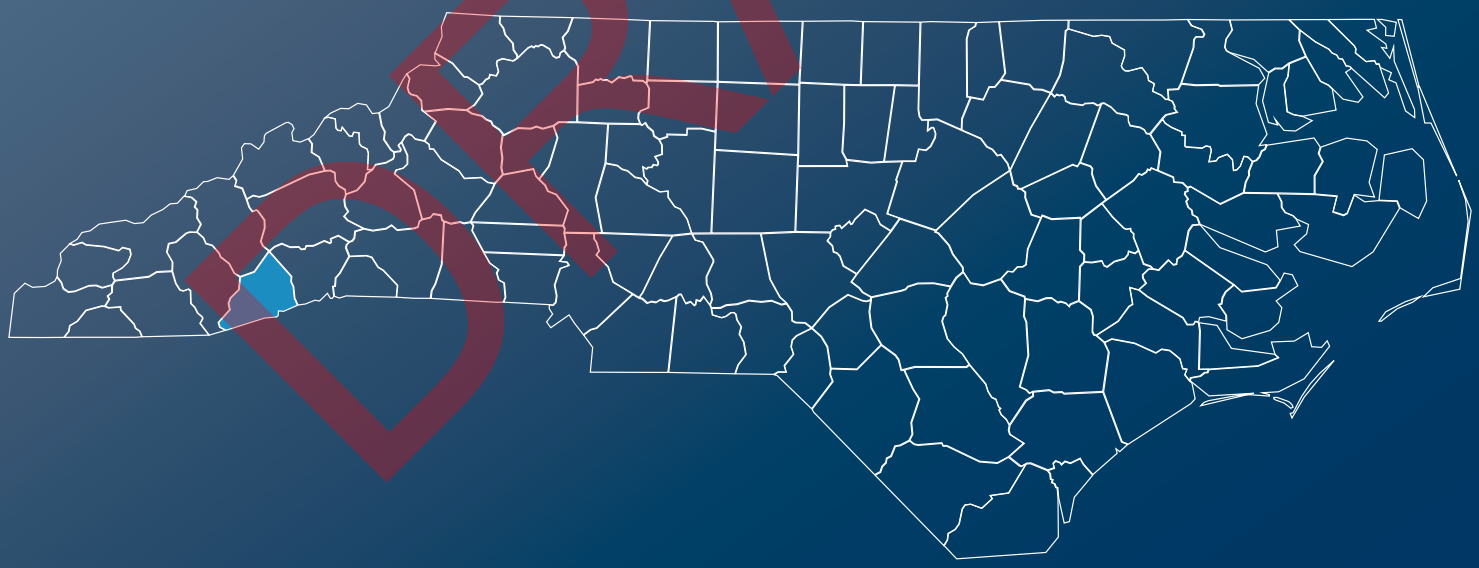
TRANSYLVANIA COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

DRAFT



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

DECEMBER 2025

ACKNOWLEDGEMENTS

Thank you to the hundreds of residents, business owners, community leaders and governmental staff who participated in the development of this plan through meetings, events, comment forms, and plan review.

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IN COOPERATION WITH

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City of Brevard

Town of Rosman

Land of Sky Rural Planning Organization

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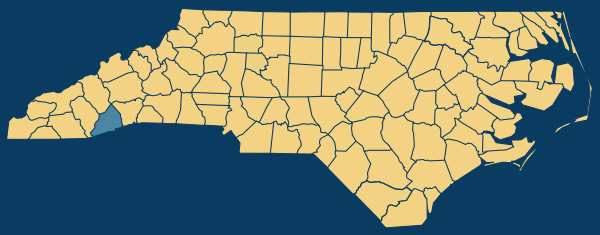
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Click here to view Appendix

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EXECUTIVE SUMMARY



In 2019 the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Transylvania County, City of Brevard, Town of Rosman, and the Land of Sky Rural Planning Organization began a Comprehensive Transportation Plan (CTP) study for Transylvania County.

The Transylvania County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development over a 25- to 30-year timeframe. Various modes of transportation were evaluated, and recommendations made, including: highway, public transportation, and bicycle / pedestrian. The impact of other modes of travel, such as airports and ferries, play significant roles in moving people and freight in North Carolina but were not significant factors in this CTP.

The Transylvania County CTP was adopted locally and by the North Carolina Board of Transportation in MONTH, YEAR.

This plan does not cover routine maintenance or minor operations issues. Refer to the Appendix for contact information on these types of issues.

VISION

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

- Vision statement from the Transylvania County CTP Steering Committee

PLAN GOALS

- Preservation
- Choices
- Safety
- Connectivity
- Economic Development

STUDY APPROACH

1. Development of goals and objectives
2. Public involvement and community understanding
3. Data compilation and collection
4. Data analysis
5. Identification of multimodal transportation deficiencies and CTP project proposals
6. Local and NCDOT adoption

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ANALYSIS AND PUBLIC INPUT KEY TYPES OF MEETINGS AND PUBLIC INPUT:

Steering Committee/ Working Group members

9/25

Kick-Off **Public Survey respondents**

331

Draft Proposals **public involvement respondents**

250

Draft Proposals **public involvement total comments**

375

Nearly half **(49.32%)** of responses came from households including someone over the age of 65.

Nearly half **(48.65%)** of responses came from households including someone attending K-12 school.

Improving vehicle mobility ranked only **7th** in county priorities, behind: parking, safety, sidewalks, greenways, and bike lanes.

Over **50%** listed "Improved Travel Times" as their Least Important transportation goal.

See Chapter 2 for more on this topic.

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Transylvania County CTP. They are not listed in any priority order and more information can be found in Chapter 3 and in the Appendix.

U.S. 64

Finish the 4-lane between Brevard and Rosman

View Project Map

N.C. 280

Add median to 4-lane from Brevard to Henderson County

View Project Map

Ecusta Rail Trail

New trail in the railroad right of way, from Hendersonville to Brevard.

View Project Map

Avery Creek Trailhead Bridge, Sycamore Flats Bridge, and Davidson River Campground Greenway

Filling these missing links will extend the Brevard Greenway through the campgrounds and to the Avery Creek Trailhead and provide an off-road trail system paralleling U.S. 276.

View Project Map

Regional Bus

Two proposals: one from Brevard to Asheville Airport, and the second from Brevard to Hendersonville to better connect the region.

View Project Map

Transylvania In Motion

Transylvania County is now running a new, affordable fixed route bus service that connects Rosman to Brevard, and serves the Pisgah Forest area. Comprised of both a northern and southern loop that connect at the Sav-More near Illahee Rd (SR 1114).

View Project Map

PROJECT SHEETS

There are 160 Project Sheets that feature individual project maps, recommendation details, and can be found in the Appendix.

APPROVALS

☑ This information will be added after mutual adoption.

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VISION

The CTP vision, goals, and objectives are developed based on input of the public involvement process and help identify how residents in an area would like to develop the transportation system.

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

- Vision statement from the Transylvania County CTP Steering Committee

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The Vision Statement was developed from the Comprehensive Plans and Land Use plans from each county and municipality. The Vision Statement guided the development of the CTP and was used to establish identified needs, deficiencies, and evaluate the project recommendation.

Brevard, Transylvania County Tourism Development Authority

Chapter ONE
Introductions and Overview

The Comprehensive Transportation Plan (CTP) is North Carolina's multi-modal long range transportation plan. The CTP is mutually adopted and identifies transportation system needs, as well as solutions, to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan is developed by NCDOT, the Land of Sky Rural Planning Organization, City of Brevard, the Town of Rosman with the support of Transylvania County Transportation Advisory Committee serving as Steering Committee.

The CTP supports the community's adopted vision and goals by integrating land use and transportation planning. This plan should be used by local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources. The CTP process is designed to provide useful information into the project development process.

When starting a CTP study, officials form a steering committee of individuals who represent the various stakeholders of the community. NCDOT and other local planning staff also participate. The committee develops the draft vision, goals, objectives, and performance measures. These are further refined with input from residents and then used to guide the development and evaluation of the CTP.

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STUDY GOALS AND OBJECTIVES

OBJECTIVES

OBJECTIVES #1:

The transportation system will safely and efficiently connect users to services via multiple modes of travel while preserving cultural and natural resources.

OBJECTIVES #2:

The transportation system will support diverse population growth, foster economic investment opportunities, and enhance the quality of life for users of all ages and abilities.

GOALS

Preservation (Preserving the existing natural beauty of the region, the community and character of downtown, and our existing neighborhoods)

Choices (Provide transportation mode choices: public transportation, bicycle, pedestrian, auto)

Connectivity (How our multimodal transportation system gets us from one place to another)

Economic Development (Invest in projects that spur economic growth and create jobs)

Improve Travel Times (Safe and efficient roadway network with fewer intersection and adequate travel and for future volumes)

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CTP PROCESS SUMMARY

The development of this plan was open and participatory, with area residents providing input through public input meetings, public surveys, committee meetings, and an online interactive map. The overall process and timeline are summarized in the timeline below:

SPRING 2019
Began analyzing existing conditions and initiate committee meetings and public outreach through the public input survey; volume to capacity analysis

SUMMER 2019
Continued public outreach, review existing conditions, and reviewed survey results; safety and modernization deficiencies; Transit plan and regional connections

FALL/WINTER 2019/2020
Transportation System Resiliency, Seasonal Traffic Projections

2020/2021
Bicycle and Pedestrian Planning

STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Transylvania County CTP. See the Appendix for an outline of the CTP requirements, and how they are accounted for and followed. Please click on any item in the following list for more information:

Complete Streets
Multimodal Statewide Freight Plan
N.C. Planning Facility Type
N.C. General Statute 136-66.2
N.C. Moves 2050 Plan
Statewide Logistics Plan
Strategic Transportation Corridors
Strategic Transportation Investments
North Carolina Planning Facility Types
Title VI in Public Involvement

LOCAL POLICIES AND PLANS

This section outlines some of the important local policies and plans that were considered while developing the Transylvania County CTP. Please click on any item in the following list for more information:

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

THIS PLAN FEATURES:

- ☑ **A thorough analysis of current and future projected conditions and public feedback regarding various modes of transportation.**
- ☑ **A list of recommendations**
- ☑ **Supporting documentation of the plan, study process, and recommendations**
- ☑ **A recommended comprehensive transportation network for Transylvania County**

SUMMER 2022
Prepared public survey

WINTER 2022/2023
Released Public Survey and held workshop

2023
Prepared and submitted report for multilevel review

2026
Local Adoption

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Transylvania County Tourism Development Authority

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Chapter **TWO**
Existing and Future Conditions

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This chapter summarizes the current and future conditions of the transportation system in the Transylvania County CTP.

