	41400	04D	110	B	B,P,M
TRAN0005-H	US 64	Chestnut St (SR 1610)	Osborne Rd (SR 1556)	Brevard	0.17	60	4	15	130	35	26000	27000	32700	32700	41400	04D	110	B	B,P,M

HIGHWAY																				
		Section				2017 Existing System							2045 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
TRAN0005-H	US 64	Osborne Rd (SR 1556)	Allison Rd	Brevard	0.23	60	4	15	130-150	40	29000	25000	31000	31200	41400	04D	110	B	B,P,M
	US 64	Allison Rd	Hospital Dr (SR 1592)	Brevard	0.36	60	8D	15	150	45	41400	25000	30600	30800	41400	04H	75	B	
	US 64	Hospital Dr (SR 1592)	Morris Rd (SR 1383)	Brevard	0.55	48	8D	12	150	45	41400	25000	30600	30800	41400	04J	75	B	
	US 64	Morris Rd (SR 1383)	Ecusta Rd (SR 1512)	Brevard	0.72	48	8D	12	150	45	41400	23000	27800	28000	41400	04J	75	B	
	US 64	Ecusta Rd (SR 1512)	NC 280	Brevard	0.18	48	8D	12	100-170	45	41400	26000	31400	32000	41400	04J	50	B	
	US 64	NC 280	Davidson River Connector	Transylvania	0.32	36	2	18	100	50	15100	9800	10400	9900	15100	03C	100	MJ2	
	US 64	Davidson River Connector	Deavor Rd (SR 1511)	Transylvania	0.13	36	2	18	100	50	15100	9800	11500	10900	15100	03A	100	MJ2	
	US 64	Deavor Rd (SR 1511)	Davidson River Rd (SR 1518)	Transylvania	0.18	24	2	12	100	50	15100	9800	11500	10900	15100	03A	100	MJ2	
	US 64	Davidson River Rd (SR 1518)	Glade Creek Rd (SR 1521)	Transylvania	0.53	24	2	12	100	50	15100	9000	10500	9900	15100	02A	100	MJ2	
	US 64	Glade Creek Rd (SR 1521)	Brown Rd (SR 1509)	Transylvania	0.56	24	2	12	100	50	15100	7800	9000	8500	15100	02A	100	MJ2	
	US 64	Brown Rd (SR 1509)	Enon Rd (SR 1606)	Transylvania	0.72	24	2	12	100	55	15100	7800	9000	8500	15100	02A	100	MJ2	
	US 64	Enon Rd (SR 1606)	Lyday Loop (SR 1506)	Transylvania	0.55	24	2	12	100	55	15100	7900	9300	8800	15100	02A	100	MJ2	
	US 64	Lyday Loop (SR 1506)	Crab Creek Rd (SR 1528)	Transylvania	0.66	24	2	12	100	55	15100	7900	9300	8800	15100	02A	100	MJ2	
	US 64	Crab Creek Rd (SR 1528)	Henderson County	Transylvania	2.77	24	2	12	100	55	15100	8300	10400	9700	15100	02A	100	MJ2	
TRAN0021-H	US 178	South Carolina	Babb Rd (SR 1141)	Transylvania	1.75	19	2	9.5	80	35	11600	1300	1500	1500	11600	02A	80	MJ2	B
TRAN0021-H	US 178	Babb Rd (SR 1141)	Line Runner Rd	Transylvania	0.64	19	2	9.5	80	45	14600	1300	1500	1500	14600	02A	80	MJ2	B
TRAN0021-H	US 178	Line Runner Rd	Middlefork Rd (SR 1131)	Transylvania	1.56	19	2	9.5	80	45	14600	1300	2400	2400	14600	02A	80	MJ2	B
TRAN0010-H	US 178	Middlefork Rd (SR 1131)	Old Toxaway Rd (SR 1139)	Transylvania	0.37	19	2	9.5	80	45	14600	1300	2400	2400	14600	02A	60	MJ2	B
TRAN0010-H	US 178	Old Toxaway Rd (SR 1139)	E Fork Rd (SR 1107)	Transylvania	0.72	19	2	9.5	80	40	13100	3000	4100	4100	13100	02A	60	MJ2	B
TRAN0010-H	US 178	E Fork Rd (SR 1107)	Snipes Rd (SR 1136)	Transylvania	0.17	19	2	9.5	80	40	13100	3000	4600	4600	13100	02A	60	MJ2	B
TRAN0010-H	US 178	Snipes Rd (SR 1136)	Ed Owens Rd (SR 1132)	Transylvania	0.49	19	2	9.5	80	40	13100	3000	4600	4600	13100	02A	60	MJ2	B
TRAN0010-H	US 178	Ed Owens Rd (SR 1132)	Main St (SR 1156)	Transylvania	0.11	24	2	12	30-80	40	13100	3000	4600	4600	13100	02A	60	MJ2	B

HIGHWAY																				
		Section				2017 Existing System							2045 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	US 178	Main St (SR 1156)	Old Rosman Hwy (SR 1388)	Rosman	0.13	20	2	10	30-100	35	11600	1400	1900	1900	11600	02C	30	MJ2	
TRAN0054-H	US 178	Old Rosman Hwy (SR 1388)	Main St (SR 1156)	Rosman	0.29	18	2	9	100	25	11000	1400	1600	1600	11000	02B	100	MJ2	
TRAN0054-H	US 178	Main St (SR 1156)	Old Turnpike Rd (SR 1135)	Rosman	0.05	18	2	9	100	25	11000	3600	5800	5800	11000	02B	100	MJ2	
TRAN0054-H	US 178	Old Turnpike Rd (SR 1135)	US 64	Transylvania	0.42	24	2	12	100-150	35	11600	3600	5800	5800	11600	02B	100	MJ2	
TRAN0022-H	US 276	Solomon Jones Rd (SR 1559)	Summer Rd (SR 1558)	Transylvania	0.15	22	2	11	60	55	14500	850	1100	1000	14500	02M	60	MJ2	B,M
TRAN0022-H	US 276	Summer Rd (SR 1558)	Haskell Jones Rd (SR 1557)	Transylvania	1.03	22	2	11	60	55	15100	850	1250	1150	14500	02M	60	MJ2	B,M
TRAN0022-H	US 276	Haskell Jones Rd (SR 1557)	Cascade Lake Rd (SR 1536)	Transylvania	0.42	22	2	11	60	45	15100	1700	2100	2000	12100	02M	60	MJ2	B,M
TRAN0022-H	US 276	Cascade Lake Rd (SR 1536)	Becky Mountain Rd (SR 1537)	Transylvania	0.48	22	2	11	60	45	15100	1700	2800	2700	12100	02M	60	MJ2	B,M
TRAN0022-H	US 276	Becky Mountain Rd (SR 1537)	Cedar Ln (SR 1101)	Transylvania	1.09	22	2	11	60	55	15100	1700	2800	2700	14500	02M	60	MJ2	B,M
TRAN0022-H	US 276	Cedar Ln (SR 1101)	Sherwood Ridge Rd (SR 1584)	Transylvania	0.35	22	2	11	60	55	15100	1700	2800	2700	14500	02M	60	MJ2	B,M
TRAN0022-H	US 276	Sherwood Ridge Rd (SR 1584)	Fork Rd (SR 1107)	Transylvania	1.62	22	2	11	60	55	15100	1700	2800	2700	14500	02M	60	MJ2	B,M
TRAN0022-H	US 276	Fork Rd (SR 1107)	Connestee Utilities Dr	Transylvania	1.4	22	2	11	60	40	15100	5400	7800	7800	13100	02M	60	MJ2	B,M
TRAN0022-H	US 276	Connestee Utilities Dr	Connestee Rd (SR 1112)	Transylvania	1.16	22	2	11	60	40	15100	5400	8900	9000	13100	02M	60	MJ2	B,M
TRAN0022-H	US 276	Connestee Rd (SR 1112)	Island Ford Rd (SR 1110)	Transylvania	0.68	22	2	11	60	40	15100	5400	9000	9100	13100	02M	60	MJ2	B,M
TRAN0022-H	US 276	Island Ford Rd (SR 1110)	Barclay Rd (SR 1207)	Transylvania	1.09	22	2	11	60	55	15100	5400	9000	9100	14500	02M	60	MJ2	B,M
TRAN0022-H	US 276	Barclay Rd (SR 1207)	Becky Mountain Rd (SR 1537)	Transylvania	0.65	22	2	11	60-80	55	15100	7200	10600	10700	14500	02M	60	MJ2	B,M
TRAN0022-H	US 276	Becky Mountain Rd (SR 1537)	Wilson Rd (SR 1540)	Transylvania	0.38	24	2	12	80	55	15100	7200	10800	10900	15100	02M	60	MJ2	B,M
TRAN0024-H	US 276	Wilson Rd (SR 1540)	40001614088	Transylvania	0.15	22	2	11	80	55	14500	6200	8300	8400	14500	02N	60	MJ2	B,P
TRAN0024-H	US 276	Old River Rd	Bert Lane Rd (SR 1542)	Transylvania	0.08	22	2	11	80	55	14500	6200	8300	8400	14500	02N	60	MJ2	B,P
TRAN0024-H	US 276	Bert Lane Rd (SR 1542)	Hap Simpson River Access Park	Transylvania	0.26	22	2	11	60	55	14500	6200	8200	8300	14500	02N	60	MJ2	B,P
TRAN0024-H	US 276	Hap Simpson River Access Park	Existing Sidewalk	Transylvania	0.5	22	2	11	60	55	14500	6200	8200	8300	14500	02N	90	MJ2	B,P
TRAN0024-H	US 276	Existing Sidewalk	Gallimore Rd (SR 1118)	Transylvania	0.22	22	2	11	60	55	14500	6200	8200	8300	14500	02N	90	MJ2	B,P

HIGHWAY																			
		Section				2017 Existing System							2045 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	US 276	Gallimore Rd (SR 1118)	Parkview Dr (SR 1612)	Brevard	0.09	30	2	15	60	35	11600	6200	7300	7400	11600	02M	60	MJ2	
	US 276	Parkview Dr (SR 1612)	Woodside Dr	Brevard	0.17	51	2	26	60	35	11600	6200	7900	8000	11600	02E	60	MJ2	
	US 276	Woodside Dr	Johnson St	Brevard	0.36	51	2	26	60	35	11600	6200	7900	8000	11600	02E	60	MJ2	
	US 276	Johnson St	US 64 / NC 280	Brevard	0.15	51	2	26	60	35	11600	6200	8500	8500	11600	02E	60	MJ2	
TRAN0007-H	US 276	US 64 / NC 280	Sycamore Flats	Transylvania	0.14	20	2	10	60	50	15100	7000	8800	8900	15100	03D	80	MJ2	B
TRAN0007-H	US 276	Sycamore Flats	Avery Creek Road	Transylvania	2.01	20	2	10	60	50	15100	7000	8800	8900	15100	03D	80	MJ2	B
TRAN0023-H	US 276	Avery Creek Road	Fish Hatchery Rd (SR 1408)	Transylvania	3.1	20	2	10	60	45	15100	1800	3100	3200	15100	02B	60	MJ2	B
	US 276	Fish Hatchery Rd (SR 1408)	Haywood	Transylvania	9.76	21	2	11	60	55	14000	280	400	300	14000	02C	60	MJ2	
TRAN0001-H	US 64 BUS	US 64	Silversteen Dr	Brevard	0.24	30	2	15		35	11600	7500	9400	9400	11600	03B	80	MJ2	B,P
TRAN0001-H	US 64 BUS	Silversteen Dr	Morgan St	Brevard	0.25	30	2	15		35	11600	7500	9500	9500	11600	03B	80	MJ2	B,P
	US 64 BUS	Morgan St	Main St (SR 1349)	Brevard	0.12	30	2	15		35	11600	9100	10100	10100	11600	02E		MJ2	
TRAN0053-H	US 64 BUS	Main St (SR 1349)	Probart St	Brevard	0.06	28	3	9.3		25	16500	9100	10000	10000	16500	03C	80	MJ2	
TRAN0053-H	US 64 BUS	Probart St	French Broad St	Brevard	0.18	28	3	9.3		25	16500	11000	13200	13200	16500	03C	80	MJ2	
TRAN0053-H	US 64 BUS	French Broad St	Whitmire St	Brevard	0.09	28	3	9.3		25	16500	11000	13000	13000	16500	03C	80	MJ2	
TRAN0053-H	US 64 BUS	Whitmire St	US 64	Brevard	0.12	28	3	9.3		25	16500	11000	12500	12500	16500	03C	80	MJ2	
TRAN0025-H	NC 215	US 64	Diamond Creek Rd (SR 1322)	Transylvania	0.86	16	2	8	30-150	35	11600	1500	2500	2500	11600	02A	150	MJ2	B
TRAN0025-H	NC 215	Diamond Creek Rd (SR 1322)	Macedonia Church Rd (SR 1326)	Transylvania	5.19	16	2	8	30	35	11600	1500	1700	1700	11600	02A	30	MJ2	B
	NC 215	Macedonia Church Rd (SR 1326)	Old Wagon Rd (SR 1379)	Transylvania	1.11	20	2	10	30-60	45	14600	1100	1500	1500	14600	02C	30	MJ2	
	NC 215	Old Wagon Rd (SR 1379)	Shoal Creek Rd (SR 1327)	Transylvania	0.74	20	2	10	60	45	14600	1100	1500	1500	14600	02C	60	MJ2	
	NC 215	Shoal Creek Rd (SR 1327)	River Rd (SR 1378)	Transylvania	0.45	20	2	10	60	45	14600	1100	1400	1400	14600	02C	60	MJ2	
	NC 215	River Rd (SR 1378)	Tanasee Gap Rd (SR 1324)	Transylvania	0.34	20	2	10	60-100	45	14600	1100	1400	1400	14600	02C	60	MJ2	
	NC 215	Tanasee Gap Rd (SR 1324)	Indian Creek Rd (SR 1321)	Transylvania	0.54	20	2	10	60-100	45	14600	110	100	100	14600	02C	60	MJ2	
	NC 215	Indian Creek Rd (SR 1321)	Jackson County	Transylvania	4.62	20	2	10	60	55	14000	110	100	100	14000	02C	60	MJ2	
	NC 215	Jackson County	Jackson County	Transylvania	2.65	20	2	10	60	55	14000	90	200	200	14000	02C	60	MJ2	
	NC 215	Jackson County	Blue Ridge Parkway	Transylvania	0.53	20	2	10	60	55	14000	90	200	200	14000	02C	60	MJ2	
TRAN0013-H	NC 280	US 64	NC 280	Brevard	0.06	50	4D	13	100	40	41400	17000	23400	25000	41400	04K	195	B	M
TRAN0013-H	NC 280	NC 280	Deavor Rd (SR 1511)	Brevard	0.04	50	4	13	100	40	41400	17000	23400	25000	41400	04K	195	B	M
TRAN0013-H	NC 280	Deavor Rd (SR 1511)	Capps Rd (SR 1598)	Transylvania	0.59	48	4	12	150	45	29300	17000	23100	24700	32000	04K	195	B	M

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TRAN0013-H	NC 280	Capps Rd (SR 1598)	Hudlin Gap Rd (SR 1510)	Transylvania	0.54	48	4	12	150	45	29300	17000	23400	24900	32000	04K	195	B	M
TRAN0013-H	NC 280	Hudlin Gap Rd (SR 1510)	Old NC 280 Hwy (SR 1361)	Transylvania	0.64	48	4	12	150	45	29300	14000	20400	21900	32000	04K	195	B	M
TRAN0013-H	NC 280	Old NC 280 Hwy (SR 1361)	Sutton Creek Rd (SR 1362)	Transylvania	1.56	60	4	15	150	55	30200	14000	20400	21900	33000	04K	195	B	M
TRAN0013-H	NC 280	Sutton Creek Rd (SR 1362)	Henderson County	Transylvania	1.58	60	4	15	150	55	33000	16000	22800	24000	33000	04K	195	B	M
	NC 280	Henderson County	Turkey Pen Rd	Transylvania	0.02	64	4	16	100	55	33000	1600	2000	2000	33000	04K	100	B	
TRAN0047-H	NC 281	NC 281	1306 Rd (SR 1306)	Transylvania	1.78	14	2	7	60-100	55	12800	110	310	310	12800	02A	60	MJ2	B
TRAN0047-H	NC 281	1306 Rd (SR 1306)	Silversteen Rd (SR 1309)	Transylvania	0.78	20	2	10	60	55	14000	110	310	310	14000	02A	60	MJ2	B
	NC 281	Silversteen Rd (SR 1309)	Shelton Rd (SR 1307)	Transylvania	1.89	20	2	10	60	55	14000	370	500	500	14000	02C	60	MJ2	
	NC 281	Shelton Rd (SR 1307)	Kim Miller Rd (SR 1304)	Transylvania	2.11	20	2	10	100	55	14000	370	500	500	14000	02C	100	MJ2	
	NC 281	Kim Miller Rd (SR 1304)	Cold Mountain Rd (SR 1302)	Transylvania	0.39	20	2	10	100	45	14600	370	500	500	14600	02C	100	MJ2	
TRAN0026-H	NC 281	Cold Mountain Rd (SR 1302)	US 64	Transylvania	0.89	20	2	10	100	45	14600	1700	3900	3900	14600	02B	100	MJ2	B
	NC 281	US 64	Walter Mcneely Rd (SR 1170)	Transylvania	0.14	20	2	10	100	55	14000	1000	1200	1200	14000	02C	100	MJ2	
	NC 281	Walter Mcneely Rd (SR 1170)	Bear Wallow Rd (SR 1177)	Transylvania	0.31	20	2	10	100	55	14000	1000	1200	1200	14000	02C	100	MJ2	
	NC 281	Bear Wallow Rd (SR 1177)	Brewer Rd (SR 1189)	Transylvania	3.23	20	2	10	100	55	14000	1000	1200	1200	14000	02C	100	MJ2	
	NC 281	Brewer Rd (SR 1189)	NC 281	Transylvania	4.06	20	2	10	100	55	14000	1000	1200	1200	14000	02C	100	MJ2	
	Walnut Hollow Rd (SR 1103)	Island Ford Rd (SR 1110)	Hannah Ford Rd (SR 1109)	Transylvania	0.5	20	2	10	60	35	10200	810	1200	1200	10200	02C	60	MN	
	Walnut Hollow Rd (SR 1103)	Hannah Ford Rd (SR 1109)	Ugugu Dr	Transylvania	1.51	20	2	10	60	35	10200	810	1200	1200	10200	02C	60	MN	
	Walnut Hollow Rd (SR 1103)	Ugugu Dr	E Fork Rd (SR 1107)	Transylvania	1.3	20	2	10	60	35	10200	810	1200	1200	10200	02C	60	MN	
	East Fork Rd (SR 1107)	US 276	Happy Acres Rd (SR 1102)	Transylvania	1.41	20	2	10	60	35	10200	1700	2300	2300	10200	02C	60	MN	
	East Fork Rd (SR 1107)	Happy Acres Rd (SR 1102)	Hondah Rd (SR 1173)	Transylvania	0.32	20	2	10	60	35	10200	1700	2300	2300	10200	02C	60	MN	
	East Fork Rd (SR 1107)	Hondah Rd (SR 1173)	Pine Shore Dr	Transylvania	1.33	18	2	9		35	10200	290	400	400	10200	02C		MN	
	East Fork Rd (SR 1107)	Pine Shore Dr	Dolly Masters Rd (SR 1104)	Transylvania	2.36	18	2	9		35	10200	290	400	400	10200	02C		MN	