To meet future travel demand, reliable forecasts of future travel patterns are needed to estimate congestion.

For highways, this is usually accomplished through a capacity deficiency analysis (which is a measure of how the facility is operating based on existing and projected traffic) and a traffic crash analysis.

For multimodal uses, the distance between destinations, and roadway characteristics, are key components.

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.

PUBLIC, COMMUNITY, AND STAKEHOLDER INVOLVEMENT SUMMARY

Public involvement is a key element in the transportation planning process.

Public input was an overarching component of this plan, collected through multiple avenues and methods. This plan will affect those who live, work, own a business, play, and/or enjoy leisure activities in Transylvania County. Feedback from the public guided the creation of this plan's project recommen-dations. A full summary of public outreach can be found in the Appendix.

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Transylvania County CTP Steering Committee, the Land of Sky Rural Planning Organization, and NCDOT Division 14. They provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth CTP project recom-mendations.

COMMUNITY UNDERSTANDING

A Community Understanding Report (CUR) was created which summarized local information about population, employment, expected growth areas, schools, and transportation methods. This report can be found in the Appendix.

TYPES OF PUBLIC INVOLVEMENT USED

The project team set a goal to reach as many residents as possible and hear from diverse communities and stakeholders. Equal opportunities regardless of race, color, national origin, limited English proficiency, income, sex, age, or disability were provided during the development of the CTP. Further information on identification of these populations can be found in the Community Understanding section of the Appendix. More information on the public engagement efforts as part of this study process that ensured appropriate opportunities for these identified groups can be found in the Public Involvement section of the Appendix.

The steering committee was involved during the process using:

- ☑ Committee meetings
- ☑ E-mail and phone
- ☑ Surveys

The public was involved using:

- ☑ Study website
- ☑ Surveys (English and Spanish, online, paper)
- ☑ Coverage in local newspapers
- ☑ Public Meetings
- ☑ Draft and final plan presentations

More information, including survey results, can be found in the Public Involvement section of the Appendix.

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WHAT WE HEARD

Highway

"Overall I am encouraged by a lot of these projects but I really do NOT want to see our idyllic county taken over by wider, straighter roads."

"Every road should have a plan to build a bike lane in the county considering the number of bikers who live/work and use the roadways and those folks visiting."

"Getting through Brevard is ridiculous and getting more so each year."

Bicycle & Pedestrian

"My belief is that speed limits should be reduced throughout town to improve the safety for drivers and pedestrians/cyclists."

"I'm very encouraged by the ideas in this document, but I really want to see them come to fruition."

"A safe way to connect Brevard to Rosman is definitely needed especially as the land between the two towns becomes developed."

Public Transportation

"Public transport is needed to Lake Toxaway and Balsam Grove."

"Non driving transportation options are essential for correct growth and also safety!"

"A safe way to connect Brevard to Rosman is definitely needed especially as the land between the two towns becomes developed."

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COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2017 to 2045. Growth in Transylvania County is expected to occur along U.S. 64 and N.C. 280.

2017 POPULATION	32,676
2045 PROJECTED POPULATION	42,233
2017 EMPLOYMENT	14,416
2045 PROJECTED EMPLOYMENT	19,151

More information can be found in the Appendix about the methodology that was used to project the population and employment to 2045.

NC State Statute §136-66.2 specifically states that NCDOT may participate in the development and adoption of a CTP when all governments within the area covered by the plan have land development plans adopted within the previous five years. The 2025 Transylvania County Comprehensive Plan, adopted in 2016, meets that requirement.

That plan includes these Designated Growth Areas; U.S. 64 from Rosman to Brevard, U.S. 64 from Brevard to Henderson County, and N.C 280. It also identifies Commercial Nodes at U.S. 276 in Cedar Mountain community and at the U.S. 64 – N.C. 281 intersection west of Lake Toxaway.

TRANSPORTATION NETWORK SUMMARY

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.

The following table shows specific highlights, not a comprehensive list, of the transportation network. More details can be found elsewhere in this chapter.

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Primary North-South Roadways	U.S. 276, U.S. 178, N.C. 280, N.C 281
Primary East-West Roadways	U.S. 64
Strategic Transportation Corridors	N/A
Public Transportation Services (Demand Response)	Transylvania In Motion
Fixed Route Bus	Transylvania In Motion
General Aviation Airports	N/A
Park and Ride Lots	Rosman Park & Ride on U.S. 64
Freight Railroads	N/A
Passenger Railroads	N/A
Primary Freight Movement	N.C 280 carries the most trucks in the county, with U.S 64 second.
Sidewalks	Most located in and near downtown Brevard and Rosman.
Bicycle Lanes	So far the community has focused on delivering separated paths in lieue of attached bicycle lanes.
Statewide Bicycle Routes	Two State Bike Routes converge in Transylvania County. N.C. 8 "Southern Highlands Trail" crosses east-west through Brevard and connects to N.C. 2 "Mountains to Sea Trail" at the Blue Ridge Parkway.
Greenways	The Brevard Greenway system is over 6 miles long and growing.
Ferries	N/A

Each mode of travel covered by a comprehensive transportation plan – has both been independently and interdependently analyzed for both current and forecast conditions.

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HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

Comparing roadway demand (vehicle volumes) to roadway supply (carrying capacity) is one of the primary measures of roadway performance. Capacity deficiencies occur when the traffic volume approaches or exceeds the road's current or expected capacity.

The analysis assumes 2020-2029 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition phase or are under construction will be completed before 2045. Prior to adoption of the CTP, current and draft STIPs were evaluated for changes from the 2020-2029 STIP. No new projects were identified to have an impact to the identified roadway deficiencies.

Key highway capacity deficiencies for the Transylvania County CTP

U.S. 64 (from the existing 4-lane to N.C. 215 in Rosman)

2017 – Under capacity

2045 – Over capacity

Old Henderson Highway (S.R. 1504) from Ecusta Road (S.R. 1512 to U.S. 276)

2017 – Under capacity

2045 – Over capacity

For maps on volume and capacity of roadways, see the Highway subsection under the Multimodal Analysis section of the Appendix.

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Planning Level Intersection Assessment

Roadway intersections in Transylvania County CTP were assessed using a high level of analysis, including the type of facility and current delay. The recommendations identify a possible solution to a problem or "identified need." The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to the Appendix for definitions of any terms.

The major intersections identified for improvement in the CTP are:

- **The Pisgah Forest Intersection - U.S. 64, U.S. 276, and N.C. 280 Intersection**
- **Seven other intersections were identified for alignment and sight improvements**

Planning Level Traffic Crash Assessment

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 locations in the Transylvania CTP 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 the majority of incidents along U.S. 64 through Brevard which should partially be alleviated with the planned improvements along this corridor (R-5800). The city is looking into other traffic calming measures that can be used on the one-way pair section of U.S. 64. 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 Sheet 1 shows bicycle crash locations and Figure 3 Sheet 2 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 County CTP were shared with NCDOT Division 14 for review and consideration.

More discussion of Traffic Crashes can be found in the Appendix.

Bridge Deficiency Assessment

There are 31 structurally deficient and functionally obsolete bridges that were identified. Of these, two are scheduled for improvements in the 2020-2029 State Transportation Improvement Program. Refer to the Appendix for more detailed bridge deficiency information.



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BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

Bicyclists and pedestrians are elements of the transportation system in North Carolina. Many communities are working to improve mobility for bicyclists and pedestrians.

The N.C. 8 Bike Route runs through Transylvania County from Haywood County to Henderson County, while N.C. 2 Bike Route runs along the Transylvania – Haywood County line. North of downtown, the Brevard Greenway is an important facility that provides active transportation options to the community such as walking and biking. Given Transylvania County's pedigree as a biking destination, tying together the many natural resources of the county was a key desire in the CTP.

In Transylvania County, existing sidewalks are concentrated in the downtown areas. There are a few gaps in between sidewalk segments and other segments do not extend all the way to desired destinations. The 2019 Brevard Pedestrian Plan and the 2019 Transylvania County Bicycle Play were considered while developing this element of the CTP.

After gathering data from local plans, the CTP used a form of destination-based gap analysis to determine the likely needs for new facilities. A destination list was compiled from local sources and assigned a category among: Social, Recreational, Education, and Government & Healthcare. In this way, both clusters and singular major destinations could be identified and accounted for.

For more information, see the Multimodal Analysis section of the Appendix.

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PUBLIC TRANSPORTATION ANALYSIS SUMMARY

Transylvania County Transit services include General Public Transportation, Demand Response, Paratransit, Fixed Route, and Medical Transportation.

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.

Transylvania In Motion also provides medical transportation for Medicaid and for the general public every day. Demand response services are also available throughout the county and out of county requests need to be made in advance. General hours of operation are 8:30am-5:00pm Monday through Friday with the exception of County holidays. he system has a fleet of nine vehicles, six of which are lift equipped paratransit vans.

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

For more information, see the Multimodal Analysis section of the Appendix.