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	East Fork Rd (SR 1107)	Dolly Masters Rd (SR 1104)	Glady Fork Rd (SR 1105)	Transylvania	1.58	18	2	9		35	10200	540	800	800	10200	02C		MN	
	East Fork Rd (SR 1107)	Glady Fork Rd (SR 1105)	Walnut Hollow Rd (SR 1103)	Transylvania	1.48	18	2	9		35	10200	540	800	800	10200	02C		MN	
TRAN0032-H	East Fork Rd (SR 1107)	Walnut Hollow Rd (SR 1103)	Powell Town Rd (SR 1130)	Transylvania	3.08	16	2	8	130	35	10200	340	740	740	10200	02C	130	MN	B
TRAN0032-H	East Fork Rd (SR 1107)	Powell Town Rd (SR 1130)	Middlefork Rd (SR 1131)	Transylvania	0.28	12	2	6		35	10200	770	1470	1470	10200	02C	50	MN	B
TRAN0032-H	East Fork Rd (SR 1107)	Middlefork Rd (SR 1131)	US 178	Transylvania	0.32	12	2	6		35	10200	770	1470	1470	10200	02C	50	MN	B
	Hannah Ford Rd (SR 1109)	Green Rd (SR 1127)	Walnut Hollow Rd (SR 1103)	Transylvania	1.42	18	2	9	60	30	10100	590	1400	1400	10100	02B	60	MN	
TRAN0040-H	Island Ford Rd (SR 1110)	US 64	Otto Alexander Rd (SR 1126)	Transylvania	0.66	18	2	9	60	30	9100	950	2200	2200	9100	02B	60	MN	B
TRAN0040-H	Island Ford Rd (SR 1110)	Otto Alexander Rd (SR 1126)	Pole Miller Rd (SR 1161)	Transylvania	0.06	18	2	9		30	9100	1500	2200	2200	9100	02B	60	MN	B
TRAN0040-H	Island Ford Rd (SR 1110)	Pole Miller Rd (SR 1161)	Country Club Rd (SR 1113)	Transylvania	1.17	18	2	9		30	9100	1500	2200	2200	9100	02B	60	MN	B
TRAN0040-H	Island Ford Rd (SR 1110)	Country Club Rd (SR 1113)	Walnut Hollow Rd (SR 1103)	Transylvania	0.89	18	2	9		45	13100	410	1310	1310	13100	02B	60	MN	B
TRAN0040-H	Island Ford Rd (SR 1110)	Walnut Hollow Rd (SR 1103)	Connestee Rd (SR 1112)	Transylvania	0.69	16	2	8		35	10200	1100	2400	2400	10200	02B	60	MN	B
TRAN0040-H	Connestee Rd (SR 1112)	Island Ford Rd (SR 1110)	US 276	Transylvania	0.57	19	2	9.5	30	25	10000	500	1800	1800	10000	02B	60	MN	B
TRAN0030-H	S Country Club Rd (SR 1113)	Island Ford Rd (SR 1110)	Riverside Est (SR 1184)	Transylvania	1.03	16	2	8		40	10200	930	1330	1330	10200	02C	80	MN	B,M
TRAN0030-H	S Country Club Rd (SR 1113)	Riverside Est (SR 1184)	Country Club Rd (SR 1116)	Transylvania	0.62	16	2	8		35	10200	930	1330	1330	10200	02C	80	MN	B,M
	Illahee Rd (SR 1114)	Country Club Rd (SR 1116)	Cardinal Dr (SR 1191)	Transylvania	0.16	19	2	9.5	60	35	10200	770	1000	1000	10200	02C	60	MN	
	Illahee Rd (SR 1114)	Cardinal Dr (SR 1191)	Illahee Pt (SR 1124)	Transylvania	0.63	19	2	9.5	60	35	10200	770	1100	1100	10200	02C	60	MN	
	Illahee Rd (SR 1114)	Illahee Pt (SR 1124)	US 64	Transylvania	0.3	19	2	9.5	60	25	10000	770	1100	1100	10000	02C	60	MN	
TRAN0030-H	N Country Club Rd (SR 1116)	S Country Club Cir (SR 1115)	Country Club Cir (SR 1115)	Transylvania	0.16	19	2	9.5	60	35	10200	2800	3800	3800	10200	02C	60	MN	B,M
TRAN0030-H	N Country Club Rd (SR 1116)	Country Club Cir (SR 1115)	Country Club Cir (SR 1115)	Transylvania	0.3	19	2	9.5	60	35	10200	2800	4000	4000	10200	02C	60	MN	B,M
TRAN0030-H	N Country Club Rd (SR 1116)	Country Club Cir (SR 1115)	Meadowbrook Cir (SR 1186)	Transylvania	0.25	16	2	8		35	10200	2800	4000	4000	10200	02C	80	MN	B,M
TRAN0030-H	N Country Club Rd (SR 1116)	Meadowbrook Cir (SR 1186)	Woodland Terrace (SR 1121)	Transylvania	0.37	18	2	9		35	10200	2800	3800	3800	10200	02C	80	MN	B,M
	N Country Club Rd (SR 1116)	Woodland Terrace (SR 1121)	Gallimore Rd (SR 1118)	Transylvania	0.22	18	2	9		35	10200	2800	3800	3800	10200	02O		MN	

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	N Country Club Rd (SR 1116)	Gallimore Rd (SR 1118)	Gillespie Cir	Brevard	0.05	20	2	10		35	10200	5900	7600	7600	10200	02O		MN	
	N Country Club Rd (SR 1116)	Gillespie Cir	Turnpike Rd	Brevard	0.17	20	2	10		35	10200	5900	7600	7600	10200	02E		MN	
	N Country Club Rd (SR 1116)	Turnpike Rd	US 64	Brevard	0.32	20	2	10		35	10200	5900	7600	7600	10200	02E		MN	
TRAN0037-H	Gallimore Rd (SR 1118)	Country Club Rd (SR 1116)	Sugar Loaf Rd (SR 1119)	Brevard	0.27	20	2	10		35	10200	3500	4400	4400	10200	02O	60	MN	
TRAN0037-H	Gallimore Rd (SR 1118)	Sugar Loaf Rd (SR 1119)	US 276	Brevard	0.57	20	2	10	60	35	10200	3500	4300	4300	10200	02O	60	MN	
TRAN0055-H	Green Rd (SR 1127)	Hannah Ford Rd (SR 1109)	Monteith Rd (SR 1197)	Transylvania	0.96	16	2	8	60-80	35	10200	590	1290	1290	10200	02B	60	MN	B
TRAN0055-H	Green Rd (SR 1127)	Monteith Rd (SR 1197)	US 64	Transylvania	0.06	20	2	10	80	35	10200	590	800	800	10200	02B	80	MN	B
	Old Toxaway Rd (SR 1139)	Frozen Creek Rd (SR 1143)	US 178	Transylvania	3.78	18	2	9		55	13600	900	1000	1000	13600	02C		MN	
TRAN0042-H	Main St (SR 1156)	US 178	US 178	Rosman	0.24	20	2	10		25	10000	2900	4700	4700	10000	02C	50	MN	B
TRAN0042-H	Main St (SR 1156)	US 178	Depot St	Rosman	0.27	20	2	10		25	10000	2900	2900	2900	10000	02C	50	MN	B
TRAN0042-H	Main St (SR 1156)	Depot St	Old Rosman Hwy (SR 1388)	Rosman	0.16	20	2	10		25	10000	2900	2900	2900	10000	02C	50	MN	B
TRAN0040-H	Pole Miller Rd (SR 1161)	US 64	Pole Miller Ext (SR 1125)	Transylvania	0.39	18	2	9	60	25	9000	1200	2200	2200	9000	02B	60	MN	B
TRAN0040-H	Pole Miller Rd (SR 1161)	Pole Miller Ext (SR 1125)	Island Ford Rd (SR 1110)	Transylvania	0.04	16	2	8	60	55	12800	1200	2200	2200	12800	02B	60	MN	B
	Barclay Rd (SR 1207)	US 276	Country Club Rd (SR 1113)	Transylvania	1.81	18	2	9	60	40	10200	500	600	600	10200	02C	60	MN	
	Cold Mountain Rd (SR 1301)	Cold Mountain Rd (SR 1302)	Jackson	Transylvania	5.62	18	2	9	60	55	13600	380	500	500	13600	04C	60	MN	
	Cold Mountain Rd (SR 1302)	NC 281	Cold Mountain Rd (SR 1301)	Transylvania	0.12	14	2	7	60	55	12800	380	500	500	12800	04C	60	MN	
TRAN0047-H	Silversteen Rd (SR 1309)	NC 281	Macedonia Church Rd (SR 1326)	Transylvania	2.18	18	2	9	60	55	13600	490	790	790	13600	02A	60	MN	B
TRAN0047-H	Macedonia Church Rd (SR 1326)	NC 215	Old Wagon Rd (SR 1379)	Transylvania	0.05	18	2	9	60	35	10200	490	790	790	10200	02A	60	MN	B
TRAN0047-H	Macedonia Church Rd (SR 1326)	Old Wagon Rd (SR 1379)	Kitchen Loop Rd (SR 1310)	Transylvania	3.01	18	2	9	60	35	10200	490	790	790	10200	02A	60	MN	B
TRAN0047-H	Macedonia Church Rd (SR 1326)	Kitchen Loop Rd (SR 1310)	Silversteen Rd (SR 1309)	Transylvania	0.68	18	2	9	60	35	10200	490	790	790	10200	02A	60	MN	B

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TRAN0048-H	Shoal Creek Rd (SR 1327)	Clinic Rd (SR 1328)	Indian Creek Rd (SR 1321)	Transylvania	2.29	18	2	9		35	10200	230	430	430	10200	02C	50	MN	B
TRAN0017-H	Nicholson Creek Rd (SR 1346)	US 64	Spring Cove Dr (SR 1386)	Transylvania	0.24	20	2	10	60	25	10000	780	1280	1280	10000	02E	80	MN	B,P,M
TRAN0017-H	Nicholson Creek Rd (SR 1346)	Spring Cove Dr (SR 1386)	Cashiers Valley Rd (SR 1344)	Transylvania	0.36	20	2	10	60	25	10000	780	1280	1280	10000	02E	80	MN	B,P,M
TRAN0028-H	Carolina Ave (SR 1347)	US 64	Washington Ave	Transylvania	0.25	16	2	8		25	10000	960	1360	1360	10000	02D	50	MN	P
	Whitemire St (SR 1351)	Railroad Ave	Tinsley Rd (SR 1353)	Brevard	0.13	24	2	12	60	35	10200	610	700	700	10200	02A	60	MN	
	Whitmire St (SR 1351)	Tinsley Rd (SR 1353)	Burrell Mountain Rd (SR 1352)	Brevard	0.21	18	2	9	60	35	10200	610	700	700	10200	02C	60	MN	
TRAN0054-H	Old Rosman Hwy (SR 1388)	US 178	Ashe Rd (SR 1385)	Rosman	0.09	18	2	9	60	25	10000	1600	1600	1600	10000	02B	60	MN	
TRAN0054-H	Old Rosman Hwy (SR 1388)	Ashe Rd (SR 1385)	Main St (SR 1156)	Rosman	0.29	18	2	9	60	25	10000	1600	1600	1600	10000	02B	60	MN	
TRAN0054-H	Old Rosman Hwy (SR 1388)	Main St (SR 1156)	Old Rosman Hwy (SR 1195)	Transylvania	1.41	18	2	9	60	45	13600	3300	3400	3400	13600	02M	60	MN	
TRAN0054-H	Old Rosman Hwy (SR 1388)	Old Rosman Hwy (SR 1195)	Cassell Rd (SR 1209)	Transylvania	0.41	18	2	9	60	45	13600	3300	3400	3400	13600	02M	60	MN	
TRAN0054-H	Old Rosman Hwy (SR 1388)	Cassell Rd (SR 1209)	Old Rosman Hwy (SR 1195)	Transylvania	0.55	18	2	9	60-80	45	13600	3300	3600	3600	13600	02M	80	MN	
TRAN0048-H	Clinic Rd (SR 1328) (SR 1405)	NC 215	Shoal Creek Rd (SR 1327)	Transylvania	0.11	18	2	9		35	10200	230	430	430	10200	02A	50	MN	B
TRAN0048-H	Fish Hatchery Rd (SR 1408)	US 276	N Davidson River Rd	Transylvania	3.15	18	2	9	50	55	13600	300	1100	1100	13600	02C	50	MN	B
TRAN0041-H	King Rd (SR 1502)	NC 280	King Cir (SR 1582)	Transylvania	1.64	17	2	8.5		35	10200	590	1190	1190	10200	02C	50	MN	B
TRAN0041-H	King Rd (SR 1502)	King Cir (SR 1582)	Blantyre Church Rd	Transylvania	0.87	17	2	8.5		35	10200	590	890	890	10200	02C	50	MN	B
TRAN0041-H	King Rd (SR 1502)	Blantyre Church Rd	US 64	Transylvania	0.38	17	2	8.5		35	10200	1200	1600	1600	10200	02C	50	MN	B
	Grove Bridge Rd (SR 1503)	Grove Bridge Rd (SR 1202)	US 64	Transylvania	0.17	20	2	10	60	55	14000	790	1100	1100	14000	02E	60	MN	
TRAN0046-H	Old Hendersonville Hwy (SR 1504)	Crab Creek Rd (SR 1528)	Williams Rd (SR 1525)	Transylvania	1.14	18	2	9		50	12100	2000	2200	2000	12100	02A	80	MN	B,M
TRAN0046-H	Old Hendersonville Hwy (SR 1504)	Williams Rd (SR 1525)	Enon Rd (SR 1606)	Transylvania	0.1	18	2	9		50	12100	2000	2200	2000	12100	02A	80	MN	B,M
TRAN0046-H	Old Hendersonville Hwy (SR 1504)	Enon Rd (SR 1606)	Glade Creek Rd (SR 1521)	Transylvania	1.14	18	2	9		50	12100	2500	3400	3200	12100	02A	80	MN	B,M

HIGHWAY																				
		Section				2017 Existing System							2045 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Recommendations for Other Modes
TRAN0046-H	Old Hendersonville Hwy (SR 1504)	Glade Creek Rd (SR 1521)	Everett Rd (SR 1533)	Transylvania	0.76	18	2	9		50	12100	3200	4100	3900	12100	02A	80	MN	B,M
TRAN0046-H	Old Hendersonville Hwy (SR 1504)	Everett Rd (SR 1533)	Ecusta Rail Trail	Transylvania	0.74	18	2	9		50	12100	5400	7400	7100	12100	02A	80	MN	B,M
TRAN0046-H	Old Hendersonville Hwy (SR 1504)	Ecusta Rail Trail	Davidson River Rd (SR 1518)	Transylvania	0.09	18	2	9		50	12100	5400	7400	7100	12100	02A	80	MN	B,M
TRAN0046-H	Old Hendersonville Hwy (SR 1504)	Davidson River Rd (SR 1518)	Ecusta Rd (SR 1512)	Transylvania	0.19	18	2	9		35	10200	5400	7500	7200	10200	02A	80	MN	B,M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Ecusta Rd (SR 1512)	Wilson Rd (SR 1540)	Brevard	0.05	18	2	9		35	10200	11000	14200	14100	10200	02N	90	MN	M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Wilson Rd (SR 1540)	Mountain Industrial Dr (SR 1615)	Brevard	0.12	18	2	9		35	10200	6700	8600	8500	10200	02N	90	MN	M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Mountain Industrial Dr (SR 1615)	Osborne Rd (SR 1556)	Transylvania	0.42	18	2	9		35	13600	6700	8600	8500	13600	02N	90	MN	M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Osborne Rd (SR 1556)	Highland Rd (SR 1552)	Transylvania	0.65	18	2	9	60	35	10200	8000	9900	9900	10200	02N	90	MN	M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Highland Rd (SR 1552)	Oakdale Rd (SR 1551)	Transylvania	0.09	18	2	9	60	35	10200	6700	8600	8600	10200	02N	90	MN	M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Oakdale Rd (SR 1551)	Park Ave (SR 1546)	Brevard	0.05	18	2	9	60	35	10200	6700	8600	8600	10200	02N	90	MN	M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Park Ave (SR 1546)	US 64	Brevard	0.25	20	2	10	60	35	10200	5800	7800	7800	10200	02N	90	MN	M
TRAN0033-H	Ecusta Rd (SR 1512)	US 64	Davidson River Connector	Transylvania	0.28	21	2	11		35	10200	5200	6200	6500	10200	02E	60	MN	M
TRAN0033-H	Ecusta Rd (SR 1512)	Davidson River Connector	Morris Rd	Transylvania	0.47	21	2	11		35	10200	5200	7000	7200	10200	02E	60	MN	M
TRAN0033-H	Ecusta Rd (SR 1512)	Morris Rd	Old Hendersonville Hwy (SR 1504)	Transylvania	0.61	21	2	11		35	10200	6200	7300	7500	10200	02E	60	MN	M
	Davidson River Rd (SR 1518)	Old Hendersonville Hwy (SR 1504)	US 64	Transylvania	1.33	18	2	9	60	35	10200	1200	1600	1600	10200	02C	60	MN	
	Glade Creek Rd (SR 1521)	US 64	Old Hendersonville Hwy (SR 1504)	Transylvania	0.73	18	2	9		35	10200	630	800	800	10200	02C		MN	
	Talley Rd (SR 1527)	Pleasant Grove Rd (SR 1191)	Crab Creek Rd (SR 1528)	Henderson	2.39	18	2	9	60	45	13100	430	500	500	13100	02C	60	MN	

HIGHWAY																				
		Section				2017 Existing System							2045 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
TRAN0031-H	Crab Creek Rd (SR 1528)	US 64	Old Hendersonville Hwy (SR 1504)	Transylvania	0.05	22	2	11		45	13600	4700	7500	7300	13600	02B	60	MN	B
TRAN0031-H	Crab Creek Rd (SR 1528)	Old Hendersonville Hwy (SR 1504)	Old US 64 (SR 1526)	Transylvania	0.11	22	2	11		45	14100	4700	6700	6700	14100	02B	60	MN	B
TRAN0031-H	Crab Creek Rd (SR 1528)	Old US 64 (SR 1526)	Talley Rd (SR 1527)	Transylvania	0.77	22	2	11		45	14100	4700	6700	6700	14100	02B	60	MN	B
TRAN0031-H	Crab Creek Rd (SR 1528)	Talley Rd (SR 1527)	Everett Rd (SR 1533)	Transylvania	0.52	18	2	9		45	13100	3600	5700	5700	13100	02B	60	MN	B
TRAN0031-H	Crab Creek Rd (SR 1528)	Everett Rd (SR 1533)	Kanuga Rd (SR 1127)	Transylvania	2.64	18	2	9		45	13100	3600	5300	5300	13100	02B	60	MN	B
TRAN0035-H	Everett Rd (SR 1533)	Crab Creek Rd (SR 1528)	Hart Rd (SR 1534)	Transylvania	0.72	18	2	9		45	13100	3200	3700	3700	13100	02B	80	MN	B
TRAN0035-H	Everett Rd (SR 1533)	Hart Rd (SR 1534)	Red Fox Dr (SR 1617)	Transylvania	1.1	18	2	9		45	13100	3200	4300	4300	13100	02B	80	MN	B
TRAN0035-H	Everett Rd (SR 1533)	Red Fox Dr (SR 1617)	Old Hendersonville Hwy (SR 1504)	Transylvania	1.39	18	2	9		45	13100	3200	4300	4300	13100	02B	80	MN	B
	Hart Rd (SR 1534)	Cascade Lake Rd (SR 1536)	Valley View Vista Dr	Transylvania	1.86	16	2	8		35	9000	2000	2500	2500	9000	02C	50	MN	
TRAN0057-H	Hart Rd (SR 1534)	Valley View Vista Dr	Everett Rd (SR 1533)	Transylvania	0.53	16	2	8		35	9000	2000	2500	2500	9000	02C	50	MN	
	Cascade Lake Rd (SR 1536)	Friendly Farm Rd (SR 1564)	Merrill Ln (SR 1535)	Transylvania	0.2	16	2	8		55	14000	870	1200	1200	14000	02C		MN	
	Cascade Lake Rd (SR 1536)	Merrill Ln (SR 1535)	Little River Campground Rd (SR 1570)	Transylvania	0.76	16	2	8		55	14000	870	1200	1200	14000	02C		MN	
	Cascade Lake Rd (SR 1536)	Little River Campground Rd (SR 1570)	Hart Rd (SR 1534)	Transylvania	0.19	16	2	8		55	14000	870	1200	1200	14000	02C		MN	
	Cascade Lake Rd (SR 1536)	Hart Rd (SR 1534)	Staton Rd (SR 1591)	Transylvania	4.93	20	2	10		55	14000	870	1200	1200	14000	02C		MN	
	Cascade Lake Rd (SR 1536)	Staton Rd (SR 1591)	US 276	Transylvania	2.5	20	2	10		55	14000	870	1200	1200	14000	02C		MN	
TRAN0006-H	Wilson Rd (SR 1540)	Old Hendersonville Hwy (SR 1504)	Glen Cannon Dr (SR 1580)	Transylvania	1.43	16	2	8	100	35	10200	3700	5900	5900	10200	02B	60	MN	B
TRAN0006-H	Wilson Rd (SR 1540)	Glen Cannon Dr (SR 1580)	Elm Bend Rd (SR 1543)	Transylvania	1.08	16	2	8		35	10200	3300	5900	5900	10200	02B	60	MN	B
TRAN0006-H	Wilson Rd (SR 1540)	Elm Bend Rd (SR 1543)	US 276	Transylvania	1.17	16	2	8		35	10200	2200	3700	3700	10200	02B	60	MN	B
TRAN0034-H	Elm Bend Rd (SR 1543)	Magnolia St	Delphia Dr	Brevard	0.27	18	2	9	60	35	10200	3200	4300	4300	10200	02C	50	MN	B,P
TRAN0034-H	Elm Bend Rd (SR 1543)	Delphia Dr	E View Dr	Brevard	0.24	18	2	9	60	35	10200	3200	4300	4300	10200	02C	50	MN	B,P
TRAN0034-H	Elm Bend Rd (SR 1543)	E View Dr	Bert Lane Rd (SR 1542)	Transylvania	0.35	18	2	9	60	35	10200	3200	4300	4300	10200	02C	50	MN	B,P

HIGHWAY																				
		Section				2017 Existing System							2045 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
TRAN0034-H	Elm Bend Rd (SR 1543)	Bert Lane Rd (SR 1542)	Wilson Rd (SR 1540)	Transylvania	0.35	18	2	9		35	10200	2200	3300	3300	10200	02C	50	MN	B,P
TRAN0036-H	E French Broad St (SR 1544)	Park Ave (SR 1546)	Johnson St	Brevard	0.44	18	2	9		35	10200	3200	3600	3600	10200	02E	60	MN	B,P
TRAN0036-H	E French Broad St (SR 1544)	Johnson St	US 64	Brevard	0.13	18	2	9		35	10200	3200	4100	4100	10200	02E	60	MN	B,P
TRAN0044-H	Neely Rd (SR 1546)	Old Hendersonville Hwy (SR 1504)	Oak St (SR 1550)	Brevard	0.15	18	2	9	60	35	10200	5500	6300	6300	10200	02E	60	MN	B,P,M
TRAN0044-H	Neely Rd (SR 1546)	Oak St (SR 1550)	Collage Walk Dr	Brevard	0.22	18	2	9	60-90	35	10200	5500	5800	5800	10200	02E	60	MN	B,P,M
TRAN0044-H	Neely Rd (SR 1546)	Collage Walk Dr	French Broad St (SR 1544)	Brevard	0.61	18	2	9	60-90	35	10200	5500	5800	5800	10200	02E	60	MN	B,P,M
	Osborne Rd (SR 1556)	Old Hendersonville Hwy (SR 1504)	Oakdale Rd (SR 1551)	Brevard	0.66	24	2	12	60	35	10200	2200	2500	2500	10200	02E	60	MN	
	Osborne Rd (SR 1556)	Oakdale Rd (SR 1551)	US 64	Brevard	0.09	24	2	12	60	35	10200	2200	2500	2500	10200	02E	60	MN	
	Upper Glade Creek Rd (SR 1583)	US 64	US 64	Transylvania	0.34	18	2	9	60	35	10200	500	600	500	10200	02C	60	MN	
	Upper Glade Creek Rd (SR 1583)	US 64	US 64	Transylvania	0.27	18	2	9	60	35	10200	500	600	200	10200	02C	60	MN	
	Staton Rd (SR 1591)	Cascade Lake Rd (SR 1536)	Dupont Ln (SR 1593)	Transylvania	1.31	20	2	10	100	45	13600	870	1200	1200	13600	02C	100	MN	
	Staton Rd (SR 1591)	Dupont Ln (SR 1593)	Henderson	Transylvania	2.95	22	2	11	100	45	14000	870	1200	1200	14000	02B	100	MN	
	Capps Rd (SR 1598)	NC 280	Hudlin Gap Rd (SR 1510)	Transylvania	0.72	18	2	9	60	25	10000	880	1000	900	10000	02C	60	MN	
	Capps Rd (SR 1598)	Hudlin Gap Rd (SR 1510)	Upper Glade Creek Rd (SR 1583)	Transylvania	0.14	18	2	9	60	25	10000	880	1000	500	10000	02C	60	MN	
	Enon Rd (SR 1606)	Old Hendersonville Hwy (SR 1504)	US 64	Transylvania	0.11	18	2	9	60	55	13600	850	1100	1100	13600	02C	60	MN	
TRAN0044-H	Chestnut St (SR 1610)	US 64	Old Hendersonville Hwy (SR 1504)	Brevard	0.23	30	2	15	50	35	10200	4100	4900	4900	10200	02E	50	MN	B,P,M
TRAN0044-H	Park Ave (SR 1611)	French Broad St (SR 1544)	Parkview Dr (SR 1612)	Brevard	0.13	24	2	12	50	35	10200	4800	5400	5400	10200	02E	50	MN	B,P,M
TRAN0044-H	Parkview Dr (SR 1612)	US 276	Park Ave (SR 1611)	Brevard	0.24	30	2	15	50	35	10200	4800	5400	5400	10200	02E	50	MN	B,P,M
TRAN0017-H	Railroad Ave (SR 1351)	W French Broad St	Whitemire St	Brevard	0.05	24	2	12	60	35	10200	2800	3100	3100	10200	02E	80	MN	B,P,M
	Davidson River Connector (None)	US 64	US 64	Brevard	0.8	48	4	24		35			6000	6000	33000	04D		MJM	

HIGHWAY																				
		Section				2017 Existing System							2045 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Carolina Ave	Washington Ave	Oaklawn Ave	Transylvania	0.23	20	2	10	60	35	10200	960	1100	1100	10200	02D	60	MN	
TRAN0034-H	Elm Bend Rd	US 276	Magnolia St	Brevard	0.13	22	2	11		35	10200	3200	4600	4600	10200	02C	50	MN	B,P
TRAN0045-H	Hendersonville Access Rd	US 64 / 276	Old Henderson Hwy (SR 1504)	Brevard	0.12	12	1	12		35	10200	5800	6700	6700	10200	02E	90	MN	M
	Johnson St	Morgan St	Jordan St	Brevard	0.06	18	2	9		25	10200	2200	3000	3000	10200	02E		MN	
	Johnson St	Jordan St	US 276	Brevard	0.06	24	2	12		25	10200	2200	3000	3000	10200	02E		MN	
	Johnson St	US 276	French Broad St (SR 1544)	Brevard	0.22	18	2	9		25	10200	1900	2300	2300	10200	02E		MN	
TRAN0052-H	McLean Rd	US 64 / 276	Railroad Ave	Brevard	0.17	16	2	8		35	10200	3300	3700	3700	10200	02E	50	MN	B,P
	Morgan St	Johnson St	Gaston St	Brevard	0.07	15	2	7.5		35	10200	2200	3100	3100	10200	02C		MN	
	Morgan St	Gaston St	US 64 (Broad St)	Brevard	0.07	16	2	8		35	10200	2200	3100	3100	10200	02E		MN	
	Morgan St	US 64 (Broad St)	US 64 (Caldwell St)	Brevard	0.08	14	2	7		35	10200	1700	2400	2400	10200	02E		MN	
	Morgan St	US 64 (Caldwell St)	N Oaklawn Ave	Brevard	0.16	18	2	9		35	10200	3000	4200	4200	10200	02E		MN	
	Morris Rd	US 64 / 276	Ecusta Rd (SR 1512)	Brevard	0.6	18	2	9		35	10200	1900	2500	2500	10200	02E		MN	
TRAN0048-H	N Davidson River Rd	Indian Creek Rd (SR 1321)	Fish Hatchery Rd	Transylvania	3.78	18	2			55	12800	230	430	430	12800	02C	50	MN	B
	N Oaklawn Ave	Probart St	Main St (SR 1349)	Transylvania	0.07	24	2	12		35	10200	1600	2100	2100	10200	02E		MN	
	N Oaklawn Ave	Main St (SR 1349)	Morgan St	Transylvania	0.12	24	2	12		35	10200	1600	2100	2100	10200	02E		MN	
	N Oaklawn Ave	Morgan St	Railroad Ave	Transylvania	0.17	20	2	10		35	10200	1500	1900	1900	10200	02E		MN	
	N Oaklawn Ave	Railroad Ave	Hillview Cir	Transylvania	0.03	20	2	10		35	10200	1500	1900	1900	10200	02E		MN	
TRAN0017-H	N Oaklawn Ave	Hillview Cir	Carolina Ave	Transylvania	0.28	20	2	10		35	10200	1500	2200	2200	10200	02E	80	MN	B,P,M
TRAN0017-H	N Oaklawn Ave	Carolina Ave	Cashiers Valley Rd (SR 1344)	Transylvania	0.08		2			35	10200	1500	2000	2000	10200	02E	80	MN	B,P,M
	Probart St	US 64 (Broad St)	US 64 (Caldwell St)	Brevard	0.07	20	2			35	10200	2400	3100	3100	10200	02C		MN	
	Probart St	US 64 (Caldwell St)	N Oaklawn Ave	Brevard	0.17	24	2			35	10200	2400	3100	3100	10200	02A		MN	
	Probart St	N Oaklawn Ave	Railroad Ave	Brevard	0.06	24	2	12		35	10200	2400	2800	2800	10200	02E		MN	
TRAN0017-H	Railroad Ave	Probart St	W French Broad St	Brevard	0.19	24	2	12		35	10200	3100	3300	3300	10200	02E	80	MN	B,P,M
TRAN0017-H	Railroad Ave	Whitemire St	Commerce St	Brevard	0.12	20	2	10		35	10200	3300	3500	3500	10200	02E	80	MN	B,P,M
TRAN0017-H	Railroad Ave	Commerce St	McLean Rd	Brevard	0.22	18	2	9		35	10200	3300	3500	3500	10200	02E	80	MN	B,P,M
TRAN0017-H	Railroad Ave	Fisher Rd (SR 1356)	End of Poplar St / Start of New Location	Brevard	0.11					35	10200		4000	4000	10200	02E	80	MN	B,P,M
	W French Broad St	US 64	US 64 / US 276	Brevard	0.06	24	2	12	60	35	10200	1300	1600	1600	10200	02E	60	MN	
	W French Broad St	US 64 / US 276	Railroad Ave	Brevard	0.22	24	2	12	60	35	10200	460	500	500	10200	02E	60	MN	
	Whitmire St	US 64 / US 276	Railroad Ave	Brevard	0.22	24	2	12		35	10200	610	1700	1700	10200	02A		MN	

HIGHWAY																			
		Section				2017 Existing System							2045 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2017 Volume	2045 Volume E + C	2045 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Recommendations for Other Modes
	Blue Ridge Pkwy	Henderson County	US 276	Transylvania	4.98	20	2	10		45	14600	1100	2000	2000	14600	02C		MJ2	
	Blue Ridge Pkwy	US 276	NC 215	Transylvania	11.6	20	2	10		45	14600	500	900	900	14600	02C		MJ2	
TRAN0017-H		Hillview Cir	Probart St	Brevard	0.3								3700	3700		02E	80	MN	B,P,M
TRAN0017-H		McLean Rd	Fisher Rd (SR 1356)	Brevard	0.28								4000	4000		02E	80	MN	B,P,M
TRAN0017-H		End of Poplar St / Start of New Location	US 64 / 276	Brevard	0.21								4000	4000		02E	80	MN	B,P,M

An asterisk (*) in the Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment.