Transit System Type	Transylvania County Service
Urban Transportation (provide both rural and urban transportation)	**None**
Rural Transportation (provide both local and rural transportation)	**Fixed route and Demand-response services**
Regional Transportation (Operate in multiple areas of the state and connect multiple municipalities and counties)	**Future Goal to connect with Buncombe and Henderson Counties**
Intercity Transportation (Greyhound and Amtrak)	**None**

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Transylvania County Tourism Development Authority

AIRPORTS

Transylvania County has one airport. The Transylvania County Airport is a private general aviation airport located 4 miles from downtown Brevard. It operates for daytime operations only or from 6:30 A.M. to 8:30 P.M.

The Asheville Airport is the closest commercial service airport to Transylvania County. It is located 15 miles north of Brevard along N.C. 280 and serves over 2 million travelers per year. The CTP has identified it as one of two major destinations outside of the county for proposed extension of transit service. Since the City of Asheville's transit service (Asheville Rides Transit) and the Henderson County's transit service (Apple Country Transit) both connect to the airport already, this makes it a natural point to establish transfers between neighboring transit systems.

Type of Airport	Name	Location	Distance
Closest Passenger Service Airport	Asheville Regional Airport	Buncombe County, N.C.	15 miles
Additional Passenger Service Airport	Tri-Cities Regional Airport	Blountville, T.N.	108 miles
Private Airport	Transylvania County Airport	Brevard, N.C.	4 miles
Public Airport	Jackson County Airport	Jackson County, N.C.	28 miles
	Pickens County Airport	Pickens County, S.C.	32 miles
	Greenville Downtown Airport	Greenville, S.C.	38 miles
	Donaldson Center Airport	Greenville, S.C.	40 miles
	Macon County Airport	Franklin, N.C.	41 miles
	Oconee County Regional Airport	Clemson, S.C.	42 miles
	Rutherford County - Marchman	Rutherfordton, N.C.	45 miles
	Spartanburg Downtown Memorial	Spartanburg, S.C.	49 miles
Closest International Airport	Greenville Spartanburg International Airport	Greer, S.C.	38 miles
Additional International Airports	Charlotte Douglas International Airport	Charlotte, N.C.	125 miles
Additional International Airports	Hartsfield-Jackson Atlanta International Airport	Atlanta, G.A.	178 miles

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GOODS MOVEMENT / FREIGHT

Major generators of goods in Transylvania County were identified, along with their proximity to nearby major roadways. There are no rail services in Transylvania County.

Based on the data, most truck freight movement used the following roadways: U.S. 64 & N.C. 280. Most freight generators and shippers were clustered in Brevard.

U.S. 64 & N.C. 280 are part of the Primary Highway Freight System (PHFS). These facilities are based on freight tonnage and value, truck traffic, access factors and network connectivity.
The 2025 Transylvania County Comp Plan anticipates U.S. 64 & N.C. 280 to continue to see the industrial and dense development. Additionally, that plan projects U.S. 276 in the Cedar Mountain community and N.C. 281 in Lake Toxaway as suitable for commercial growth.

Since U.S. 64 is also the primary route through downtown Brevard, the conflict between freight and downtown use became a major discussion point during the development of the CTP. While ultimately a new location bypass was not selected for inclusion in the CTP, an additional study was commissioned to better understand circulation in downtown Brevard.

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Brevard, Transylvania County Tourism Development Authority

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Chapter **THREE**

CTP Project Proposals

Each mode of travel included in the Transylvania County Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) have been independently and collectively analyzed for current and future conditions.



Projected 2045 needs for each mode of transportation were analyzed and project recommendations developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in the Appendix.

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NCDOT PROJECT DELIVERY PROCESS

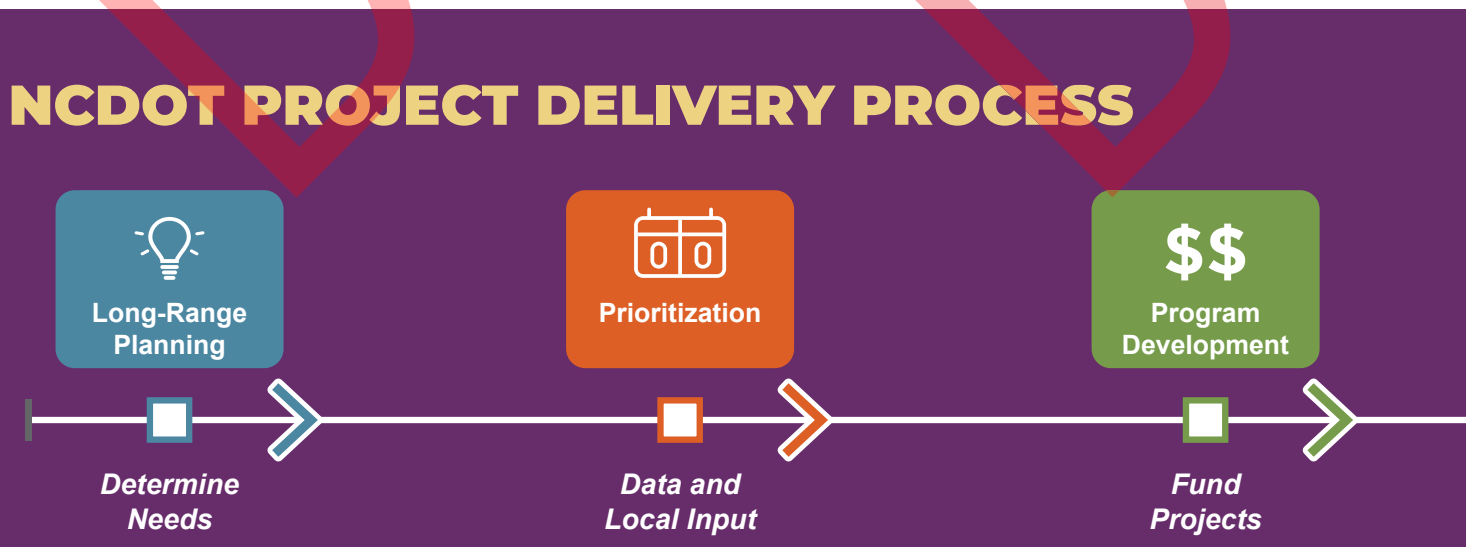
Years of extensive planning, study and work occur before NCDOT begins building a roadway. The process, known as the Project Development Process, begins with the department assisting municipalities and regions in developing Comprehensive Transportation Plans, which are long range plans that identify area transportation needs and priorities.

Once a project is programmed for funding, NCDOT initiates a study, and the project enters into the environmental analysis and development phase. As part of this process, further studies are conducted to get additional public input on how the proposed project might affect people living and working in the area, as well as assessing the potential environmental impact and how to meet the transportation need.

Once the final design location has been determined and NCDOT acquires necessary property to accommodate the project and awards a construction contract ("Let"). Then, construction begins.

The typical NCDOT Project Delivery Process is shown in the figure below.

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CTP MAPS

The mutually adopted Transylvania County CTP Maps are found in Figure 1. Definitions of terms on these maps can be found in the Appendix. Maps and recommendations are separated and organized by mode. The maps included are:

The maps included for each area are:

1 **Facility Types and Control of Access**
2 **Highway Recommendations**
3 **Public Transportation Recommendations**
4 **Bicycle and Pedestrian Recommendations**

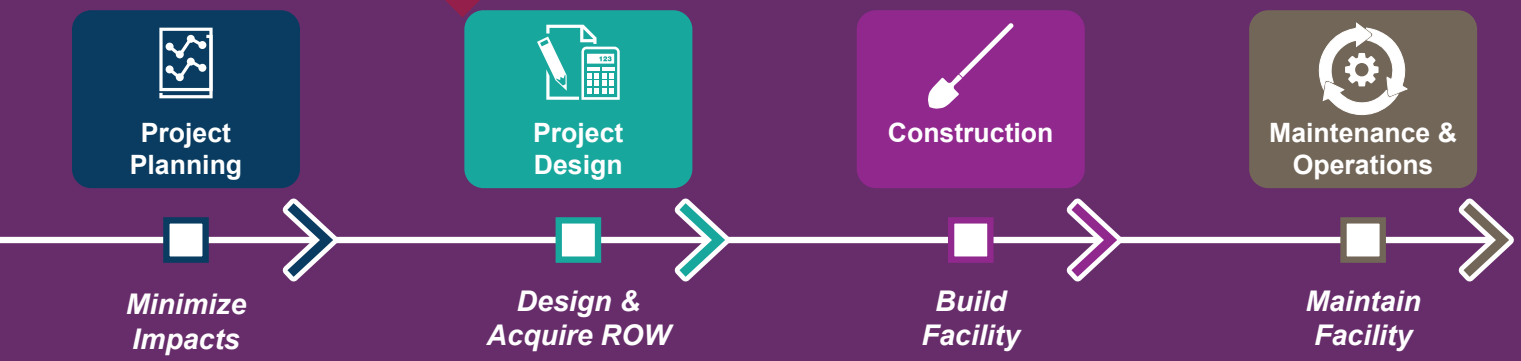
The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps show agreement on the future potential transportation proposals to meet

CTP PROJECT RECOMMENDATIONS LIST

The recommendation lists that follow each set of maps contain information about Transylvania County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and local community) of an identified transportation deficiency and a potential solution.

While the CTP does recommend possible solutions, called project recommendations, it may not represent the final location or cross-section and features associated with the improvement and may change over time due to further and more detailed studies The adopted CTP enables local officials to plan within the community appropriately, including possible reservation of corridors for future transportation facilities.

The recommendations shown below are not in any priority order.



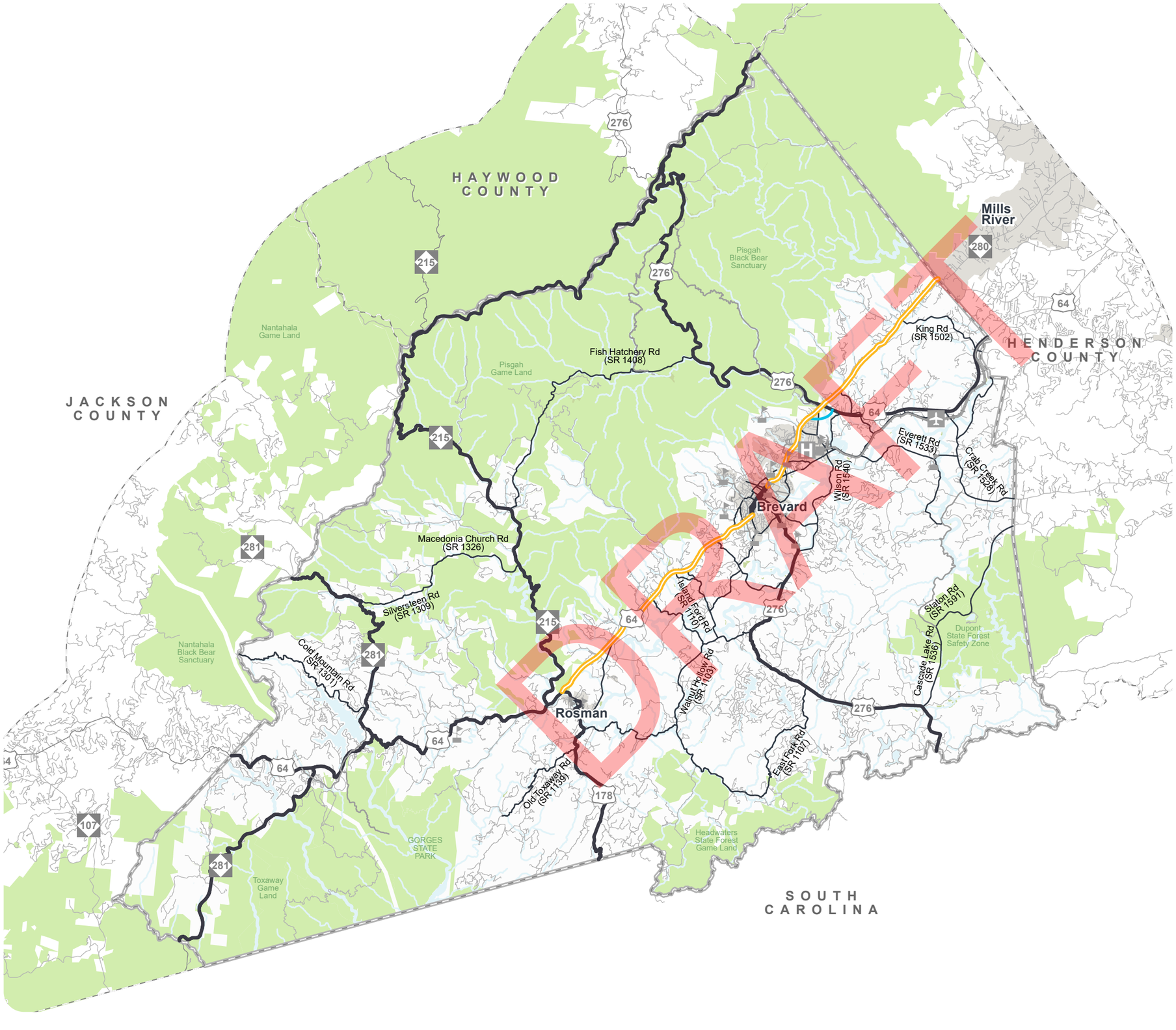
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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2045



TRANSYLVANIA

Comprehensive Transportation Plan

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

Studied Roads

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

N

0 0.5 1 2 3 4 5 6 7 8 9 Miles

Sheet 1 of 4

Base map date: March 20, 2019

Legal Disclaimer

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Plan Date: June 05, 2024

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045

TRANSYLVANIA

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#	———	- - -
Access Management / Operations (e.g., add median)	#	———	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	———	- - -
Other (e.g., safety, economic development)	#	———	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

MPO Boundary

RPO Boundary

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

N

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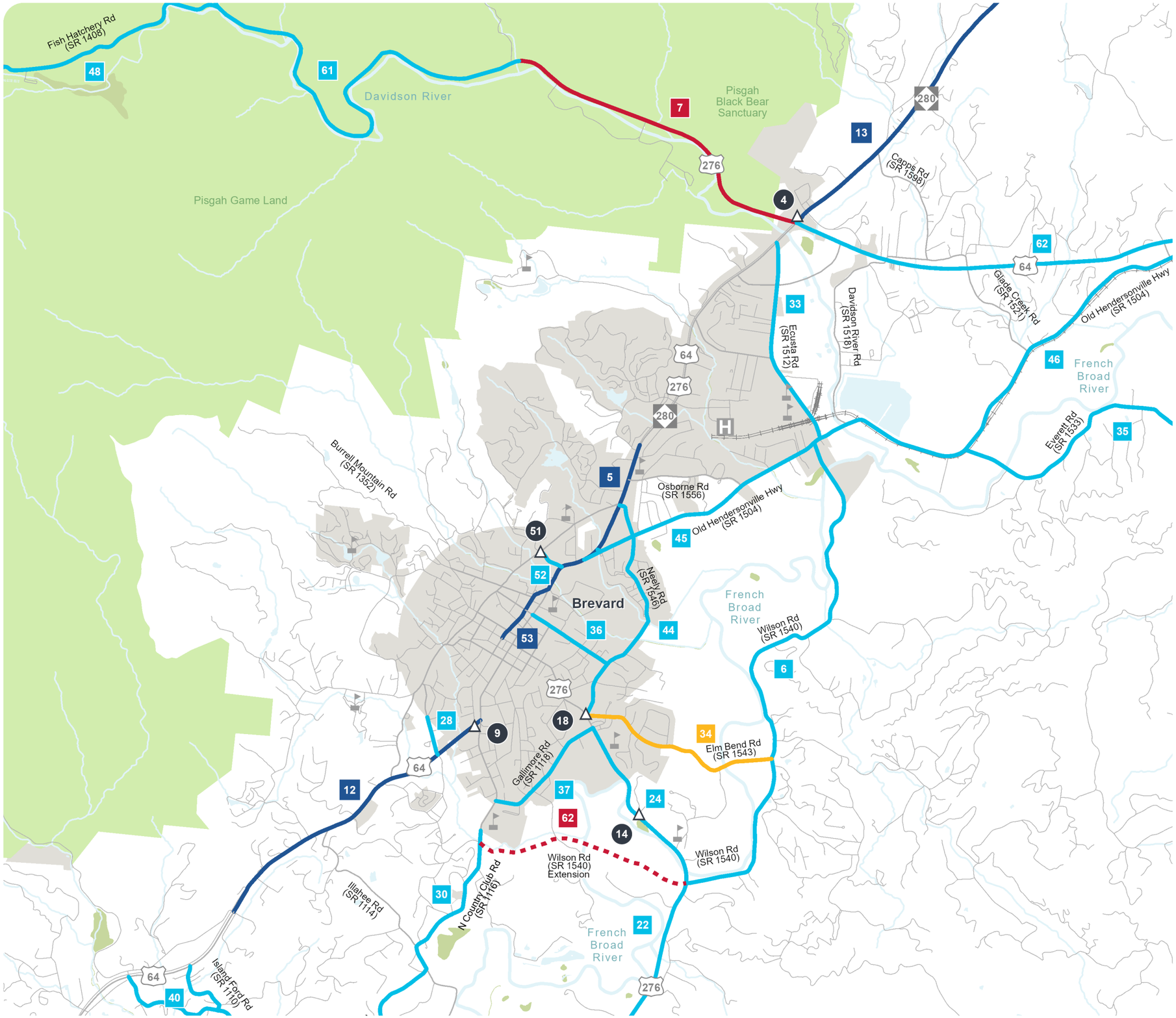
Sheet 2 of 4

Base map date: March 20, 2019

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HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045

TRANSYLVANIA

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#	———	- - -
Access Management / Operations (e.g., add median)	#	———	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	———	- - -
Other (e.g., safety, economic development)	#	———	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