INTERSECTIONS

INTERSECTIONS							
				Existing		Proposed	
Local ID	Facility	Intersecting Facility	Jurisdiction	Type	Number	Structure Status	Facility Type
TRAN0043-H	Merrill Ln (SR 1535)	Little River	Transylvania	BRIDGE	870031	Improve	Bridge/Overpass
TRAN0008-M	US276	AVERY CREEK	Transylvania	CULVERT	870047	Proposed Bike/Ped	Bicycle/Pedestrian Bridge
TRAN0038-H	SR1109	FRENCH BROAD RIVER	Transylvania	BRIDGE	870049	Improve	Bridge/Overpass
TRAN0004-H	US 64 /276	NC 280	Brevard	None		Improve	Intersection
TRAN0009-H	US 64 (Rosman Hwy)	S Caldwell St	Brevard	Intersection		Improve	Intersection
TRAN0014-H	US 276 (Greenville Hwy)	Poplar Gap Rd	Transylvania	Intersection		Improve	Intersection
TRAN0015-H	Crab Creek Rd	Cascade Lake Rd	Transylvania	Intersection		Improve	Intersection
TRAN0016-H	US 64 (Rosman Hwy)	NC 215	Transylvania	Intersection		Improve	Intersection
TRAN0018-H	US 276 (Greenville Hwy)	Parkview Dr / Elm Bend Rd	Brevard	Intersection		Improve	Intersection
TRAN0051-H	McLean Rd	Railroad Ave	Brevard	Intersection		Improve	Intersection
TRAN0056-M	Brevard Greenway	Davidson River	Brevard	None		Proposed Bike/Ped	Bicycle/Pedestrian Bridge
TRAN0057-M	Sycamore Flats Recreational Area Greenway	Davidson River	Transylvania	None		Proposed Bike/Ped	Bicycle/Pedestrian Bridge
TRAN0058-M	Champion Park Greenway	French Broad River	Rosman	None		Proposed Bike/Ped	Bicycle/Pedestrian Bridge
TRAN0059-H	US 276 (Greenville Hwy)	Cascade Lake Rd	Transylvania	Intersection		Improve	Intersection
TRAN0060-H	Cascade Lake Rd (SR 1536)	Buckhorn Creek	Transylvania	CULVERT	870234	Improve	Bridge/Overpass

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION							
			Speed		Existing	Proposed	
Local ID	Facility/Corridor	Section (From - To)/Location	Limit (mph)	Distance (mi)	Type	Type	Other Modes
TRAN0005-T	Brickyard Rd Park and Ride	NC 280 and Brickyard Rd (SR 1323)				Park and Ride	
TRAN0004-T	Pisgah Forest Intersection Park and Ride	US 64 / US 276 / NC 280 Intersection				Park and Ride	
TRAN0001-T	US 64	US 178 - Old Rosman Hwy (SR 1388)	55	2.13		Rural Fixed Bus	
TRAN0001-T	US 64	Old Rosman Hwy (SR 1388) - Avian Ct (SR 1196)	55	0.68		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Avian Ct (SR 1196) - Garland Ct (SR 1190)	55	0.37		Rural Fixed Bus	
TRAN0001-T	US 64	Garland Ct (SR 1190) - Green Rd (SR 1127)	55	0.62		Rural Fixed Bus	
TRAN0001-T	US 64	Green Rd (SR 1127) - Cathey's Creek Church Rd (SR 1394)	55	0.42		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Cathey's Creek Church Rd (SR 1394) - Existing 4-Lane	55	0.15		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Existing 4-Lane - Field Xing (SR 1198)	55	0.14		Rural Fixed Bus	
TRAN0001-T	US 64	Field Xing (SR 1198) - Island Ford Rd (SR 1110)	55	0.36		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Island Ford Rd (SR 1110) - Pole Miller Rd (SR 1161)	55	0.4		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Pole Miller Rd (SR 1161) - Tom Rogers Rd (SR 1160)	55	0.45		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Tom Rogers Rd (SR 1160) - Brooks Rd (SR 1340)	55	0.29		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Brooks Rd (SR 1340) - Illahee Rd (SR 1114)	45	0.53		Rural Fixed Bus	
TRAN0001-T	US 64	Illahee Rd (SR 1114) - Nicholson Creek Rd (SR 1346)	45	0.53		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Nicholson Creek Rd (SR 1346) - Forest Hill Rd (SR 1123)	45	0.34		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Forest Hill Rd (SR 1123) - West Brevard Greenway	45	0.1		Rural Fixed Bus Routes	
TRAN0001-T	US 64	West Brevard Greenway - Caldwell St	35	0.2		Rural Fixed Bus	
TRAN0001-T	US 64	Caldwell St - Country Club Rd (SR 1116)	35	0.05		Rural Fixed Bus	
TRAN0001-T	US 64	Country Club Rd (SR 1116) - Morgan St	35	0.43		Rural Fixed Bus	
TRAN0001-T	US 64	Morgan St - US 276 (Main St)	35	0.12		Rural Fixed Bus	
TRAN0001-T	US 64	US 276 (Main St) - Probart St	35	0.06		Rural Fixed Bus	
TRAN0001-T	US 64	Probart St - French Broad St (SR 1544)	35	0.17		Rural Fixed Bus	

PUBLIC TRANSPORTATION							
			Speed		Existing	Proposed	
Local ID	Facility/Corridor	Section (From - To)/Location	Limit (mph)	Distance (mi)	Type	Type	Other Modes
TRAN0001-T	US 64	French Broad St (SR 1544) - Brevard College Dr	35	0.08		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Brevard College Dr - US 64 (Caldwell St)	35	0.12		Rural Fixed Bus	
TRAN0001-T	US 64	US 64 (Caldwell St) - Fisher Rd (SR 1356)	35	0.26		Rural Fixed Bus	
TRAN0001-T	US 64	Fisher Rd (SR 1356) - Old Hendersonville Hwy (SR 1504)	35	0.16		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Old Hendersonville Hwy (SR 1504) - Chestnut St (SR 1610)	35	0.32		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Chestnut St (SR 1610) - Osborne Rd (SR 1556)	35	0.17		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Osborne Rd (SR 1556) - Allison Rd	40	0.23		Rural Fixed Bus	
TRAN0001-T	US 64	Allison Rd - Hospital Dr (SR 1592)	45	0.36		Rural Fixed Bus	
TRAN0001-T	US 64	Hospital Dr (SR 1592) - Morris Rd (SR 1383)	45	0.55		Rural Fixed Bus Routes	
TRAN0001-T	US 64	Morris Rd (SR 1383) - Ecusta Rd (SR 1512)	45	0.72		Rural Fixed Bus	
TRAN0001-T	US 64	Ecusta Rd (SR 1512) - NC 280	45	0.18		Rural Fixed Bus	
TRAN0001-T	US 178	Old Rosman Hwy (SR 1388) - Main St (SR 1156)	25	0.29		Rural Fixed Bus Routes	
TRAN0001-T	US 178	Main St (SR 1156) - Old Turnpike Rd (SR 1135)	25	0.05		Rural Fixed Bus Routes	
TRAN0001-T	US 178	Old Turnpike Rd (SR 1135) - US 64	35	0.42		Rural Fixed Bus	
TRAN0001-T	Carolina Ave (SR 1347)	US 64 - Washington Ave	25	0.25		Rural Fixed Bus	
TRAN0001-T	Old Rosman Hwy (SR 1388)	US 178 - Ashe Rd (SR 1385)	25	0.09		Rural Fixed Bus	
TRAN0001-T	Old Rosman Hwy (SR 1388)	Ashe Rd (SR 1385) - Main St (SR 1156)	25	0.29		Rural Fixed Bus	
TRAN0001-T	Old Rosman Hwy (SR 1388)	Main St (SR 1156) - Old Rosman Hwy (SR 1195)	45	1.41		Rural Fixed Bus Routes	
TRAN0001-T	Old Rosman Hwy (SR 1388)	Old Rosman Hwy (SR 1195) - Cassell Rd (SR 1209)	45	0.41		Rural Fixed Bus Routes	
TRAN0001-T	Old Rosman Hwy (SR 1388)	Cassell Rd (SR 1209) - Old Rosman Hwy (SR 1195)	45	0.55		Rural Fixed Bus Routes	
TRAN0001-T	Old Rosman Hwy (SR 1388)	Old Rosman Hwy (SR 1195) - US 64	45	0.1		Rural Fixed Bus	
TRAN0001-T	Old Hendersonville Hwy (SR 1504)	Ecusta Rd (SR 1512) - Wilson Rd (SR 1540)	35	0.05		Rural Fixed Bus Routes	
TRAN0001-T	Old Hendersonville Hwy (SR 1504)	Wilson Rd (SR 1540) - Mountain Industrial Dr (SR 1615)	35	0.12		Rural Fixed Bus Routes	
TRAN0001-T	Old Hendersonville Hwy (SR 1504)	Mountain Industrial Dr (SR 1615) - Osborne Rd (SR 1556)	35	0.42		Rural Fixed Bus Routes	

PUBLIC TRANSPORTATION							
			Speed		Existing	Proposed	
Local ID	Facility/Corridor	Section (From - To)/Location	Limit (mph)	Distance (mi)	Type	Type	Other Modes
TRAN0001-T	Old Hendersonville Hwy (SR 1504)	Osborne Rd (SR 1556) - Highland Rd (SR 1552)	35	0.65		Rural Fixed Bus Routes	
TRAN0001-T	Old Hendersonville Hwy (SR 1504)	Highland Rd (SR 1552) - Oakdale Rd (SR 1551)	35	0.09		Rural Fixed Bus Routes	
TRAN0001-T	Old Hendersonville Hwy (SR 1504)	Oakdale Rd (SR 1551) - Park Ave (SR 1546)	35	0.05		Rural Fixed Bus Routes	
TRAN0001-T	Old Hendersonville Hwy (SR 1504)	Park Ave (SR 1546) - US 64	35	0.25		Rural Fixed Bus Routes	
TRAN0001-T	Ecusta Rd (SR 1512)	US 64 - Davidson River Connector	35	0.28		Rural Fixed Bus	
TRAN0001-T	Ecusta Rd (SR 1512)	Davidson River Connector - Morris Rd	35	0.47		Rural Fixed Bus	
TRAN0001-T	Ecusta Rd (SR 1512)	Morris Rd - Old Hendersonville Hwy (SR 1504)	35	0.61		Rural Fixed Bus Routes	
TRAN0001-T		Hillview Cir - Probart St		0.3		Rural Fixed Bus	
TRAN0001-T	Railroad Ave	Probart St - W French Broad St	35	0.19		Rural Fixed Bus	
TRAN0001-T	McLean Rd	US 64 / 276 - Railroad Ave	35	0.17		Rural Fixed Bus	
TRAN0001-T	Railroad Ave (SR 1351)	W French Broad St - Whitemire St	35	0.05		Rural Fixed Bus	
TRAN0001-T	Railroad Ave	Whitemire St - Commerce St	35	0.12		Rural Fixed Bus	
TRAN0001-T	Railroad Ave	Commerce St - McLean Rd	35	0.22		Rural Fixed Bus	
TRAN0001-T	Carolina Ave	Washington Ave - Oaklawn Ave	35	0.23		Rural Fixed Bus	
TRAN0001-T	N Oaklawn Ave	Railroad Ave - Hillview Cir	35	0.03		Rural Fixed Bus	
TRAN0001-T	N Oaklawn Ave	Hillview Cir - Carolina Ave	35	0.28		Rural Fixed Bus	
TRAN0001-T	Hendersonville Access Rd	US 64 / 276 - Old Henderson Hwy (SR 1504)	35	0.12		Rural Fixed Bus	
TRAN0002-T	NC 280	US 64 - NC 280	40	0.06		Regional Bus	
TRAN0002-T	NC 280	NC 280 - Deavor Rd (SR 1511)	40	0.04		Regional Bus	
TRAN0002-T	NC 280	Deavor Rd (SR 1511) - Capps Rd (SR 1598)	45	0.59		Regional Bus	
TRAN0002-T	NC 280	Capps Rd (SR 1598) - Hudlin Gap Rd (SR 1510)	45	0.54		Regional Bus Routes	
TRAN0002-T	NC 280	Hudlin Gap Rd (SR 1510) - Old NC 280 Hwy (SR 1361)	45	0.64		Regional Bus Routes	
TRAN0002-T	NC 280	Old NC 280 Hwy (SR 1361) - Sutton Creek Rd (SR 1362)	55	1.56		Regional Bus Routes	
TRAN0002-T	NC 280	Sutton Creek Rd (SR 1362) - Henderson County	55	1.58		Regional Bus Routes	
TRAN0003-T	US 64	NC 280 - Davidson River Connector	50	0.32		Regional Bus	
TRAN0003-T	US 64	Davidson River Connector - Deavor Rd (SR 1511)	50	0.13		Regional Bus Routes	

PUBLIC TRANSPORTATION							
			Speed		Existing	Proposed	
Local ID	Facility/Corridor	Section (From - To)/Location	Limit (mph)	Distance (mi)	Type	Type	Other Modes
TRAN0003-T	US 64	Deavor Rd (SR 1511) - Davidson River Rd (SR 1518)	50	0.18		Regional Bus Routes	
TRAN0003-T	US 64	Davidson River Rd (SR 1518) - Glade Creek Rd (SR 1521)	50	0.53		Regional Bus Routes	
TRAN0003-T	US 64	Glade Creek Rd (SR 1521) - Brown Rd (SR 1509)	50	0.56		Regional Bus Routes	
TRAN0003-T	US 64	Brown Rd (SR 1509) - Enon Rd (SR 1606)	55	0.72		Regional Bus	
TRAN0003-T	US 64	Enon Rd (SR 1606) - Lyday Loop (SR 1506)	55	0.55		Regional Bus	
TRAN0003-T	US 64	Lyday Loop (SR 1506) - Crab Creek Rd (SR 1528)	55	0.66		Regional Bus Routes	
TRAN0003-T	US 64	Crab Creek Rd (SR 1528) - Henderson County	55	2.77		Regional Bus Routes	

BICYCLE AND PEDESTRIAN

BICYCLE

Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System Cross-Section (ft)	Existing System Cross-Section lanes	Proposed System Type	Proposed System Cross-Section	Other Modes
TRAN0056-H	US 64	Jackson County - Upper Whitewater Rd (SR 1152)	1.35	20	2	Bike Lane	02A	H
TRAN0056-H	US 64	Upper Whitewater Rd (SR 1152) - Bear Wallow Rd (SR 1177)	1.2	20	2	Bike Lane	02A	H
TRAN0056-H	US 64	Bear Wallow Rd (SR 1177) - NC 281	0.29	20	2	Bike Lane	02A	H
TRAN0056-H	US 64	NC 281 - Toxaway Church Rd (SR 1300)	1.96	20	2	Bike Lane	02A	H
TRAN0002-H	US 64	Begin R-2409 - Flat Creek Valley Rd (SR 1147)	0.29	22	2	Bike Lane	02A	H
TRAN0002-H	US 64	Flat Creek Valley Rd (SR 1147) - Flat Creek Valley Rd (SR 1147)	1.72	22	2	Bike Lane	02A	H
TRAN0056-H	US 64	Flat Creek Valley Rd (SR 1147) - Silbersteen Rd (SR 1309)	0.94	22	2	Bike Lane	02A	H
TRAN0056-H	US 64	Silbersteen Rd (SR 1309) - Paul Mccoy Rd (SR 1144)	0.18	22	2	Bike Lane	02A	H
TRAN0056-H	US 64	Paul Mccoy Rd (SR 1144) - Frozen Creek Rd (SR 1143)	1.52	22	2	Bike Lane	02A	H
TRAN0056-H	US 64	Frozen Creek Rd (SR 1143) - Fork Loop (SR 1320)	0.6	22	2	Bike Lane	02A	H
TRAN0056-H	US 64	Fork Loop (SR 1320) - Old Turnpike Rd (SR 1135)	0.22	22	2	Bike Lane	02A	H
TRAN0056-H	US 64	Old Turnpike Rd (SR 1135) - NC 215	0.1	24	2	Bike Lane	02A	H
TRAN0056-H	US 64	NC 215 - US 178	0.58	24	2	Bike Lane	02A	H
TRAN0011-H	US 64	US 178 - Old Rosman Hwy (SR 1388)	2.13	24	2	Bike Lane	04H	H
TRAN0012-H	US 64	West Brevard Greenway - Caldwell St	0.2	64	4	Bike Lane	04G	H,M
TRAN0012-H	US 64	Caldwell St - Country Club Rd (SR 1116)	0.05	40	3	Bike Lane	04G	H,M
TRAN0063-B	US 64	Country Club Rd (SR 1116) - Morgan St	0.43	45	3	Bike Lane	02E	
TRAN0063-B	US 64	Morgan St - US 276 (Main St)	0.12	45	3	Bike Lane	02E	
TRAN0063-B	US 64	US 276 (Main St) - Probart St	0.06	47	3	Bike Lane	02E	
TRAN0063-B	US 64	Probart St - French Broad St (SR 1544)	0.17	47	3	Bike Lane	02E	
TRAN0063-B	US 64	French Broad St (SR 1544) - Brevard College Dr	0.08	60	3	Bike Lane	02E	
TRAN0063-B	US 64	Brevard College Dr - US 64 (Caldwell St)	0.12	60	3	Bike Lane	02E	
TRAN0005-H	US 64	US 64 (Caldwell St) - Fisher Rd (SR 1356)	0.26	60	4	Bike Lane	04D	H,P,M

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section			Cross-	Other
Local ID	Facility/Route	Section (From - To)	(mi)	(ft)	lanes	Type	Section	Modes
TRAN0005-H	US 64	Fisher Rd (SR 1356) - Old Hendersonville Hwy (SR 1504)	0.16	60	4	Bike Lane	04D	H,P,M
TRAN0005-H	US 64	Old Hendersonville Hwy (SR 1504) - Chestnut St (SR 1610)	0.32	60	4	Bike Lane	04D	H,P,M
TRAN0054-M	US 64	Glade Creek Rd (SR 1521) - Brown Rd (SR 1509)	0.56	24	2	Bike Lane	02A	
TRAN0054-M	US 64	Brown Rd (SR 1509) - Enon Rd (SR 1606)	0.72	24	2	Bike Lane	02A	
TRAN0054-M	US 64	Enon Rd (SR 1606) - Lyday Loop (SR 1506)	0.55	24	2	Bike Lane	02A	
TRAN0054-M	US 64	Lyday Loop (SR 1506) - Crab Creek Rd (SR 1528)	0.66	24	2	Bike Lane	02A	
TRAN0054-M	US 64	Crab Creek Rd (SR 1528) - Henderson County	2.77	24	2	Bike Lane	02A	
TRAN0021-H	US 178	South Carolina - Babb Rd (SR 1141)	1.75	19	2	Bike Lane	02A	H
TRAN0021-H	US 178	Babb Rd (SR 1141) - Line Runner Rd	0.64	19	2	Bike Lane	02A	H
TRAN0021-H	US 178	Line Runner Rd - Middlefork Rd (SR 1131)	1.56	19	2	Bike Lane	02A	H
TRAN0010-H	US 178	Middlefork Rd (SR 1131) - Old Toxaway Rd (SR 1139)	0.37	19	2	Bike Lane	02A	H
TRAN0010-H	US 178	Old Toxaway Rd (SR 1139) - E Fork Rd (SR 1107)	0.72	19	2	Bike Lane	02A	H
TRAN0010-H	US 178	E Fork Rd (SR 1107) - Snipes Rd (SR 1136)	0.17	19	2	Bike Lane	02A	H
TRAN0010-H	US 178	Snipes Rd (SR 1136) - Ed Owens Rd (SR 1132)	0.49	19	2	Bike Lane	02A	H
TRAN0010-H	US 178	Ed Owens Rd (SR 1132) - Main St (SR 1156)	0.11	24	2	Bike Lane	02A	H
TRAN0038-B	US 178	Main St (SR 1156) - Old Rosman Hwy (SR 1388)	0.13	20	2	Bike Lane	02C	
TRAN0054-H	US 178	Old Rosman Hwy (SR 1388) - Main St (SR 1156)	0.29	18	2	Bike Lane	02B	H
TRAN0054-H	US 178	Main St (SR 1156) - Old Turnpike Rd (SR 1135)	0.05	18	2	Bike Lane	02B	H
TRAN0054-H	US 178	Old Turnpike Rd (SR 1135) - US 64	0.42	24	2	Bike Lane	02B	H
TRAN0022-B	US 276	Solomon Jones Rd (SR 1559) - Summer Rd (SR 1558)	0.15	22	2	Bike Lane	02M	H

BICYCLE

Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Cross-Section				
				(ft)	lanes	Type	Cross-Section	
TRAN0022-B	US 276	Summer Rd (SR 1558) - Haskell Jones Rd (SR 1557)	1.03	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Haskell Jones Rd (SR 1557) - Cascade Lake Rd (SR 1536)	0.42	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Cascade Lake Rd (SR 1536) - Becky Mountain Rd (SR 1537)	0.48	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Becky Mountain Rd (SR 1537) - Cedar Ln (SR 1101)	1.09	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Cedar Ln (SR 1101) - Sherwood Ridge Rd (SR 1584)	0.35	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Sherwood Ridge Rd (SR 1584) - Fork Rd (SR 1107)	1.62	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Fork Rd (SR 1107) - Connestee Utilities Dr	1.4	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Connestee Utilities Dr - Connestee Rd (SR 1112)	1.16	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Connestee Rd (SR 1112) - Island Ford Rd (SR 1110)	0.68	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Island Ford Rd (SR 1110) - Barclay Rd (SR 1207)	1.09	22	2	Bike Lane	02M	H
TRAN0022-B	US 276	Barclay Rd (SR 1207) - Becky Mountain Rd (SR 1537)	0.65	22	2	Bike Lane	02M	H
TRAN0022-H	US 276	Becky Mountain Rd (SR 1537) - Wilson Rd (SR 1540)	0.38	24	2	Bike Lane	02M	H,M
TRAN0023-H	US 276	Avery Creek Road - Fish Hatchery Rd (SR 1408)	3.1	20	2	Bike Lane	02B	H
TRAN0019-B	US 276	Fish Hatchery Rd (SR 1408) - Haywood	9.76	21	2	Bike Lane	02C	
TRAN0063-B	US 64 BUS	US 64 - Silversteen Dr	0.24	30	2	Bike Lane	03B	
TRAN0063-B	US 64 BUS	Silversteen Dr - Morgan St	0.25	30	2	Bike Lane	03B	
TRAN0063-B	US 64 BUS	Morgan St - Main St (SR 1349)	0.12	30	2	Bike Lane	02E	
TRAN0063-B	US 64 BUS	Main St (SR 1349) - Probart St	0.06	28	3	Bike Lane	03C	
TRAN0063-B	US 64 BUS	Probart St - French Broad St	0.18	28	3	Bike Lane	03C	
TRAN0063-B	US 64 BUS	French Broad St - Whitmire St	0.09	28	3	Bike Lane	03C	
TRAN0063-B	US 64 BUS	Whitmire St - US 64	0.12	28	3	Bike Lane	03C	
TRAN0025-H	NC 215	US 64 - Diamond Creek Rd (SR 1322)	0.86	16	2	Bike Lane	02A	H
TRAN0025-H	NC 215	Diamond Creek Rd (SR 1322) - Macedonia Church Rd (SR 1326)	5.19	16	2	Bike Lane	02A	H

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section			Cross-	Other
Local ID	Facility/Route	Section (From - To)	(mi)	(ft)	lanes	Type	Section	Modes
TRAN0021-B	NC 215	Macedonia Church Rd (SR 1326) - Old Wagon Rd (SR 1379)	1.11	20	2	Bike Lane	02C	
TRAN0021-B	NC 215	Old Wagon Rd (SR 1379) - Shoal Creek Rd (SR 1327)	0.74	20	2	Bike Lane	02C	
TRAN0021-B	NC 215	Shoal Creek Rd (SR 1327) - River Rd (SR 1378)	0.45	20	2	Bike Lane	02C	
TRAN0021-B	NC 215	River Rd (SR 1378) - Tanasee Gap Rd (SR 1324)	0.34	20	2	Bike Lane	02C	
TRAN0021-B	NC 215	Tanasee Gap Rd (SR 1324) - Indian Creek Rd (SR 1321)	0.54	20	2	Bike Lane	02C	
TRAN0021-B	NC 215	Indian Creek Rd (SR 1321) - Jackson County	4.62	20	2	Bike Lane	02C	
TRAN0021-B	NC 215	Jackson County - Jackson County	2.65	20	2	Bike Lane	02C	
TRAN0021-B	NC 215	Jackson County - Blue Ridge Parkway	0.53	20	2	Bike Lane	02C	
TRAN0030-B	NC 281	NC 281 - 1306 Rd (SR 1306)	1.78	14	2	Bike Lane	02A	H
TRAN0030-B	NC 281	1306 Rd (SR 1306) - Silversteen Rd (SR 1309)	0.78	20	2	Bike Lane	02A	H
TRAN0024-B	NC 281	Silversteen Rd (SR 1309) - Shelton Rd (SR 1307)	1.89	20	2	Bike Lane	02C	
TRAN0024-B	NC 281	Shelton Rd (SR 1307) - Kim Miller Rd (SR 1304)	2.11	20	2	Bike Lane	02C	
TRAN0024-B	NC 281	Kim Miller Rd (SR 1304) - Cold Mountain Rd (SR 1302)	0.39	20	2	Bike Lane	02C	
TRAN0026-H	NC 281	Cold Mountain Rd (SR 1302) - US 64	0.89	20	2	Bike Lane	02B	H
TRAN0025-B	NC 281	US 64 - Walter Mcneely Rd (SR 1170)	0.14	20	2	Bike Lane	02C	
TRAN0025-B	NC 281	Walter Mcneely Rd (SR 1170) - Bear Wallow Rd (SR 1177)	0.31	20	2	Bike Lane	02C	
TRAN0025-B	NC 281	Bear Wallow Rd (SR 1177) - Brewer Rd (SR 1189)	3.23	20	2	Bike Lane	02C	
TRAN0025-B	NC 281	Brewer Rd (SR 1189) - NC 281	4.06	20	2	Bike Lane	02C	
TRAN0047-B	Walnut Hollow Rd (SR 1103)	Island Ford Rd (SR 1110) - Hannah Ford Rd (SR 1109)	0.5	20	2	Bike Lane	02C	
TRAN0047-B	Walnut Hollow Rd (SR 1103)	Hannah Ford Rd (SR 1109) - Ugugu Dr	1.51	20	2	Bike Lane	02C	
TRAN0047-B	Walnut Hollow Rd (SR 1103)	Ugugu Dr - E Fork Rd (SR 1107)	1.3	20	2	Bike Lane	02C	
TRAN0046-B	Glady Fork Rd (SR 1105)	Fork Rd (SR 1107) - South Carolina	4.15	20	2	Bike Lane		
TRAN0045-B	East Fork Rd (SR 1107)	US 276 - Happy Acres Rd (SR 1102)	1.41	20	2	Bike Lane	02C	

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section			Cross-	Other
Local ID	Facility/Route	Section (From - To)	(mi)	(ft)	lanes	Type	Section	Modes
TRAN0045-B	East Fork Rd (SR 1107)	Happy Acres Rd (SR 1102) - Hondah Rd (SR 1173)	0.32	20	2	Bike Lane	02C	
TRAN0045-B	East Fork Rd (SR 1107)	Hondah Rd (SR 1173) - Pine Shore Dr	1.33	18	2	Bike Lane	02C	
TRAN0045-B	East Fork Rd (SR 1107)	Pine Shore Dr - Dolly Masters Rd (SR 1104)	2.36	18	2	Bike Lane	02C	
TRAN0045-B	East Fork Rd (SR 1107)	Dolly Masters Rd (SR 1104) - Glady Fork Rd (SR 1105)	1.58	18	2	Bike Lane	02C	
TRAN0045-B	East Fork Rd (SR 1107)	Glady Fork Rd (SR 1105) - Walnut Hollow Rd (SR 1103)	1.48	18	2	Bike Lane	02C	
TRAN0032-H	East Fork Rd (SR 1107)	Walnut Hollow Rd (SR 1103) - Powell Town Rd (SR 1130)	3.08	16	2	Bike Lane	02C	H
TRAN0032-H	East Fork Rd (SR 1107)	Powell Town Rd (SR 1130) - Middlefork Rd (SR 1131)	0.28	12	2	Bike Lane	02C	H
TRAN0032-H	East Fork Rd (SR 1107)	Middlefork Rd (SR 1131) - US 178	0.32	12	2	Bike Lane	02C	H
TRAN0042-B	Hannah Ford Rd (SR 1109)	Old Rosman Hwy (SR 1195) - Green Rd (SR 1127)	2.61	18	2	Bike Lane	02B	
TRAN0042-B	Hannah Ford Rd (SR 1109)	Green Rd (SR 1127) - Walnut Hollow Rd (SR 1103)	1.42	18	2	Bike Lane	02B	
TRAN0040-H	Island Ford Rd (SR 1110)	US 64 - Otto Alexander Rd (SR 1126)	0.66	18	2	Bike Lane	02B	H
TRAN0040-H	Island Ford Rd (SR 1110)	Otto Alexander Rd (SR 1126) - Pole Miller Rd (SR 1161)	0.06	18	2	Bike Lane	02B	H
TRAN0040-H	Island Ford Rd (SR 1110)	Pole Miller Rd (SR 1161) - Country Club Rd (SR 1113)	1.17	18	2	Bike Lane	02B	H
TRAN0040-H	Island Ford Rd (SR 1110)	Country Club Rd (SR 1113) - Walnut Hollow Rd (SR 1103)	0.89	18	2	Bike Lane	02B	H
TRAN0040-H	Island Ford Rd (SR 1110)	Walnut Hollow Rd (SR 1103) - Connestee Rd (SR 1112)	0.69	16	2	Bike Lane	02B	H
TRAN0069-B	Island Ford Rd (SR 1110)	Connestee Rd (SR 1112) - US 276	1.34	16	2	Bike Lane		
TRAN0030-H	S Country Club Rd (SR 1113)	Island Ford Rd (SR 1110) - Riverside Est (SR 1184)	1.03	16	2	Bike Lane	02C	H,M
TRAN0030-H	S Country Club Rd (SR 1113)	Riverside Est (SR 1184) - Country Club Rd (SR 1116)	0.62	16	2	Bike Lane	02C	H,M
TRAN0043-B	Illahee Rd (SR 1114)	Country Club Rd (SR 1116) - Cardinal Dr (SR 1191)	0.16	19	2	Bike Lane	02C	
TRAN0043-B	Illahee Rd (SR 1114)	Cardinal Dr (SR 1191) - Illahee Pt (SR 1124)	0.63	19	2	Bike Lane	02C	
TRAN0043-B	Illahee Rd (SR 1114)	Illahee Pt (SR 1124) - US 64	0.3	19	2	Bike Lane	02C	

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section			Cross-	Other
Local ID	Facility/Route	Section (From - To)	(mi)	(ft)	lanes	Type	Section	Modes
TRAN0030-H	N Country Club Rd (SR 1116)	S Country Club Cir (SR 1115) - Country Club Cir (SR 1115)	0.16	19	2	Bike Lane	02C	H,M
TRAN0030-H	N Country Club Rd (SR 1116)	Country Club Cir (SR 1115) - Country Club Cir (SR 1115)	0.3	19	2	Bike Lane	02C	H,M
TRAN0030-H	N Country Club Rd (SR 1116)	Country Club Cir (SR 1115) - Meadowbrook Cir (SR 1186)	0.25	16	2	Bike Lane	02C	H,M
TRAN0030-H	N Country Club Rd (SR 1116)	Meadowbrook Cir (SR 1186) - Woodland Terrace (SR 1121)	0.37	18	2	Bike Lane	02C	H,M
TRAN0009-M	N Country Club Rd (SR 1116)	Gallimore Rd (SR 1118) - Gillespie Cir	0.05	20	2	Bike Lane	02O	M
TRAN0068-B	Green Rd (SR 1127)	Hannah Ford Rd (SR 1109) - Monteith Rd (SR 1197)	0.96	16	2	Bike Lane	02B	
TRAN0055-H	Green Rd (SR 1127)	Monteith Rd (SR 1197) - US 64	0.06	20	2	Bike Lane	02B	H
TRAN0039-B	Middlefork Rd (SR 1131)	Fork Rd (SR 1107) - US 178	1.12	18	2	Bike Lane	02B	
TRAN0036-B	Old Turnpike Rd (SR 1135)	US 64 - Jarrett Rd (SR 1157)	0.07	16	2	Bike Lane	02C	
TRAN0036-B	Old Turnpike Rd (SR 1135)	Jarrett Rd (SR 1157) - Burnt Row Rd	0.75	16	2	Bike Lane	02C	
TRAN0036-B	Old Turnpike Rd (SR 1135)	Burnt Row Rd - US 178	0.16	16	2	Bike Lane	02C	
TRAN0026-B	Old Toxaway Rd (SR 1139)	Frozen Creek Rd (SR 1143) - US 178	3.78	18	2	Bike Lane	02C	
TRAN0026-B	Frozen Creek Rd (SR 1143)	US 64 - Bothy Rd (SR 1168)	0.53	16	2	Bike Lane	02C	
TRAN0026-B	Frozen Creek Rd (SR 1143)	Bothy Rd (SR 1168) - Old Toxaway Rd (SR 1139)	4.84	18	2	Bike Lane	02C	
TRAN0042-H	Main St (SR 1156)	US 178 - US 178	0.24	20	2	Bike Lane	02C	H
TRAN0042-H	Main St (SR 1156)	US 178 - Depot St	0.27	20	2	Bike Lane	02C	H
TRAN0042-H	Main St (SR 1156)	Depot St - Old Rosman Hwy (SR 1388)	0.16	20	2	Bike Lane	02C	H
TRAN0040-B	Old County Home Rd E (SR 1159)	DEAD-END - Knox Xing (SR 1199)	0.63	18	2	Bike Lane	02B	
TRAN0040-H	Pole Miller Rd (SR 1161)	US 64 - Pole Miller Ext (SR 1125)	0.39	18	2	Bike Lane	02B	H
TRAN0040-H	Pole Miller Rd (SR 1161)	Pole Miller Ext (SR 1125) - Island Ford Rd (SR 1110)	0.04	16	2	Bike Lane	02B	H
TRAN0042-B	Calvert Rd (SR 1195)	Old Rosman Hwy (SR 1388) - Lyons Mountain Rd (SR 1129)	0.04	12	2	Bike Lane	02B	
TRAN0042-B	Calvert Rd (SR 1195)	Lyons Mountain Rd (SR 1129) - Hannah Ford Rd (SR 1109)	0.65	16	2	Bike Lane	02B	
TRAN0042-B	Calvert Rd (SR 1195)	Hannah Ford Rd (SR 1109) - Whitmire Rd (SR 1128)	0.42	16	2	Bike Lane	02B	
TRAN0042-B	Calvert Rd (SR 1195)	Whitmire Rd (SR 1128) - Old Rosman Hwy (SR 1388)	0.08	16	2	Bike Lane	02B	

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section			Cross-	Other
Local ID	Facility/Route	Section (From - To)	(mi)	(ft)	lanes	Type	Section	Modes
TRAN0103-B	Grove Bridge Rd (SR 1202)	Grove Bridge Rd (SR 1503) - Pleasant Grove Rd (SR 1191)	0.21	20	2	Bike Lane	02A	
TRAN0043-B	Barclay Rd (SR 1207)	US 276 - Country Club Rd (SR 1113)	1.81	18	2	Bike Lane	02C	
TRAN0023-B	Cold Mountain Rd (SR 1301)	Cold Mountain Rd (SR 1302) - Jackson	5.62	18	2	Bike Lane	04C	
TRAN0023-B	Cold Mountain Rd (SR 1302)	NC 281 - Cold Mountain Rd (SR 1301)	0.12	14	2	Bike Lane	04C	
TRAN0032-B	Kim Miller Rd (SR 1304)	NC 281 - Homer Mccall Rd (SR 1398)	2.27	20	2	Bike Lane	02C	
TRAN0032-B	Kim Miller Rd (SR 1304)	Homer Mccall Rd (SR 1398) - Reid Rd (SR 1316)	0.21	20	2	Bike Lane	02C	
TRAN0032-B	Kim Miller Rd (SR 1304)	Reid Rd (SR 1316) - US 64	0.57	19	2	Bike Lane	02C	
TRAN0030-B	Silversteen Rd (SR 1309)	NC 281 - Macedonia Church Rd (SR 1326)	2.18	18	2	Bike Lane	02A	H
TRAN0029-B	Silversteen Rd (SR 1309)	Macedonia Church Rd (SR 1326) - Richland Creek Rd (SR 1312)	2.16	18	2	Bike Lane	02C	
TRAN0029-B	Silversteen Rd (SR 1309)	Richland Creek Rd (SR 1312) - Diamond Creek Rd (SR 1322)	0.16	18	2	Bike Lane	02C	
TRAN0029-B	Silversteen Rd (SR 1309)	Diamond Creek Rd (SR 1322) - US 64	3.63	12	2	Bike Lane	02C	
TRAN0034-B	Reid Rd (SR 1316)	US 64 - Kim Miller Rd (SR 1304)	0.92	20	2	Bike Lane	02C	
TRAN0033-B	Old Quebec Rd (SR 1318)	Kim Miller Rd (SR 1304) - Homer Mccall Rd (SR 1319)	1.06	20	2	Bike Lane	02B	
TRAN0033-B	Old Quebec Rd (SR 1318)	Homer Mccall Rd (SR 1319) - Silversteen Rd (SR 1309)	0.26	20	2	Bike Lane	02B	
TRAN0027-B	Indian Creek Rd (SR 1321)	NC 215 - Shoal Creek Rd (SR 1327)	2.09	20	2	Bike Lane	02A	
TRAN0031-B	Diamond Creek Rd (SR 1322)	Silversteen Rd (SR 1309) - NC 215	4.44	20	2	Bike Lane	02A	
TRAN0028-B	Tanasee Gap Rd (SR 1324)	Tanasee Gap Rd (SR 1324) - Pressley Fields Rd (SR 1325)	1.4	18	2	Bike Lane	02C	
TRAN0028-B	Tanasee Gap Rd (SR 1324)	Pressley Fields Rd (SR 1325) - Jackson	4.49	18	2	Bike Lane	02C	
TRAN0030-B	Macedonia Church Rd (SR 1326)	Old Wagon Rd (SR 1379) - Kitchen Loop Rd (SR 1310)	3.01	18	2	Bike Lane	02A	H
TRAN0030-B	Macedonia Church Rd (SR 1326)	Kitchen Loop Rd (SR 1310) - Silversteen Rd (SR 1309)	0.68	18	2	Bike Lane	02A	H
TRAN0048-H	Shoal Creek Rd (SR 1327)	Clinic Rd (SR 1328) - Indian Creek Rd (SR 1321)	2.29	18	2	Bike Lane	02C	H
TRAN0040-B	Selica Rd (SR 1338)	US 64 - Bryson Rd (SR 1339)	0.53	18	2	Bike Lane	02B	
TRAN0040-B	Selica Rd (SR 1338)	Bryson Rd (SR 1339) - Cathey's Creek Rd (SR 1401)	0.28	24	2	Bike Lane	02B	
TRAN0060-M	Probart St (SR 1348)	Music Camp Rd (SR 1350) - None	0.21	16	2	Bike Lane	02N	
TRAN0040-B	Cherryfield Lp (SR 1392)	US 64 - Cherryfield Creek Rd (SR 1332)	0.29	18	2	Bike Lane	02B	