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

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Sheet 2 of 4

Base map date: March 20, 2019

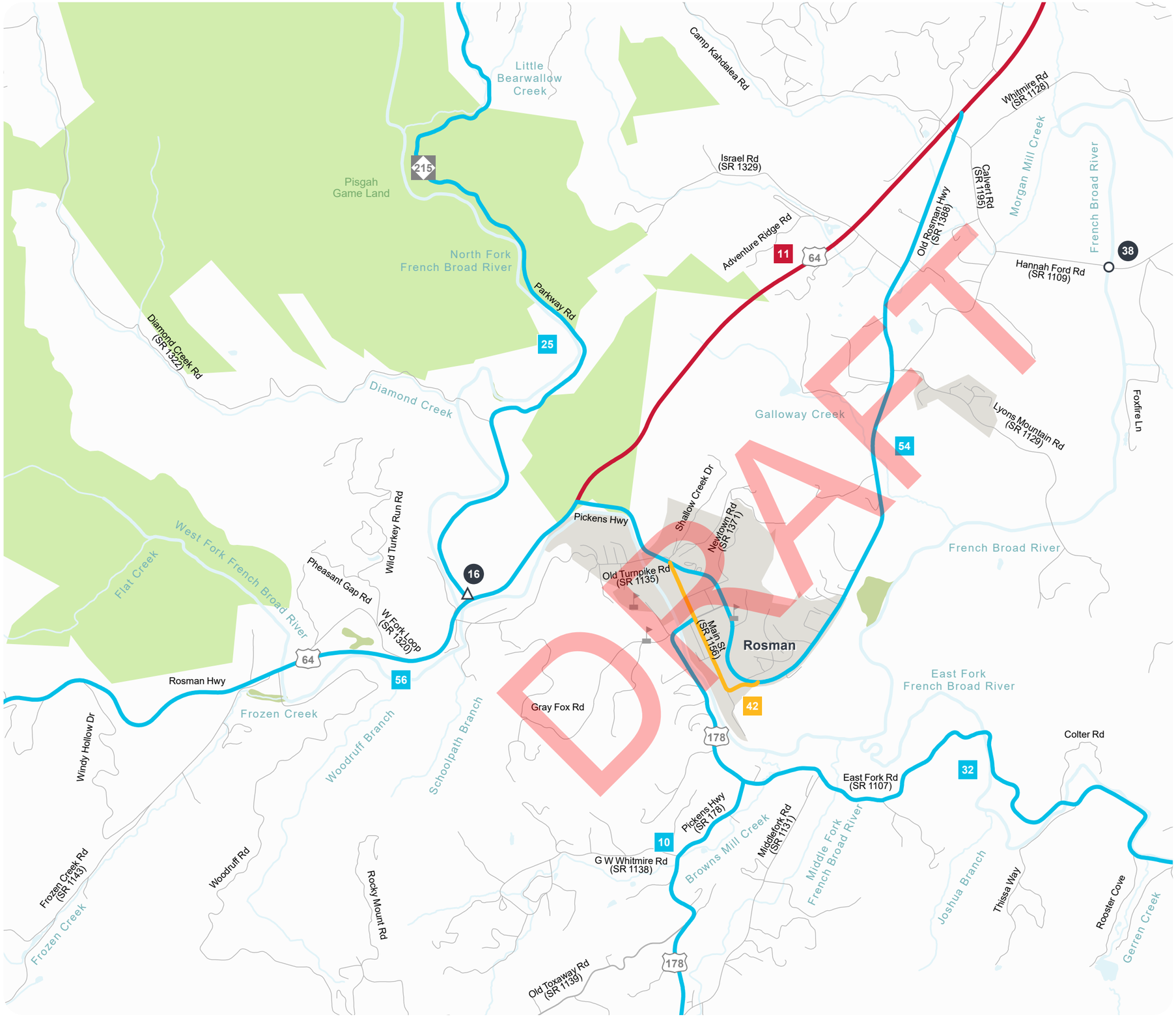
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Plan Date: July 15, 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045



TRANSYLVANIA

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#	———	- - -
Access Management / Operations (e.g., add median)	#	———	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	———	- - -
Other (e.g., safety, economic development)	#	———	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

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

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Sheet 2 of 4

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Plan Date: June 05, 2024

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Transylvania
Highway Recommendations

4 **Pisgah Forest Intersection, R-5799:**

| 0.0 miles

This Project is underway as R-5799. Please contact the NCDOT Division 14 office for details. The project expects to convert existing intersection to a roundabout.

5 **US 64 (N Broad Street) , R-5800:**

US 64 (N Broad Street) from N Caldwell Street to existing median. | 1.14 miles

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.

6 **Wilson Road (SR 1540), R-5763:**

from US 276 to Old Hendersonville Rd (SR 1504) SR 1504 (Old US 64/Old Hendersonville Highway) | 3.68 miles

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.

7 **US 276 in Pisgah Forest, R-5865:**

from US 64 to Avery Creek Trail Head | 2.15 miles

R-5865, which is underway, must fit within the constraints of the given section and will incrementally address the needs. The CTP references the current design as a two lane cross section including a Multi-Use Path to accommodate non-motorized travel.

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

9

Rosman Highway, North Country Club, Caldwell Street, R-5882:

| 0.0 miles

This Project is underway as R-5882. Please contact the NCDOT Division 14 office for details.

10

US 178, R-5919:

from Main Street (SR 1156) in Rosman to Middlefork Rd (SR 1133) | 1.86 miles

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

11

US 64, H170396:

from US 178 to existing 4-lane | 4.37 miles

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

12

US 64:

from Country Club Rd (SR 1116) to existing 4-lane | 2.04 miles

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

13

NC 280, H170251:

from US 276 to Henderson County | 5.08 miles

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.

14

Intersection of US 276 and Poplar Gap Road:

| 0.0 miles

Improve the alignment of intersection. The project expects to convert existing intersection to a roundabout.

15

Intersection of Cascade Lake Road and Crab Creek Road:

| 0.0 miles

Improve the alignment of intersection.

16

NC 215 and US 64:

| 0.0 miles

Improve the alignment of intersection.

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

DRAFT

18 **Intersection of Elm Bend Rd / US 276 / Parkview Dr:**

| 0.0 miles

Improve the alignment of intersection.

21 **US 178:**

from Middlefork Road (SR 1133) to South Carolina | 3.95 miles

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

22 **US 276:**

from Wilson Road (SR 1540) to South Carolina | 10.5 miles

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

23 **US 276:**

from Avery Creek Trail Head to Fish Hatchery Road (SR 1408) | 3.1 miles

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

24 **US 276:**

from Gallimore Road (SR 1118) to Wilson Road (SR 1504) | 1.21 miles

Improve alignment, lane widths, and shoulders to current design standards. Include a multi-use path to connect the cultural resources along this corridor.

25 **NC 215:**

from US 64 to Macedonia Church Road (SR 1326) | 6.05 miles

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.

DRAFT DRA

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

26

NC 281:

from US 64 to Cold Mountain Rd (SR 1301) | 0.89 miles

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.

28

Carolina Avenue (SR 1347):

from US 64 to existing 20' crossection | 0.25 miles

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

30

Country Club Road (SR 1116 & SR 1115):

from Woodland Terrace (SR 1121) to Island Ford Road (SR 1110) | 2.73 miles

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

31

Crab Creek Road (SR 1528), H111128:

from US 64 to Henderson County - Dupont Road (SR 1259) | 4.09 miles

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

32

East Fork Road (SR 1107) :

from US 178 to Walnut Hollow Road (SR 1103) | 3.68 miles

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

33

Ecusta Road (SR 1512) , H150561:

from US 64 to Old Henderson Highway (1504) | 1.36 miles

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).

34

Elm Bend Road (SR 1543):

from US 276 to Wilson Road (SR 1504) | 1.34 miles

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

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

TABLE OF CONTENTS

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35 **Everett Road (SR 1533) :**

from Old Henderson Highway (SR 1504) to Crab Creek Road (SR 1528) | 3.21 miles

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

36 **French Broad Street (SR 1544) :**

from US 64 to Neely Road (SR 1546) | 0.57 miles

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

37 **Gallimore Road (SR 1118):**

from US 276 to N Country Club Road (SR 1116) | 0.84 miles

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

38 **Hanna Ford Road (SR 1127) at Limekiln Branch of the French Broad River:**

| 0.0 miles

Improve Resiliency to flooding from the Limekiln Branch of the French Broad River

40 **Island Ford Road (SR 1110) :**

from US 64 to US 276 | 4.47 miles

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

41 **King Road (SR 1502):**

from US 64 to NC 280 | 2.89 miles

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

42 **Main Street (SR 1156):**

from US 178 to Old Rosman Road (SR 1388) | 0.67 miles

Improve Resiliency to flooding from the French Broad River

DRAFT DRA

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

43 **Merrill Lane at Little River:**

| 0.0 miles

Improve Resiliency to flooding from the Little River

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

from US 64 to US 276 | 1.58 miles

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.

45 **Old Hendersonville Highway (SR 1504), H170395:**

from US 64 to Ecusta Road (SR 1512) | 1.75 miles

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

46 **Old Hendersonville Highway (SR 1504):**

from Ecusta Road (SR 1512) to Crab Creek Rd (SR 1528) | 4.16 miles

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

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

from NC 215 to Jackson County | 8.48 miles

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

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

from US 276 to NC 215 | 9.33 miles

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

51 **McLean Road (SR 1356) Intersection with Railroad Ave:**

| 0.0 miles

Improve intersection site distance, access, and alignment. Address truck traffic turning radius, and Brevard Greenway crossing conflict.

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

TABLE OF CONTENTS

DRAFT

52 **McLean Road (SR 1356):**

from US 64 to Railroad Ave | 0.17 miles

Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Address Truck Traffic access concerns.

53 **US 64 BUS (Caldwell St):**

from US 64 to Main Street (SR 1349) | 0.45 miles

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

54 **Old Rosman Highway (SR 1388):**

from US 64 to US 64 through Rosman | 3.61 miles

Improve alignment, lane widths, and shoulders to current design standards. Improve Resiliency to flooding from the French Broad River.

55 **Green Rd (SR 1127):**

from US 64 to Hanna Ford Rd | 1.02 miles

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

56 **US 64:**

from US 178 to Jackson County | 10.86 miles

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

57 **Hart Rd (SR 1534) Flood Mitigation:**

from Everett Rd (SR 1533) to Eagles Nest Ln | 0.53 miles

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.

59 **Bridge on Crab Creek (SR 1528) over Buckhorn Creek. :**

0.0 miles

Improve the alignment of intersection.

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

60

Intersection of US 276 and Cascade Lake Road:

0.0 miles

Improve Resiliency to Flooding.

61

US 276:

from Avery Creek Trail Head to Haywood County | 12.86 miles

Spot Improvements

62

Wilson Rd (SR 1540) Extension:

from US 276 to N Country Club Rd (SR 1116) | 1.42 miles

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.

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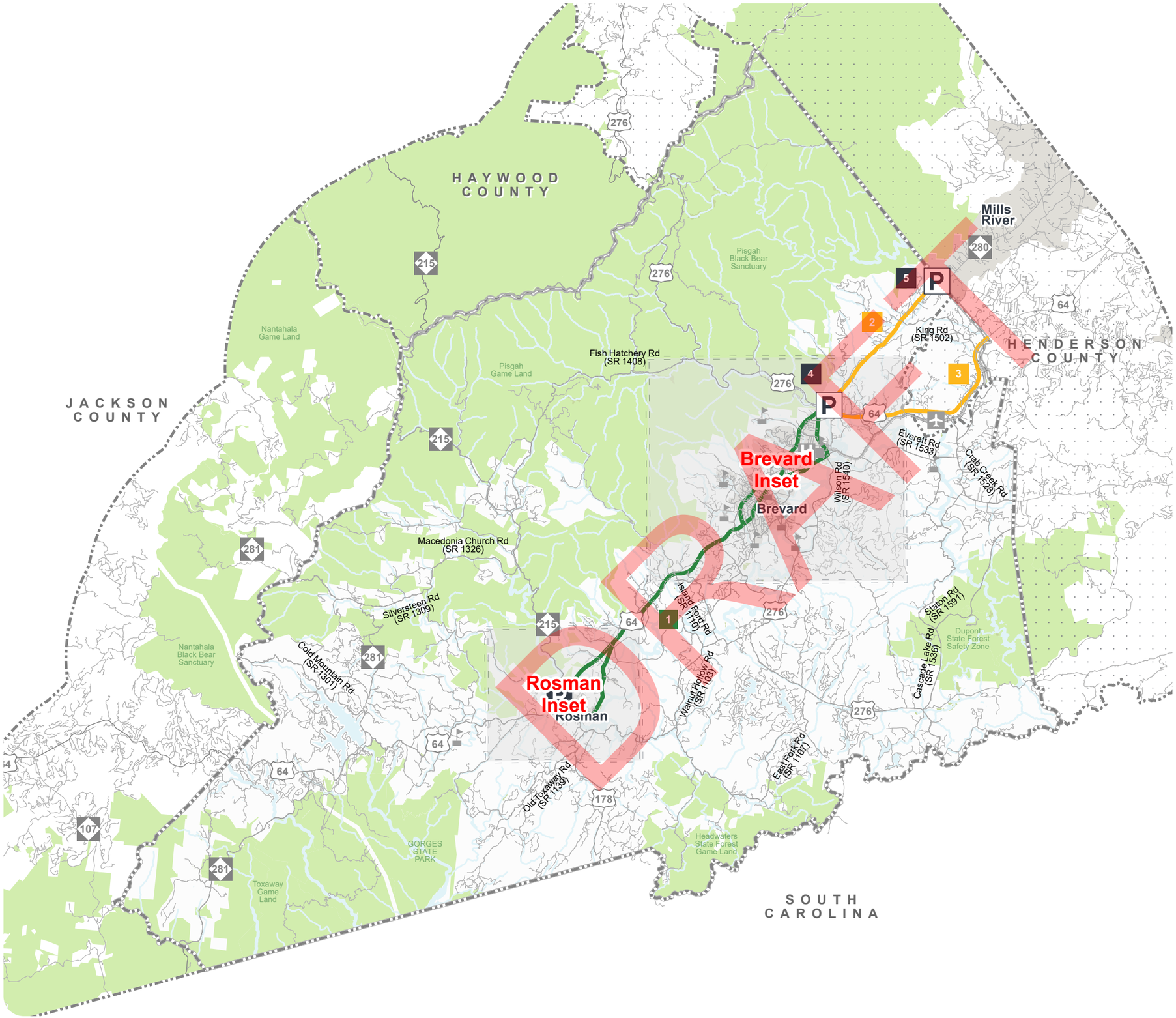
Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

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PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2045



TRANSYLVANIA

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#	P	P
Amtrak Station	#		
Intermodal Terminal	#		

MPO Boundary

RPO Boundary

Studied Roads

Denotes Highway Incidental #★

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

N

0 1 2 3 4 5 6 7 8 Miles

Sheet 3 of 4

Base map date: March 20, 2019

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Plan Date: June 05, 2024

PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2045

TRANSYLVANIA

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
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Fixed Guideway	#		
Amtrak / Freight Route	#		
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Transit Facility	#		
Park and Ride Lot	#	P	P
Amtrak Station	#		
Intermodal Terminal	#		

MPO Boundary

RPO Boundary

Studied Roads

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Sheet 3 of 4

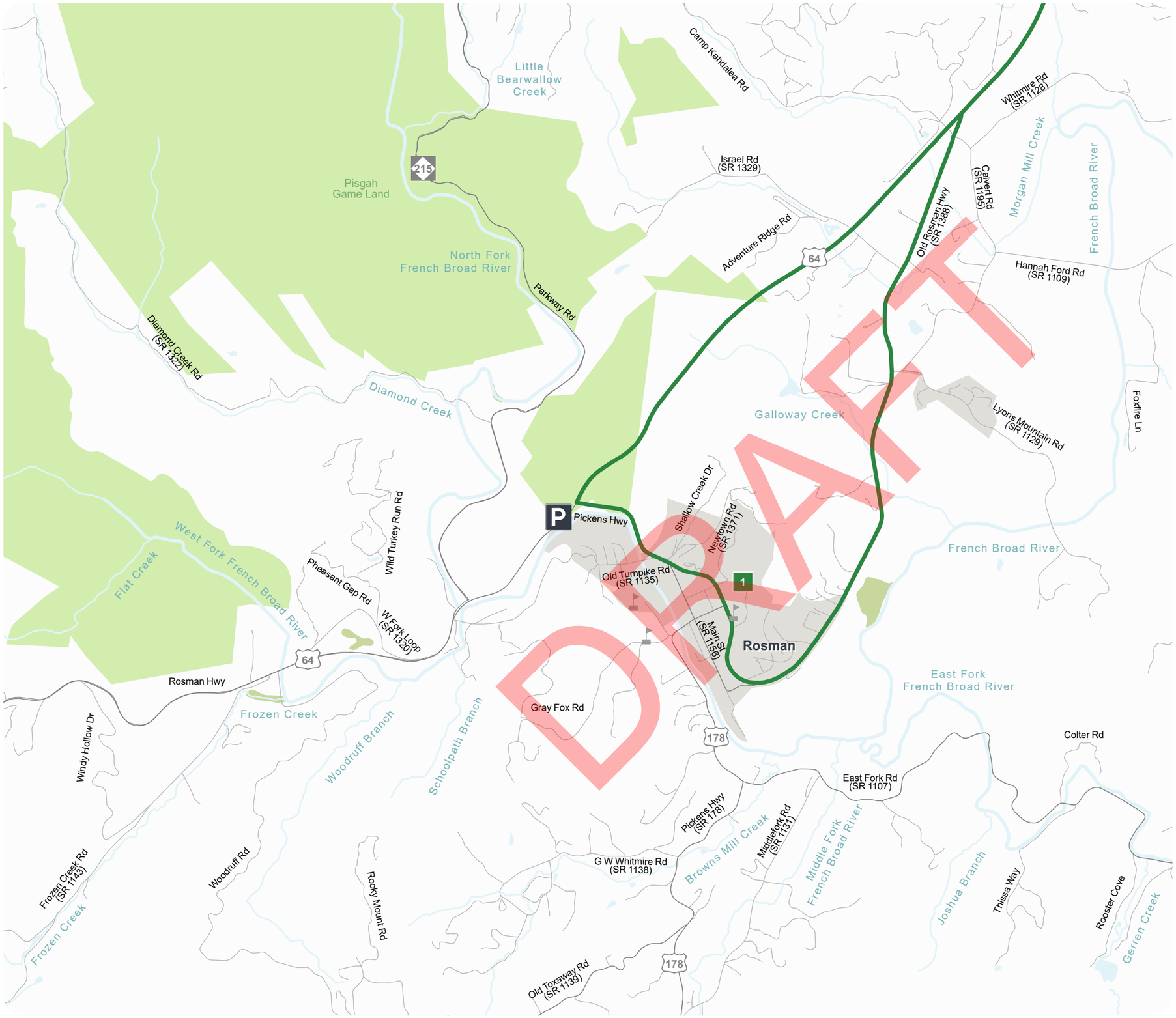
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PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2045

TRANSYLVANIA

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#	P	P
Amtrak Station	#		
Intermodal Terminal	#		

MPO Boundary

RPO Boundary

Studied Roads

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0 0.5 1 Miles

Sheet 3 of 4

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Plan Date: June 05, 2024

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Transylvania
Public Transportation and Rail Recommendations

1 **Transylvania In Motion:**
Brevard to Rosman | 20.25 miles
Fixed Route Transit

2 **to Asheville:**
Brevard to Asheville | 5.01 miles
Regional Transit

3 **to Hendersonville:**
Brevard to Henderson | 6.42 miles
Regional Transit

4 **Park-and-Ride:**
Near intersection of US 280 and US 64 | 0.0 miles
Park-and-Ride