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section			Cross-	Other
Local ID	Facility/Route	Section (From - To)	(mi)	(ft)	lanes	Type	Section	Modes
TRAN0040-B	Cherryfield Lp (SR 1392)	Cherryfield Creek Rd (SR 1332) - US 64	0.26	18	2	Bike Lane	02B	
TRAN0040-B	Cathey's Creek Church Rd (SR 1394)	US 64 - US 64	1.13	18	2	Bike Lane	02B	
TRAN0040-B	Cathey's Creek Rd (SR 1401)	US 64 - Selica Rd (SR 1338)	0.02	24	2	Bike Lane	02B	
TRAN0048-H	Clinic Rd (SR 1328) (SR 1405)	NC 215 - Shoal Creek Rd (SR 1327)	0.11	18	2	Bike Lane	02A	H
TRAN0048-H	Fish Hatchery Rd (SR 1408)	US 276 - N Davidson River Rd	3.15	18	2	Bike Lane	02C	H
TRAN0103-B	Blantyre Church Rd (SR 1501)	King Rd (SR 1502) - Turnpike Rd (SR 1325)	0.51	18	2	Bike Lane	02C	
TRAN0041-H	King Rd (SR 1502)	NC 280 - King Cir (SR 1582)	1.64	17	2	Bike Lane	02C	H
TRAN0041-H	King Rd (SR 1502)	King Cir (SR 1582) - Blantyre Church Rd	0.87	17	2	Bike Lane	02C	H
TRAN0041-H	King Rd (SR 1502)	Blantyre Church Rd - US 64	0.38	17	2	Bike Lane	02C	H
TRAN0103-B	Grove Bridge Rd (SR 1503)	Grove Bridge Rd (SR 1202) - US 64	0.17	20	2	Bike Lane	02E	
TRAN0015-B	Old Hendersonville Hwy (SR 1504)	Crab Creek Rd (SR 1528) - Williams Rd (SR 1525)	1.14	18	2	Bike Lane	02A	
TRAN0015-B	Old Hendersonville Hwy (SR 1504)	Williams Rd (SR 1525) - Enon Rd (SR 1606)	0.1	18	2	Bike Lane	02A	
TRAN0015-B	Old Hendersonville Hwy (SR 1504)	Enon Rd (SR 1606) - Glade Creek Rd (SR 1521)	1.14	18	2	Bike Lane	02A	
TRAN0015-B	Old Hendersonville Hwy (SR 1504)	Glade Creek Rd (SR 1521) - Everett Rd (SR 1533)	0.76	18	2	Bike Lane	02A	
TRAN0015-B	Old Hendersonville Hwy (SR 1504)	Everett Rd (SR 1533) - Ecusta Rail Trail	0.74	18	2	Bike Lane	02A	
TRAN0046-H	Old Hendersonville Hwy (SR 1504)	Ecusta Rail Trail - Davidson River Rd (SR 1518)	0.09	18	2	Bike Lane	02A	H,M
TRAN0046-H	Old Hendersonville Hwy (SR 1504)	Davidson River Rd (SR 1518) - Ecusta Rd (SR 1512)	0.19	18	2	Bike Lane	02A	H,M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Ecusta Rd (SR 1512) - Wilson Rd (SR 1540)	0.05	18	2	Bike Lane	02N	H,M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Wilson Rd (SR 1540) - Mountain Industrial Dr (SR 1615)	0.12	18	2	Bike Lane	02N	H,M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Mountain Industrial Dr (SR 1615) - Osborne Rd (SR 1556)	0.42	18	2	Bike Lane	02N	H,M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Osborne Rd (SR 1556) - Highland Rd (SR 1552)	0.65	18	2	Bike Lane	02N	H,M
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Highland Rd (SR 1552) - Oakdale Rd (SR 1551)	0.09	18	2	Bike Lane	02N	H,M

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section			Cross-	Other
Local ID	Facility/Route	Section (From - To)	(mi)	(ft)	lanes	Type	Section	Modes
TRAN0045-H	Old Hendersonville Hwy (SR 1504)	Oakdale Rd (SR 1551) - Park Ave (SR 1546)	0.05	18	2	Bike Lane	02N	H,M
TRAN0053-M	Hudlin Gap Rd (SR 1510)	NC 280 - Capps Rd (SR 1598)	1.22	17	2	Bike Lane	02O	
TRAN0103-B	Talley Rd (SR 1527)	Pleasant Grove Rd (SR 1191) - Crab Creek Rd (SR 1528)	2.39	18	2	Bike Lane	02C	
TRAN0031-H	Crab Creek Rd (SR 1528)	US 64 - Old Hendersonville Hwy (SR 1504)	0.05	22	2	Bike Lane	02B	H
TRAN0031-H	Crab Creek Rd (SR 1528)	Old Hendersonville Hwy (SR 1504) - Old US 64 (SR 1526)	0.11	22	2	Bike Lane	02B	H
TRAN0031-H	Crab Creek Rd (SR 1528)	Old US 64 (SR 1526) - Talley Rd (SR 1527)	0.77	22	2	Bike Lane	02B	H
TRAN0031-H	Crab Creek Rd (SR 1528)	Talley Rd (SR 1527) - Everett Rd (SR 1533)	0.52	18	2	Bike Lane	02B	H
TRAN0031-H	Crab Creek Rd (SR 1528)	Everett Rd (SR 1533) - Kanuga Rd (SR 1127)	2.64	18	2	Bike Lane	02B	H
TRAN0035-H	Everett Rd (SR 1533)	Crab Creek Rd (SR 1528) - Hart Rd (SR 1534)	0.72	18	2	Bike Lane	02B	H
TRAN0035-H	Everett Rd (SR 1533)	Hart Rd (SR 1534) - Red Fox Dr (SR 1617)	1.1	18	2	Bike Lane	02B	H
TRAN0035-H	Everett Rd (SR 1533)	Red Fox Dr (SR 1617) - Old Hendersonville Hwy (SR 1504)	1.39	18	2	Bike Lane	02B	H
TRAN0050-B	Hart Rd (SR 1534)	Cascade Lake Rd (SR 1536) - Valley View Vista Dr	1.86	16	2	Bike Lane	02C	
TRAN0050-B	Hart Rd (SR 1534)	Valley View Vista Dr - Everett Rd (SR 1533)	0.53	16	2	Bike Lane	02C	
TRAN0050-B	Cascade Lake Rd (SR 1536)	Friendly Farm Rd (SR 1564) - Merrill Ln (SR 1535)	0.2	16	2	Bike Lane	02C	
TRAN0050-B	Cascade Lake Rd (SR 1536)	Merrill Ln (SR 1535) - Little River Campground Rd (SR 1570)	0.76	16	2	Bike Lane	02C	
TRAN0050-B	Cascade Lake Rd (SR 1536)	Little River Campground Rd (SR 1570) - Hart Rd (SR 1534)	0.19	16	2	Bike Lane	02C	
TRAN0050-B	Cascade Lake Rd (SR 1536)	Hart Rd (SR 1534) - Staton Rd (SR 1591)	4.93	20	2	Bike Lane	02C	
TRAN0050-B	Cascade Lake Rd (SR 1536)	Staton Rd (SR 1591) - US 276	2.5	20	2	Bike Lane	02C	
TRAN0006-H	Wilson Rd (SR 1540)	Old Hendersonville Hwy (SR 1504) - Glen Cannon Dr (SR 1580)	1.43	16	2	Bike Lane	02B	H

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section			Cross-	Other
Local ID	Facility/Route	Section (From - To)	(mi)	(ft)	lanes	Type	Section	Modes
TRAN0006-H	Wilson Rd (SR 1540)	Glen Cannon Dr (SR 1580) - Elm Bend Rd (SR 1543)	1.08	16	2	Bike Lane	02B	H
TRAN0006-H	Wilson Rd (SR 1540)	Elm Bend Rd (SR 1543) - US 276	1.17	16	2	Bike Lane	02B	H
TRAN0051-B	Bert Lane Rd (SR 1542)	US 276 - Elm Bend Rd (SR 1543)	0.75	18	2	Bike Lane		
TRAN0070-B	E French Broad St (SR 1544)	Park Ave (SR 1546) - Johnson St	0.44	18	2	Bike Lane	02E	
TRAN0070-B	E French Broad St (SR 1544)	Johnson St - US 64	0.13	18	2	Bike Lane	02E	
TRAN0048-B	Solomon Jones Rd (SR 1559)	US 276 - South Carolina	0.22	18	2	Bike Lane	02C	
TRAN0048-B	Solomon Jones Rd (SR 1559)	South Carolina - Seldon-Emerson Rd (SR 1578)	1.66	18	2	Bike Lane	02C	
TRAN0048-B	Solomon Jones Rd (SR 1559)	Seldon-Emerson Rd (SR 1578) - South Carolina	0.78	18	2	Bike Lane	02C	
TRAN0048-B	Solomon Jones Rd (SR 1559)	South Carolina - DEAD-END	0.01	18	2	Bike Lane	02C	
TRAN0053-M	Upper Glade Creek Rd (SR 1583)	US 64 - US 64	0.27	18	2	Bike Lane	02C	
TRAN0050-B	Staton Rd (SR 1591)	Cascade Lake Rd (SR 1536) - Dupont Ln (SR 1593)	1.31	20	2	Bike Lane	02C	
TRAN0050-B	Staton Rd (SR 1591)	Dupont Ln (SR 1593) - Henderson	2.95	22	2	Bike Lane	02B	
TRAN0056-B	Hospital Dr (SR 1592)	Cedar Hill Apartments - Medical Park Dr	0.09	24	2	Bike Lane		
TRAN0053-M	Capps Rd (SR 1598)	Hudlin Gap Rd (SR 1510) - Upper Glade Creek Rd (SR 1583)	0.14	18	2	Bike Lane	02C	
TRAN0060-M	Probart St	Railroad Ave - Hampton Rd	0.42		2	Bike Lane	02O	
TRAN0017-H	N Oaklawn Ave	Hillview Cir - Carolina Ave	0.28	20	2	Bike Lane	02E	H,P,M
TRAN0070-B	W French Broad St	US 64 - US 64 / US 276	0.06	24	2	Bike Lane	02E	
	W Jordan St	US 64 (Broad St) - Oaklawn Ave	0.25			Bike Lane		
TRAN0086-P	Varsity St	US 64 (S Broad St) - S Gaston St	0.08			Bike Lane	02H	P
	Johnson St	Jordan St - US 276	0.06	24	2	Bike Lane	02E	
TRAN0086-P	S Gaston St	Varsity St - E Morgan St	0.23			Bike Lane	02H	P
	Johnson St	US 276 - French Broad St (SR 1544)	0.22	18	2	Bike Lane	02E	
TRAN0048-H	N Davidson River Rd	Indian Creek Rd (SR 1321) - Fish Hatchery Rd	3.78	18	2	Bike Lane	02C	H
	Morgan St	Gaston St - US 64 (Broad St)	0.07	16	2	Bike Lane	02E	
	Morgan St	US 64 (Broad St) - US 64 (Caldwell St)	0.08	14	2	Bike Lane	02E	
	Morgan St	US 64 (Caldwell St) - N Oaklawn Ave	0.16	18	2	Bike Lane	02E	
	E Jordan St	None - None	0.07			Bike Lane		
TRAN0045-H	Hendersonville Access Rd	US 64 / 276 - Old Henderson Hwy (SR 1504)	0.12	12	1	Bike Lane	02E	H,M
	E Jordan St W	US 64 (Braod St) - Gaston St	0.08			Bike Lane		

PEDESTRIAN								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Other Modes
TRAN0079-P	Straus Pkwy (None)	US 64 - Pine Mountain Trail	0.46			Sidewalk	Both	
TRAN0090-P	Silversteen Park	US 276 - Pine St	0.12			Sidewalk	Both	
TRAN0012-H	US 64	Illahee Rd (SR 1114) - Nicholson Creek Rd (SR 1346)	0.53			Sidewalk	Both	H,M
TRAN0012-H	US 64	Nicholson Creek Rd (SR 1346) - Forest Hill Rd (SR 1123)	0.34			Sidewalk	Both	H,M
TRAN0012-H	US 64	Forest Hill Rd (SR 1123) - West Brevard Greenway	0.1			Sidewalk	Both	H,M
TRAN0012-H	US 64	West Brevard Greenway - Caldwell St	0.2			Sidewalk	Both	H,M
TRAN0012-H	US 64	Caldwell St - Country Club Rd (SR 1116)	0.05			Sidewalk	Both	H,M
TRAN0005-H	US 64	US 64 (Caldwell St) - Fisher Rd (SR 1356)	0.26			Sidewalk	Both	H,B,M
TRAN0005-H	US 64	Fisher Rd (SR 1356) - Old Hendersonville Hwy (SR 1504)	0.16			Sidewalk	Both	H,B,M
TRAN0005-H	US 64	Old Hendersonville Hwy (SR 1504) - Chestnut St (SR 1610)	0.32			Sidewalk	Both	H,B,M
TRAN0054-H	US 178	Old Rosman Hwy (SR 1388) - Main St (SR 1156)	0.29			Sidewalk	Both	H
TRAN0054-H	US 178	Main St (SR 1156) - Old Turnpike Rd (SR 1135)	0.05			Sidewalk	Both	H
TRAN0054-H	US 178	Old Turnpike Rd (SR 1135) - US 64	0.42			Sidewalk	Both	H
TRAN0006-M	US 276	Gallimore Rd (SR 1118) - Parkview Dr (SR 1612)	0.09			Sidewalk	Both	
TRAN0001-H	US 64 BUS	US 64 - Silversteen Dr	0.24			Sidewalk	Both	H,B
TRAN0036-B	Old Turnpike Rd (SR 1135)	Burnt Row Rd - US 178	0.16			Sidewalk	Both	B
TRAN0091-P	Carolina Ave (SR 1347)	US 64 - Washington Ave	0.25			Sidewalk	Both	
TRAN0060-M	Probart St (SR 1348)	Music Camp Rd (SR 1350) - None	0.21	Sidewalk		Sidewalk	Both	B
TRAN0081-P	Tinsley Rd (SR 1353)	Whitmire St (SR 1351) - Elliott Rd (SR 1355)	0.34			Sidewalk	Both	
TRAN0081-P	Kings Creek Rd (SR 1354)	Tinsley Rd (SR 1353) - Millbrook Dr	0.11			Sidewalk	Both	
TRAN0034-H	Elm Bend Rd (SR 1543)	Delphia Dr - E View Dr	0.24			Sidewalk	Both	H,B
TRAN0058-B	Oakdale Rd (SR 1551)	Osborne Rd (SR 1556) - Old Hendersonville Hwy (SR 1504)	0.35			Sidewalk	Both	
TRAN0058-B	Azalea Ave (SR 1554)	Oakdale Rd (SR 1551) - Old Hendersonville Hwy (SR 1504)	0.3			Sidewalk	Both	

PEDESTRIAN								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Other Modes
TRAN0056-B	Hospital Dr (SR 1592)	Cedar Hill Apartments - Medical Park Dr	0.09			Sidewalk	Both	B
TRAN0091-P	Carolina Ave	Washington Ave - Oaklawn Ave	0.23			Sidewalk	Both	
TRAN0060-M	Probart St	Railroad Ave - Hampton Rd	0.42	Sidewalk		Sidewalk	Both	B
TRAN0088-P	Wilson Dr	Gallimore Rd - E Main St	0.07			Sidewalk	Both	
TRAN0086-P	Varsity St	US 64 (S Broad St) - S Gaston St	0.08			Sidewalk	Both	
TRAN0086-P	Varsity St	S Gaston St - Miner St	0.05			Sidewalk	Both	
TRAN0052-B	Turnpike Rd	N Country Club Rd - Maple St	0.46			Sidewalk	Both	
TRAN0084-P	Silversteen Dr	US 64 - Aiken St	0.14			Sidewalk	Both	
TRAN0052-B	Johnson St	Maple St - Rice St	0.04			Sidewalk	Both	
TRAN0085-P	Johnson St	Rice St - Morgan St	0.1			Sidewalk	Both	
TRAN0085-P	Johnson St	Morgan St - Jordan St	0.06			Sidewalk	Both	
TRAN0086-P	S Gaston St	Varsity St - E Morgan St	0.23			Sidewalk	Both	
TRAN0083-P	Rosenwald Ln	None - None	0.17			Sidewalk	Both	
TRAN0078-P	Temple Church Rd	Hospital Dr - Morris Rd	0.23			Sidewalk	Both	
TRAN0090-P	Pine St	Silversteen Park - Grove St	0.03			Sidewalk	Both	
TRAN0104-P	N Laurel Ln	Aspen Pl - Jumping Branch	0.09			Sidewalk	Both	
TRAN0087-P	Miner St	US 64 (S Broad St) - Maple St	0.21			Sidewalk	Both	
TRAN0078-P	Medical Park Dr	Hospital Dr - Temple Church Rd	0.31			Sidewalk	Both	
TRAN0052-B	Maple St	Jordan Rd - Memory Ln	0.16			Sidewalk	Both	
TRAN0052-B	Maple St	Memory Ln - Grove Ln	0.34	Sidewalk		Sidewalk	Both	
TRAN0052-B	Maple St	Grove Ln - S Johnson St	0.12	Sidewalk		Sidewalk	Both	
TRAN0052-B	Maple St	S Johnson St - S Gaston St	0.07	Sidewalk		Sidewalk	Both	
TRAN0082-P	Kings Mill Rd	Probart St - Whitmire St	0.18			Sidewalk	Both	
TRAN0052-B	Jordan Rd	Gallimore Rd - Maple St	0.1			Sidewalk	Both	
TRAN0089-P	High School Rd	Brevard High School - Galimore Rd	0.07			Sidewalk	Both	
TRAN0090-P	Grove St	Pine St - Grove St	0.18			Sidewalk	Both	
TRAN0088-P	E Main St	Wilson Dr - Deacon Ln	0.14			Sidewalk	Both	
TRAN0080-P	Deerlake Rd	End of Sidewalk - Deer Run	0.21			Sidewalk	Both	
TRAN0078-P	Medical Park Cir	Medical Park Dr - Dead End	0.06			Sidewalk	Both	
TRAN0045-H	Hendersonville Access Rd	US 64 / 276 - Old Henderson Hwy (SR 1504)	0.12			Sidewalk	Both	H,M
TRAN0090-P	Grove Ln	Grove St - Maple St	0.05			Sidewalk	Both	
TRAN0089-P	High School Rd	Galimore Rd - Brevard High School	0.22			Sidewalk	Both	
TRAN0104-P	Aspen Pl	Laurel Ln - Turnpike Rd	0.05			Sidewalk	Both	

MULTI-USE PATH

Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Location	Cross-Section	Location	Cross-Section	
TRAN0013-M	Music Camp Rd	Probart St (SR 1348) - Bracken Preserve	0.47		02O	Varies	02B	
TRAN0004-M	Gorges State Park Greenway	Lake Toxaway - Gorges State Park	4.69			Varies		
TRAN0003-M	Ecusta Trail	Henderson County - Old Blantyre Rd	0.51			Varies		
TRAN0056-M	Davidson River Connector	US 276 - Davisdon River Greenway	0.07			Varies		
TRAN0008-M	Avery Creek Rd Bridge	Davidson River Campground - Avery Creek Rd	0.12			Varies		
TRAN0075-M	Davidson River Greenway	Existing Greenway - Davidson River Campground	0.4			Varies		
TRAN0012-M	Brevard College Greenway	Needly Rd - Railroad Ave	1			Varies		
TRAN0058-M	Chestnut-Oakdale connector	Osborne Rd (SR 1556) - Chestnut St	0.09			Varies		
TRAN0009-M	West Brevard Greenway	Country Club Rd - Nicholson Creek Bridge	0.16			Varies		
TRAN0004-M	Gorges State Park Greenway	Spring Drive - US 64	1.73			Varies		
TRAN0009-M	West Brevard Greenway	Nicholson Creek Bridge - US 64	0.45			Varies		
TRAN0003-M	Ecusta Trail	Old Blantyre Rd - Old Hendersonville Hwy	8.33			Varies		
TRAN0003-M	Ecusta Trail	Old Hendersonville Hwy - Ecusta Rd	0.35			Varies		
TRAN0009-M	West Brevard Greenway	US 64 - Probart St	1.38			Varies		
TRAN0003-M	Ecusta Trail	Ecusta Rd - Existing Greenway	0.6			Varies		
TRAN0009-M	West Brevard Greenway	Proposed Greenway - Forest Hill Rd	0.14			Varies		
TRAN0003-M	Ecusta Trail	Ecusta Rd - Ecusta Brewing Company	0.43			Varies		
TRAN0011-H	US 64	US 178 - Old Rosman Hwy (SR 1388)	2.13		02A	Varies	04H	H,B
TRAN0001-M	US 64	Old Rosman Hwy (SR 1388) - Avian Ct (SR 1196)	0.68		02A	Varies	04H	
TRAN0001-M	US 64	Avian Ct (SR 1196) - Garland Ct (SR 1190)	0.37		02A	Varies	04H	
TRAN0001-M	US 64	Garland Ct (SR 1190) - Green Rd (SR 1127)	0.62		02A	Varies	04H	
TRAN0001-M	US 64	Green Rd (SR 1127) - Cathey's Creek Church Rd (SR 1394)	0.42		02A	Varies	04H	
TRAN0001-M	US 64	Cathey's Creek Church Rd (SR 1394) - Existing 4-Lane	0.15		02A	Varies	04H	
TRAN0001-M	US 64	Existing 4-Lane - Field Xing (SR 1198)	0.14		04H	Varies	04H	
TRAN0001-M	US 64	Field Xing (SR 1198) - Island Ford Rd (SR 1110)	0.36		04H	Varies	04H	
TRAN0001-M	US 64	Island Ford Rd (SR 1110) - Pole Miller Rd (SR 1161)	0.4		04A	Varies	04H	
TRAN0001-M	US 64	Pole Miller Rd (SR 1161) - Tom Rogers Rd (SR 1160)	0.45		04A	Varies	04H	

MULTI-USE PATH								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Location	Cross-Section	Location	Cross-Section	Other Modes
TRAN0001-M	US 64	Tom Rogers Rd (SR 1160) - Brooks Rd (SR 1340)	0.29		05A	Varies	04G	
TRAN0001-M	US 64	Brooks Rd (SR 1340) - Illahee Rd (SR 1114)	0.53		05A	Varies	04G	
TRAN0001-M	US 64	Illahee Rd (SR 1114) - Nicholson Creek Rd (SR 1346)	0.53		05A	Varies	04G	
TRAN0001-M	US 64	Nicholson Creek Rd (SR 1346) - Forest Hill Rd (SR 1123)	0.34		05A	Varies	04G	
TRAN0001-M	US 64	Forest Hill Rd (SR 1123) - West Brevard Greenway	0.1		05A	Varies	04G	
TRAN0001-M	US 64	West Brevard Greenway - Caldwell St	0.2		05A	Varies	04G	
TRAN0001-M	US 64	Caldwell St - Country Club Rd (SR 1116)	0.05		05A	Varies	04G	
TRAN0005-H	US 64	Chestnut St (SR 1610) - Osborne Rd (SR 1556)	0.17		02C	Varies	04D	H,B,P
TRAN0005-H	US 64	Osborne Rd (SR 1556) - Allison Rd	0.23		02N	Varies	04D	H,B,P
TRAN0071-M	US 64	Hospital Dr (SR 1592) - Morris Rd (SR 1383)	0.55		04A	Varies	04J	
TRAN0071-M	US 64	Morris Rd (SR 1383) - Ecusta Rd (SR 1512)	0.72		04A	Varies	04J	
TRAN0071-M	US 64	Ecusta Rd (SR 1512) - NC 280	0.18		04A	Varies	04J	
TRAN0077-M	US 64	NC 280 - Davidson River Connector	0.32		03A	Varies	03C	
TRAN0077-M	US 64	Davidson River Connector - Deavor Rd (SR 1511)	0.13		03A	Varies	03A	
TRAN0077-M	US 64	Deavor Rd (SR 1511) - Davidson River Rd (SR 1518)	0.18		03A	Varies	03A	
TRAN0054-M	US 64	Davidson River Rd (SR 1518) - Glade Creek Rd (SR 1521)	0.53		02A	Varies	02A	B
TRAN0054-M	US 64	Glade Creek Rd (SR 1521) - Brown Rd (SR 1509)	0.56		02A	Varies	02A	B
TRAN0054-M	US 64	Brown Rd (SR 1509) - Enon Rd (SR 1606)	0.72		02A	Varies	02A	B
TRAN0054-M	US 64	Enon Rd (SR 1606) - Lyday Loop (SR 1506)	0.55		02A	Varies	02A	B
TRAN0054-M	US 64	Lyday Loop (SR 1506) - Crab Creek Rd (SR 1528)	0.66		02A	Varies	02A	B
TRAN0054-M	US 64	Crab Creek Rd (SR 1528) - Henderson County	2.77		02A	Varies	02A	B

MULTI-USE PATH								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Location	Cross-Section	Location	Cross-Section	Other Modes
TRAN0022-H	US 276	Summer Rd (SR 1558) - Haskell Jones Rd (SR 1557)	1.03		02A	Varies	02M	H,B
TRAN0022-H	US 276	Haskell Jones Rd (SR 1557) - Cascade Lake Rd (SR 1536)	0.42		02B	Varies	02M	H,B
TRAN0022-H	US 276	Cascade Lake Rd (SR 1536) - Becky Mountain Rd (SR 1537)	0.48		02B	Varies	02M	H,B
TRAN0022-H	US 276	Becky Mountain Rd (SR 1537) - Cedar Ln (SR 1101)	1.09		02A	Varies	02M	H,B
TRAN0022-H	US 276	Cedar Ln (SR 1101) - Sherwood Ridge Rd (SR 1584)	0.35		02A	Varies	02M	H,B
TRAN0022-H	US 276	Sherwood Ridge Rd (SR 1584) - Fork Rd (SR 1107)	1.62		02A	Varies	02M	H,B
TRAN0022-H	US 276	Fork Rd (SR 1107) - Connestee Utilities Dr	1.4		02B	Varies	02M	H,B
TRAN0024-H	US 276	Wilson Rd (SR 1540) - 40001614088	0.15		02B	Varies	02N	H,B,P
TRAN0024-H	US 276	Old River Rd - Bert Lane Rd (SR 1542)	0.08		02B	Varies	02N	H,B,P
TRAN0024-H	US 276	Bert Lane Rd (SR 1542) - Hap Simpson River Access Park	0.26		02B	Varies	02N	H,B,P
TRAN0006-M	US 276	Hap Simpson River Access Park - Existing Sidewalk	0.5		02A	Varies	02N	
TRAN0006-M	US 276	Existing Sidewalk - Gallimore Rd (SR 1118)	0.22		02A	Varies	02N	
TRAN0006-M	US 276	Gallimore Rd (SR 1118) - Parkview Dr (SR 1612)	0.09		02M	Varies	02M	
TRAN0064-M	US 276	Parkview Dr (SR 1612) - Woodside Dr	0.17		02E	Varies	02E	
TRAN0064-M	US 276	Woodside Dr - Johnson St	0.36		02E	Varies	02E	
TRAN0077-M	US 276	US 64 / NC 280 - Sycamore Flats	0.14		02C	Varies	03D	
TRAN0017-M	US 276	Sycamore Flats - Avery Creek Road	2.01		02C	Varies	03D	
TRAN0002-M	NC 280	US 64 - NC 280	0.06		05A	Varies	04K	H,T
TRAN0002-M	NC 280	NC 280 - Deavor Rd (SR 1511)	0.04		05A	Varies	04K	H,T
TRAN0002-M	NC 280	Deavor Rd (SR 1511) - Capps Rd (SR 1598)	0.59		05A	Varies	04K	H,T
TRAN0002-M	NC 280	Capps Rd (SR 1598) - Hudlin Gap Rd (SR 1510)	0.54		05A	Varies	04K	H,T
TRAN0002-M	NC 280	Hudlin Gap Rd (SR 1510) - Old NC 280 Hwy (SR 1361)	0.64		05A	Varies	04K	H,T

MULTI-USE PATH								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Location	Cross-Section	Location	Cross-Section	Other Modes
TRAN0002-M	NC 280	Old NC 280 Hwy (SR 1361) - Sutton Creek Rd (SR 1362)	1.56		05A	Varies	04K	H,T
TRAN0002-M	NC 280	Sutton Creek Rd (SR 1362) - Henderson County	1.58		05A	Varies	04K	H,T
TRAN0009-M	N Country Club Rd (SR 1116)	Woodland Terrace (SR 1121) - Gallimore Rd (SR 1118)	0.22		02O	Varies	02O	
TRAN0009-M	N Country Club Rd (SR 1116)	Gallimore Rd (SR 1118) - Gillespie Cir	0.05		02O	Varies	02O	
TRAN0010-B	N Country Club Rd (SR 1116)	Gillespie Cir - Turnpike Rd	0.17		02E	Varies	02E	H,B
TRAN0010-B	N Country Club Rd (SR 1116)	Turnpike Rd - US 64	0.32		02E	Varies	02E	H,B
TRAN0060-M	Cashiers Valley Rd (SR 1344)	US 64 - Lake Sega Rd (SR 1342)	0.4		02C	Varies	02O	B
TRAN0060-M	Cashiers Valley Rd (SR 1344)	Lake Sega Rd (SR 1342) - Lake Sega Rd (SR 1342)	0.01		02C	Varies	02O	B
TRAN0060-M	Cashiers Valley Rd (SR 1344)	Lake Sega Rd (SR 1342) - Probart St (SR 1348)	1.41		02C	Varies	02O	B
TRAN0060-M	Cashiers Valley Rd (SR 1344)	Probart St (SR 1348) - Brevard City Limits	0.1		02C	Varies	02O	B
TRAN0060-M	Cashiers Valley Rd (SR 1344)	Brevard City Limits - Nicholson Creek Rd	0.04		02C	Varies	02O	B
TRAN0092-M	Nicholson Creek Rd (SR 1346)	US 64 - Spring Cove Dr (SR 1386)	0.24		02C	Varies	02E	P
TRAN0092-M	Nicholson Creek Rd (SR 1346)	Spring Cove Dr (SR 1386) - Cashiers Valley Rd (SR 1344)	0.36		02C	Varies	02E	P
TRAN0013-M	Probart St (SR 1348)	Music Camp Rd (SR 1350) - Holcombe Rd	0.05		02O	Varies	02B	
TRAN0060-M	Probart St (SR 1348)	Music Camp Rd (SR 1350) - None	0.21		02B	Varies	02N	B
TRAN0060-M	Probart St (SR 1348)	Cashiers Valley Rd (SR 1344) - Music Camp Rd (SR 1350)	0.97		02C	Varies	02O	B
TRAN0013-M	Music Camp Rd (SR 1350)	Probart St (SR 1348) - Bracken Preserve	0.2		02O	Varies	02B	
TRAN0062-M	Fisher Rd (SR 1356)	Tinsley Rd (SR 1353) - US 64	0.3		02C	Varies	02O	B,P
TRAN0001-M	Old Rosman Hwy (SR 1388)	Main St (SR 1156) - Old Rosman Hwy (SR 1195)	1.41		02C	Varies	02M	
TRAN0001-M	Old Rosman Hwy (SR 1388)	Old Rosman Hwy (SR 1195) - Cassell Rd (SR 1209)	0.41		02C	Varies	02M	
TRAN0001-M	Old Rosman Hwy (SR 1388)	Cassell Rd (SR 1209) - Old Rosman Hwy (SR 1195)	0.55		02C	Varies	02M	
TRAN0001-M	Old Rosman Hwy (SR 1388)	Old Rosman Hwy (SR 1195) - US 64	0.1			Varies		
TRAN0007-M	Old Hendersonville Hwy (SR 1504)	Ecusta Rail Trail - Davidson River Rd (SR 1518)	0.09		02C	Varies	02A	

MULTI-USE PATH								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Location	Cross-Section	Location	Cross-Section	Other Modes
TRAN0007-M	Old Hendersonville Hwy (SR 1504)	Davidson River Rd (SR 1518) - Ecusta Rd (SR 1512)	0.19		02C	Varies	02A	
TRAN0007-M	Old Hendersonville Hwy (SR 1504)	Ecusta Rd (SR 1512) - Wilson Rd (SR 1540)	0.05		02C	Varies	02N	
TRAN0007-M	Old Hendersonville Hwy (SR 1504)	Wilson Rd (SR 1540) - Mountain Industrial Dr (SR 1615)	0.12		02C	Varies	02N	
TRAN0007-M	Old Hendersonville Hwy (SR 1504)	Mountain Industrial Dr (SR 1615) - Osborne Rd (SR 1556)	0.42		02C	Varies	02N	
TRAN0007-M	Old Hendersonville Hwy (SR 1504)	Osborne Rd (SR 1556) - Highland Rd (SR 1552)	0.65		02C	Varies	02N	
TRAN0007-M	Old Hendersonville Hwy (SR 1504)	Highland Rd (SR 1552) - Oakdale Rd (SR 1551)	0.09		02C	Varies	02N	
TRAN0007-M	Old Hendersonville Hwy (SR 1504)	Oakdale Rd (SR 1551) - Park Ave (SR 1546)	0.05		02C	Varies	02N	
TRAN0007-M	Old Hendersonville Hwy (SR 1504)	Park Ave (SR 1546) - US 64	0.25		02C	Varies	02N	
TRAN0053-M	Hudlin Gap Rd (SR 1510)	NC 280 - Capps Rd (SR 1598)	1.22		02C	Varies	02O	B
TRAN0076-M	Ecusta Rd (SR 1512)	Morris Rd - Old Hendersonville Hwy (SR 1504)	0.61		02B	Varies	02E	
TRAN0053-M	Davidson River Rd (SR 1518)	Old Hendersonville Hwy (SR 1504) - US 64	1.33		02C	Varies	02C	B
TRAN0034-H	Elm Bend Rd (SR 1543)	Magnolia St - Delphia Dr	0.27		02C	Varies	02C	H,B,P
TRAN0034-H	Elm Bend Rd (SR 1543)	Delphia Dr - E View Dr	0.24		02C	Varies	02C	H,B,P
TRAN0034-H	Elm Bend Rd (SR 1543)	E View Dr - Bert Lane Rd (SR 1542)	0.35		02C	Varies	02C	H,B,P
TRAN0034-H	Elm Bend Rd (SR 1543)	Bert Lane Rd (SR 1542) - Wilson Rd (SR 1540)	0.35		02C	Varies	02C	H,B,P
TRAN0011-M	Neely Rd (SR 1546)	Old Hendersonville Hwy (SR 1504) - Oak St (SR 1550)	0.15		02C	Varies	02E	
TRAN0011-M	Neely Rd (SR 1546)	Oak St (SR 1550) - Collage Walk Dr	0.22		02C	Varies	02E	
TRAN0011-M	Neely Rd (SR 1546)	Collage Walk Dr - French Broad St (SR 1544)	0.61		02C	Varies	02E	
TRAN0058-B	Osborne Rd (SR 1556)	Old Hendersonville Hwy (SR 1504) - Oakdale Rd (SR 1551)	0.66		02A	Varies	02E	
TRAN0058-B	Osborne Rd (SR 1556)	Oakdale Rd (SR 1551) - US 64	0.09		02A	Varies	02E	
TRAN0053-M	Upper Glade Creek Rd (SR 1583)	US 64 - US 64	0.27		02C	Varies	02C	B