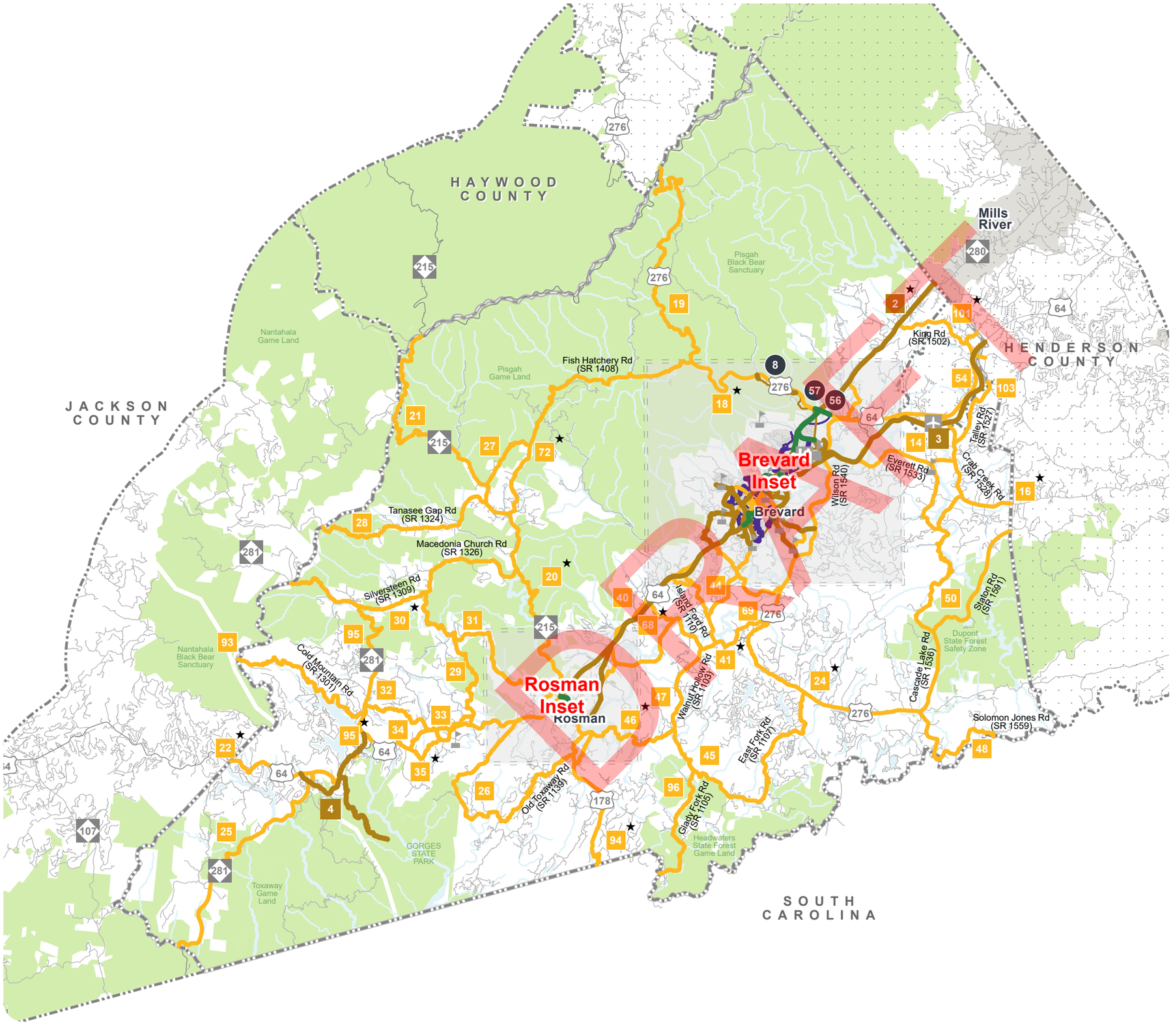
5 **Park-and-Ride:**
Near Brickyard Rd (SR 1323) | 0.0 miles
Park-and-Ride

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Public Trans/Rail Class: Urban Bus Corridor | Regional Bus Corridor | Rural Bus Corridor | Fixed Guideway
Amtrak/Freight Route | Park and Ride or Multimodal | Amtrak/Light Rail Station or Intermodal Terminal
★ Denotes Highway Incidental

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045



TRANSYLVANIA

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	○
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

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

N

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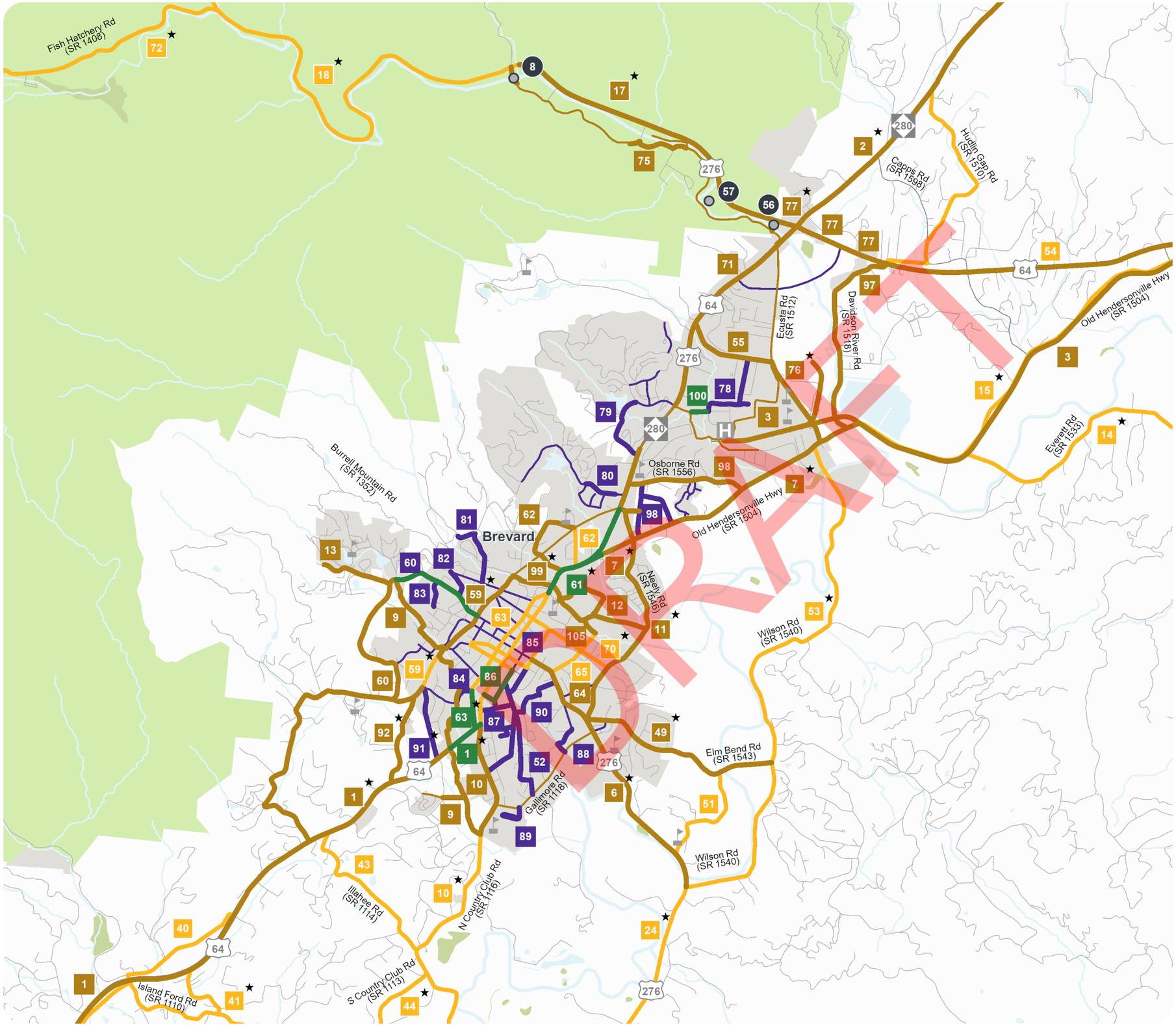
Sheet 4 of 4

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BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045

TRANSYLVANIA

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	●
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

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Sheet 4 of 4

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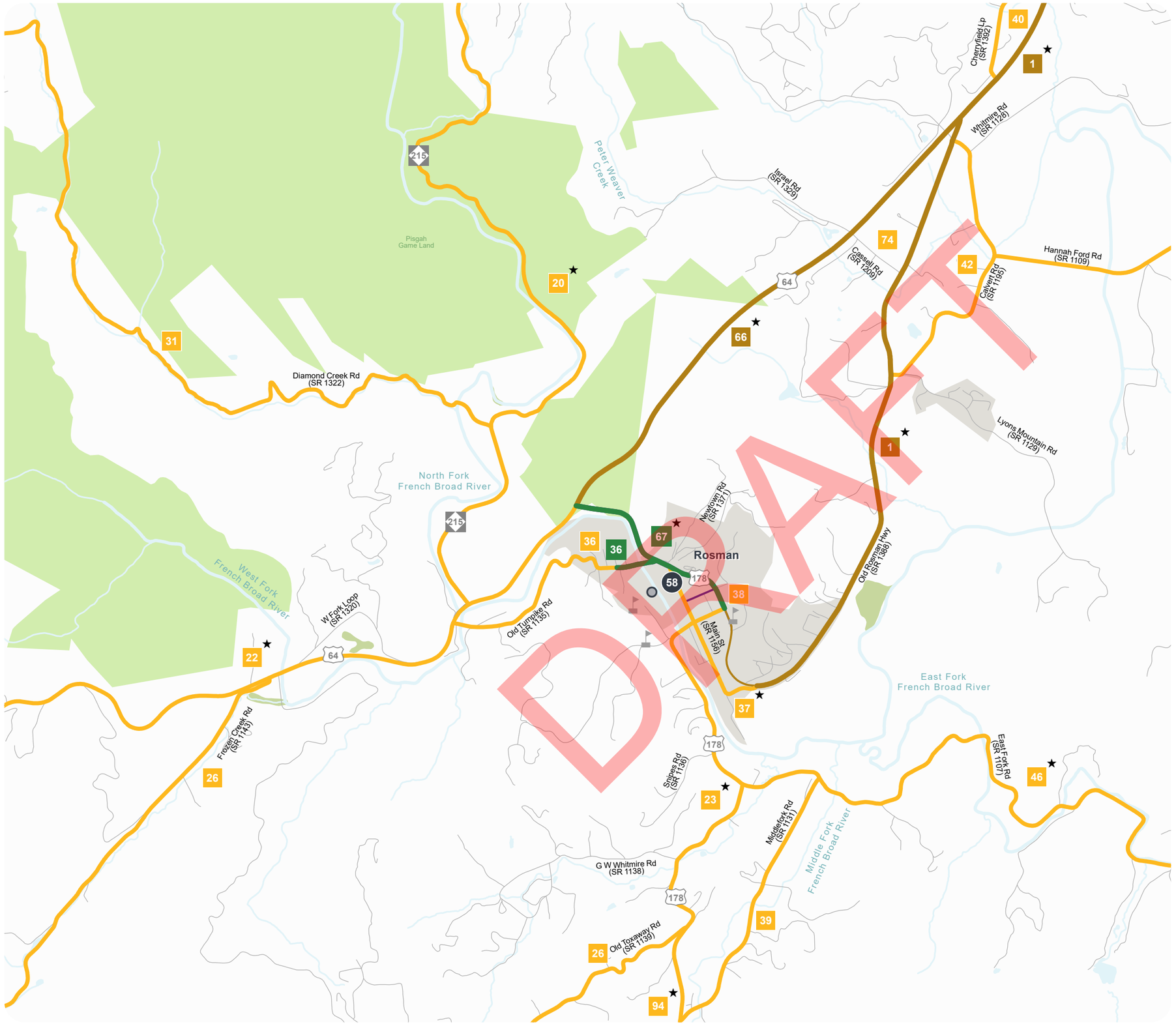
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Plan Date: April 01, 2026