MULTI-USE PATH								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Location	Cross-Section	Location	Cross-Section	Other Modes
TRAN0053-M	Capps Rd (SR 1598)	Hudlin Gap Rd (SR 1510) - Upper Glade Creek Rd (SR 1583)	0.14		02C	Varies	02C	B
TRAN0044-H	Chestnut St (SR 1610)	US 64 - Old Hendersonville Hwy (SR 1504)	0.23		02B	Varies	02E	H,B,P
TRAN0011-M	Park Ave (SR 1611)	French Broad St (SR 1544) - Parkview Dr (SR 1612)	0.13		02B	Varies	02E	
TRAN0011-M	Parkview Dr (SR 1612)	US 276 - Park Ave (SR 1611)	0.24		02B	Varies	02E	
TRAN0055-M	Morris Rd	US 64 / 276 - Ecusta Rd (SR 1512)	0.6		02C	Varies	02E	
TRAN0017-H		Hillview Cir - Probart St	0.3			Varies	02E	H,B,P
TRAN0017-H	Railroad Ave	Probart St - W French Broad St	0.19		02C	Varies	02E	H,B,P
TRAN0052-H	McLean Rd	US 64 / 276 - Railroad Ave	0.17		02C	Varies	02E	H,B,P
TRAN0017-H	Railroad Ave (SR 1351)	W French Broad St - Whitemire St	0.05		02B	Varies	02E	H,B,P
TRAN0017-H	Railroad Ave	Whitemire St - Commerce St	0.12		02C	Varies	02E	H,B,P
TRAN0060-M	Probart St	Railroad Ave - Hampton Rd	0.42		02C	Varies	02O	B
TRAN0001-T	N Oaklawn Ave	Railroad Ave - Hillview Cir	0.03		02E	Varies	02E	T
TRAN0017-H	N Oaklawn Ave	Carolina Ave - Cashiers Valley Rd (SR 1344)	0.08		02C	Varies	02E	H,B,P
TRAN0034-H	Elm Bend Rd	US 276 - Magnolia St	0.13		02C	Varies	02C	H,B,P
TRAN0062-M	Mclean Rd	Railroad Ave - Tinsley Rd	0.13		02C	Varies	02O	B,P
TRAN0012-M	Kings Creek Lp	Campus Dr - Brevard College Rd	0.16			Varies		
TRAN0012-M	Kings Creek Lp	None - Kings Creek Loop	0.32		02C	Varies	02O	

APPROVALS/RESOLUTIONS

The following pages contain copies of adoption resolutions of the Transylvania CTP.

NC State Statute 136-66.2 requires that "After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO".

[If there is any additional discussion or details, please add it here. Insert table listing out adoptions and their dates from the core document.]

[Insert Resolutions received]

CONTACT INFORMATION

North Carolina Department of Transportation

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT homepage:

1-877-DOT-4YOU (1-877-368-4968)

https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx

Secretary of Transportation

1501 Mail Service Center

(919) 707-2800 Raleigh, NC 27699-1501

Board of Transportation Member

1578 Mail Service Center

(828)735-1428 Raleigh, NC 27699-1578

ascody@ncdot.gov

Highway Division Engineer

Contact the Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.

253 Webster Rd

(828)586-2141 Sylva, 28779

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

253 Webster Rd

(828) 631-1155 Sylva, 28779

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

253 Webster Rd

(828) 631-1185 Sylva, 28779

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit, and the Equipment Unit.

253 Webster Rd

(828) 631-1148 Sylva, 28779

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt-A-Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

191 Robbinsville Rd

(828) 321-4105 Andrews, 28901

Transportation Planning Division (TPD)

Contact the Transportation Planning Division for information on long-range multi- modal planning services.

1554 Mail Service Center (919) 733-4705

Raleigh, NC 27699-1554 *http://www.ncdot.gov/doh/preconstruct/tpb/*

Southwestern Rural Planning Organization (RPO)

Contact the RPO for information on long-range multi-modal planning services.

125 Bonnie Lane

828-586-1962 Sylva, NC 28779

http://www.regiona.org/

Strategic Prioritization Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

1501 Mail Service Center

(919) 7107-2858 Raleigh, NC 27699-1501

https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054

Project Development & Environmental Branch (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the TIP.

1548 Mail Service Center Raleigh, NC 27699-1548

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies, and the Transportation Improvement Program (TIP).

1534 Mail Service Center Raleigh, NC 27699-1534

(919) 733-2039

http://www.ncdot.org/planning/development/

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center Raleigh, NC 27699-1550

(919) 733-4713

http://www.ncdot.org/transit/nctransit/

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center Raleigh, NC 27699-1553

(919) 733-7245

http://www.bytrain.org/

Division of Bicycle and Pedestrian Transportation

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center Raleigh, NC 27699-1552

(919) 807-0777

http://www.ncdot.gov/transit/bicycle/

Bridge Maintenance Unit

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center Raleigh, NC 27699-1565

(919) 733-4362

http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Highway Design Branch

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center Raleigh, NC 27699-1584

(919) 250-4001

http://www.ncdot.gov/doh/preconstruct/highway/

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

http://www.nccommerce.com/en/CommunityServices/

DEFINITIONS AND RESOURCES

This appendix provides definitions and resources used in the Comprehensive Transportation Plan and other parts of its appendix.

Resources covered in this section include:

➔ Acronyms and Definitions

➔ Additional Plans and Studies

➔ Facility Type and Level of Service

➔ Typical Sections

ACRONYMS

AADT - Average Annual Daily Traffic

AADTT - Average Annual Daily Truck Traffic

ACS - American Community Survey

ADT - Average Daily Traffic

AGR - Annual Growth Rate

BLS - Bureau of Labor Statistics

BOT - Board of Transportation

CIA - Community Impact Assessment

CMAQ - Congestion Mitigation & Air Quality

COE -Army Corps of Engineers

COG - Council of Government

CUR - Community Understanding Report

DAQ - Division of Air Quality

DOT - Department of Transportation

DWQ - Division of Water Quality

FHWA - Federal Highway Administration

FY - Fiscal Year begins July 1st

GIS - Global Positioning System

G&O - Goals and Objectives

HOV - High Occupancy Vehicle

IAG - Interagency Agreement

IMD - Integrated Mobility Division

IPD - Integrated Project Delivery

LEP - Limited English Proficiency

LOS - Level of Service

LPA - Lead Planning Agency

LPO - Local Planning Organization

LEDPA - Least Environmentally Damaging Practical Alternative

LRTP - Long-Range Transportation Plan

MPO - Metropolitan Planning Organization

MSTA - Municipal School Transportation Assistance

NCDOT - North Carolina Department of Transportation

NEPA - National Environmental Policy Act

OSBM - Office of State Budget and Management

PAB - Planning Area Boundary

PDE - Project Development Engineer

PDEA - Project Development and Environmental Analysis

PE - Project Engineer

PHFS - Primary Highway Freight System

PI - Public Involvement

PIP - Public Involvement Plan

RPO - Rural Planning Organization

ROW - Right of Way

SEPA - State Environmental Policy Act for North Carolina

STC - Strategic Transportation Corridors

STIP - Statewide Transportation Improvement Program

TAZ - Transportation Analysis Zone

TDM - Travel Demand Model

TIP - Transportation Improvement Program

TPD - Transportation Planning Division

VPD - Vehicles Per Day

For additional Acronyms please refer to the links section of the CTP planning website:

https://connect.ncdot.gov/projects/planning/TransPlanManuals/acronyms_glossary.pdf

GENERAL DEFINITIONS

CTP Recommendation Maps	
Existing	Facilities that are not recommended to be improved.
Improve	Facilities that need to be improved for capacity, safety, operations, or system continuity. These facilities have a project recommendation in the CTP.
New Location	Facilities on new locations that are needed in the future. These facilities have project recommendations in the CTP.
Highway Incidentals	Highway Incidentals are highway proposals that include a bicycle, pedestrian, or public transit recommendations within its project proposalscope. It is denoted on non-highway recommendation maps with a "star" ★ icon.

CTP Project Sheet	
Local ID	A project ID to help identify each proposal. If a TIP project number exists, itis listed as the ID. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
Identified Need	Need describes the key problem(s) to be addressed and explains the underlying causes of those problems.
Purpose	Purpose states why the project is being proposed and articulates thepositive outcomes that are intended.
Typical Section Options	Typical Sections are the selected "cross-sections" in long range planning that satisfy the purpose and "Identified need" for the project.
ROW	The real property (land and improvements) and rights therein acquired for public use to construct highways for the betterment and safety of the public.
Estimated Cost	A planning level estimate of the cost of the given project.
Safety Risk Score	Planning level safety value based on three components: 1) Class Density Ratio – The crash density of the study area versus the average crash density of similar facilities; 2) Severity Index; and 3) Critical Crash Rate Ratio – The actual crash rate for the study area versus the critical crash rate. Areas with the higher scores are considered to have the poorer highway safety performance.
Travel Lanes	Lanes that facilitate through movements.
Volume (AADT)	Annual Average Daily Traffic is an estimate of the average daily volume for all days of the year for all lanes of travel at a location.

Capacity	The number of vehicles that can pass a given point per day during ideal traffic conditions that can be attained. These are dependent on the target level of service.

Highway	
Facility Types	Facility types are a way to categorize the roadway. The definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. For a more detailed explanation of each facility type, see the Facility Types & Control Access Definitions section.
Freeways	A facility with high mobility and low access. It is designated as either an Interstate or a Freeway. Freeways typically has a minimum of four lanes witha continuous median and no driveway connections.
Expressways	A facility with high mobility and low to moderate access. It is designated as an arterial and typically has a minimum of four lanes with a median.
Boulevards (Multilane Divided)	A facility with moderate mobility and low to moderate access. It is designated as either an arterial or a collector. Boulevards typically have a minimum of four lanes with a median.
Multilane Major (Undivided)	A facility with moderate to low mobility and high access. It is designated as either an arterial or a collector. Multilane Major Thoroughfares typically have a minimum of four lanes with no median. Some of them have two way left turn lanes.
Two Lane Major Thoroughfares	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Two Lane Major Thoroughfares typically have twoto three lanes, with or without a median. Some of them have two way left turn lanes.
Minor Thoroughfare	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Minor Thoroughfares typically have a minimum of two lanes without a median. Some of them have two way left turn lanes.
Interchange	Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
Bridge/Overpass	A grade separation between two facilities. Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
Intersection	A point of where two roads intersect. Intersection improvements improve traffic flow by modifying the existing intersection.
Congestion & Mobility	Congestion relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower than normal or "free flow" speeds; defined as the existing annual average daily traffic (AADT) divided by the capacity of the roadway. Mobility is the ability of people and goods to move freely and easily. Improvements include but are not limited to adding lanes, convert roadway to superstreet or identifying an alternative roadway on an existing or new location route.

Access Management & Operations	Enhancing capacity and safety through the regulation of interchanges, intersections, driveways, and median openings in a roadway. Operations include management of systems (roadways, transit, rail, etc.), daily use, safety, and maintenance.
Modernization	Improving a roadway to current design standards considered up to 12' wide lanes and 2' shoulders. Wider pay shoulders may be utilized for bicycle improvements.
Other Highway Improvements	Improving a roadway to provide a benefit not limited to, safety and/or economic development, etc.

Public Transportation and Rail	
Urban Fixed Bus Corridors	Transit services in urban areas that can provide local service. • Fixed Routes – Local: provides service to every stop along the route. • Fixed Routes – Express: Does not provide service every stop along the route. • Bus on Shoulder (BOSS): Specific routes designated to bypass congested traffic areas. • Bus Rapid Transit Busways that operate in rapid transit highway corridors
Rural Fixed Bus Corridors	Transit services in rural areas that can provide local service. • Deviated Fixed Routes – A hybrid between a fixed route and demand response. Bus stops at fixed points on a schedule but can deviate between spots to go to specific locations on request.
Regional Fixed Bus Corridors	Regional services between Local and regional providers and transportation authorities.
Fixed Guideway	Any transit service that uses exclusive or controlled right-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway, transit, and ferry boats.
Amtrak/Freight Route	A combined route that is used by passenger train traffic and freight train traffic.
Current railroad	Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service. • Active – rail service is currently provided in the corridor; may include freight and/or passenger service. • Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist. • Recommended – It is desirable for future rail to be considered to serve an area.
Transit Facility	A facility that denotes a junction utilized for transit services. This covers multi-modal passenger facilities as well as administrative/maintenance facilities.

Amtrak Station	A station for Amtrack passenger rail service.
Park and Ride Lot	A strategically located parking lot that provides commuters connections to transit or carpools.
Intermodal Terminal	A facility that allows more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit- like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station).

Bicycle and Pedestrian	
Bicycle Lane or Buffered Lane Facility (On-road)	A Bicycle Lane or Buffered Lane is the portion of the roadway designated for preferential or exclusive use by bicyclists. Bicycle lanes are one-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle travel. Bicycle lanes may be enhanced with a longitudinal marked buffer area for more separation distance and are typically located in lower speed areas and/or within municipalities.
Separated Bicycle Facility (Off-road)	A facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element. Separated bicycle facilities are typically in higher speed or rural areas both inside and outside of city and town municipal limits).
Shared Lane Marking (On-road)	Pavement marking symbol used to provide a higher level of guidance to bicyclists and alert motorists of the presence of bicyclists in the roadway. A shared lane marking is a bicycle accommodation and not a dedicated bicycle facility, typically within city and town municipal limits).
Paved Shoulders - for bicycles use (On-road)	Extension of pavement adjacent to the roadway. Paved shoulders are most often used on rural roadways. In addition to being used by bicyclists, paved shoulders provide temporary space for disabled vehicles. A paved shoulderis a bicycle accommodation and not a dedicated bicycle facility.
Multi-Use Path	A multi-use path is a multi-modal facility that can be used by bicyclists and pedestrians, located anywhere, functions independent of a roadway improvement, and physically separated from motorized vehicular traffic byan open space or barrier outside the roadway Right-of-way, but inside independent Rights-of-Way.
Side-Path	A side path is-modal facility that can be used by bicyclists and pedestrians constructed along a roadway, within the roadway right of way.
Sidewalk	A Sidewalk is a paved portion of the street between the curb lines or lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

ADDITIONAL PLANS AND STUDIES

Existing Transportation Plans

The following plans for areas within the county that were incorporated as a part of this plan is listed below and may be viewed on the web. Refer to them for detailed descriptions of recommendations that were not documented as a part of this report.

2007 Transylvania County Comprehensive Transportation Plan

The previous Transylvania County CTP was used to help inform projects and how conditions have changed.

Recommendations made in the previous CTP were revisited as a part of the current one. (*https://connect.ncdot.gov/projects/planning/TPBCTP/Transylvania%20County/TransylvaniaCoCTPReport.pdf*)

Transylvania County Bicycle Plan

Transylvania County Bicycle Plan is a local bicycle and pedestrian plan for the county of. This plan was referenced in the analysis of bicycle and pedestrian projects.
(*https://www.transylvaniacounty.org/sites/default/files/departments/planning/docs/TransylvaniaCountyBicyclePlan_10.09.19%20smaller%20file%20size%201.pdf*)

Brevard Pedestrian and Bicycle Plan

The following Plan was used to help give further study for projects.
(*https://cityofbrevard.com/DocumentCenter/View/4475/Brevard-Pedestrian-and-Bicycle-Plan-Adopted-2-6-23-PDF*)

2025 Transylvania County Comprehensive Plan

The Transylvania County Comprehensive Plan was used to help inform the CTP of land use trends within the study area.
(*https://www.transylvaniacounty.org/sites/default/files/departments/planning/docs/170328_Final-2025-Plan.pdf*)

NC 280 CORRIDOR BIKEWAY STUDY TOWN OF MILLS RIVER AND TRANSYLVANIA COUNTY

The following Plan was used to help give further study for projects.
(*https://www.transylvaniacounty.org/sites/default/files/departments/planning/docs/2014-08-07-Mills-River-NC280-Corridor-Study_reduced.pdf*)

FACILITY TYPE AND LEVEL OF SERVICE

The NCDOT Facility Types, Control of Access, and Level of Service definitions provide descriptions for different types of roadways and how they can be categorized for ease of understanding.

Facility types and control of access definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians.

Level of Service represents operating conditions and identifies desired design requirements for roadways to obtain practical capacity.

The following resources are available in this section:

- **Facility Types**
- **Control of Access**
- **Level of Service**

TYPICAL SECTIONS

Each typical section includes several data elements, such as the number of lanes, median type, and amount of right-of-way needed. The typical sections were developed by a team from the Strategic Prioritization Office (SPOT), Roadway Design Unit, Preliminary Estimates Section, Transportation Planning Branch, Program Development Branch, and the Enterprise Visualization Section. Please contact the Strategic Prioritization Office with any questions

For a full list of typical sections, go to the link below:
https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Highway%20Typical%20Sections%20for%20SPOT%20On!ine.pdf