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2045



TRANSYLVANIA

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	○
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

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

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0 0.5 1 Miles

Sheet 4 of 4

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Plan Date: June 05, 2024

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Transylvania
Bicycle and Pedestrian Recommendations

1 **Brevard to Rosman Multi-Use Path:**
Brevard to Rosman | 8.0 miles
Proposed shared use path between Brevard and Rosman along the US 64 corridor.

2 **Brevard to Mills River Multi-Use Path:**
Brevard to Mills River | 5.01 miles
Proposed shared use path along the west side of the NC 280 corridor.

3 **Ecusta Rail Trail:**
Brevard to Henderson | 10.22 miles
Multi-Use Path along railroad

4 **Lake Toxaway Trail:**
NC 281 to Bearwallow Rd and to Gorges State Park | 6.42 miles
Side Path and Multi-Use Path

6 **Greenville Hwy Multi-Use Path:**
from Multi-Use Path at Gallimore Road to Hap Simpson Park | 1.53 miles
Side Path

US 276:
from Gallimore Road (SR 1118) to Wilson Road (SR 1504) | 1.21 miles
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.

7 **Old Hendersonville Hwy Multi-Use Path:**
from Multi-Use Path at Neely Rd (SR 1546) to Multi-Use Path at Ecusta Rd (SR 1512) | 1.91 miles
Side Path

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Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

8

Avery Creek Trailhead Bridge:

from the Davidson River Campgrounds to the Avery Creek Trailhead | 0.12 miles

Multi-Use Path Bridge

9

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 | 2.4 miles

Multi-Use Path

10

N Country Club Road Bike Lanes:

from US 64 (Broad Street) to Gallimore Rd (SR 1118) | 0.49 miles

Bike Facilities or Paved Shoulders from downtown to Brevard High School.

11

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

from US 64 to US 276 | 1.81 miles

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.

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 | 1.35 miles

Side Path

12

Brevard College Greenway:

from Multi-Use Path at Neely Rd (SR 1546) to Multi-Use Path at Railroad Ave | 1.48 miles

Multi-Use Path

13

Music Camp Road:

from the proposed West Brevard Greenway to the Bracken Preserve | 0.72 miles

Side Path

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Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

14 ★ **Everett Road (SR 1533) :**

from Old Henderson Highway (SR 1504) to Crab Creek Road (SR 1528) | 3.21 miles

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

15 **Old Hendersonville Highway (SR 1504):**

from Ecusta Road (SR 1512) to Crab Creek Rd (SR 1528) | 3.42 miles

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

16 ★ **Crab Creek Road (SR 1528), H111128:**

from US 64 to Henderson County - Dupont Road (SR 1259) | 4.09 miles

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

17 ★ **US 276 in Pisgah Forest, R-5865:**

from US 64 to Avery Creek Trail Head | 2.15 miles

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.

18 ★ **US 276:**

from Avery Creek Trail Head to Fish Hatchery Road (SR 1408) | 3.1 miles

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

19 **US 276:**

from Fish Hatchery Rd (SR 1408) to the Blue Ridge Parkway | 9.76 miles

Bike Accomodations or Paved Shoulders to connect over the mountain.

20 ★ **NC 215:**

from US 64 to Macedonia Church Road (SR 1326) | 6.05 miles

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.

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Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge

★ Denotes Highway Incidental

21 **NC 215:**
from Macedonia Church Rd (SR 1326) to Haywood County | 10.98 miles
Other Community Interest

22 ★ **US 64:**
from US 178 to Jackson County | 10.86 miles
Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.

23 ★ **US 178, R-5919:**
from Main Street (SR 1156) in Rosman to Middlefork Rd (SR 1133) | 1.86 miles
Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.

24 **US 276:**
from Wilson Road (SR 1540) to South Carolina | 10.12 miles
Bike Facilities or Paved Shoulders

25 **NC 281:**
from US 64 to Jackson County | 7.74 miles
Bike Accomodation or Paved Shoulders

26 **Frozen Creek - Gorges State Park:**
from US 64 to US 178 | 9.15 miles
Bike Accommodations or Paved Shoulders

27 **Indian Creek:**
from NC 215 to Fish Hatchery Rd | 2.09 miles
Other Community Interest

28 **Tanasee Gap Rd:**
from NC 215 to Jackson County | 5.95 miles
Other Community Interest

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

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29 **Silversteen Rd (SR 1309):**
from US 64 to Macedonia Chrch Rd (SR 1326) | 5.95 miles
Other Community Interest

30 **Silversteen Rd / Macedonia Church Rd / NC 281:**
from NC 215 to Jackson County | 8.48 miles
Other Community Interest

31 **Diamond Creek Rd (SR 1322):**
from NC 215 to Silversteen Rd (SR 1309) | 4.44 miles
Other Community Interest

32 **Kim Miller Rd (SR 1304):**
from US 64 to NC 281 | 3.05 miles
Bike Accommodations or Paved Shoulders

33 **Old Quebec Rd (SR 1318):**
from Kim Miller Rd (SR 1304) to NC 215 | 1.32 miles
Bike Accommodations or Paved Shoulders

34 **Reid Rd (SR 1316):**
from US 64 to Kim Miller Rd (SR 1304) | 0.92 miles
Bike Accommodations or Paved Shoulders

35 ★ **US 64, R-2409C:**
from Lake Toxaway to Indian Creek | 2.01 miles
This Project is underway as R-2409C. Please contact the NCDOT Division 14 office for details.

36 **Old Turnpike Rd (SR 1135):**
from US 64 to US 178 | 0.98 miles
Bike Accommodations or Paved Shoulders

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Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

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37 ★ **Main Street (SR 1156):**
from US 178 to Old Rosman Road (SR 1388) | 0.67 miles
Improve Resiliency to flooding from the French Broad River

38 **US 176 (Pickens Highway):**
from Main Street (SR 1156) to Old Rosman Highway (SR 1388) | 0.13 miles
Other Community Interest

39 **Middleford Rd (SR 1131):**
from East Fork Rd (SR 1107) to US 178 | 1.12 miles
Bike Accommodations or Paved Shoulders

40 **US 64 Alternative Routes:**
from Brevard to Rosman | 3.14 miles
Other Community Interest

41 ★ **Island Ford Road (SR 1110) :**
from US 64 to US 276 | 4.04 miles
Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.

42 **Hannah Ford Rd (SR 1109):**
from Walnut Hallow Rd (SR 1103) to Old Rosman Highway (SR 1388) | 5.22 miles
Bike Accommodations, Paved Shoulders, and Other Community Interest

NC 281 Bike Lanes:
from Cold Mountain Rd (SR 1301) to Silversteen Rd (SR 1309) | 4.43 miles
Other Community Interest

43 **Illahee Rd (SR 1114) and Barclay Rd (SR 1207):**
from US 64 to US 276 | 2.9 miles
Bike Accommodations or Paved Shoulders

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

44 ★ **Country Club Road (SR 1116 & SR 1115):**
from Woodland Terrace (SR 1121) to Island Ford Road (SR 1110) | 2.73 miles
Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.

45 **East Fork Rd (SR 1107):**
from US 178 to US 276 | 8.48 miles
Bike Accommodations or Paved Shoulders

46 ★ **East Fork Road (SR 1107) :**
from US 178 to Walnut Hollow Road (SR 1103) | 3.68 miles
Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.

47 **Walnut Hollow Rd (SR 1103):**
from Island Ford Rd (SR 1110) to East Fork Rd (SR 1107) | 3.31 miles
Bike Accommodations or Paved Shoulders

48 **Solomon Jones Rd (SR 1559):**
from US 276 to Fred W. Symmes Chapel and observation point | 2.67 miles
Other Community Interest

49 ★ **Elm Bend Road (SR 1543):**
from US 276 to Wilson Road (SR 1504) | 1.34 miles
Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.

50 **DuPont State Forest Access:**
from Crab Creek Rd (SR 1528) to US 276 | 15.23 miles
Bike Accommodations, Paved Shoulders, and Other Community Interest

51 **Bert Lane Rd (SR 1542):**
from US 276 to Elm Bend Rd (SR 1543) | 0.75 miles
Other Community Interest

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

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South Brevard Neighborhood:

Country Club Rd (SR 1116), Gallimore Rd (SR 1118), US 64 (Broad St), and US 276 (Main St) | 1.55 miles

Other Community Interest

53 ★

Wilson Road (SR 1540), R-5763:

from US 276 to Old Hendersonville Rd (SR 1504) SR 1504 (Old US 64/Old Hendersonville Highway) | 3.68 miles

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.

54

US 64 (Hendersonville Highway):

from NC 280 to Henderson County | 5.79 miles

Bike Facilities or Paved Shoulders

55

Morris Rd:

from US 64 to Ecusta Rd (SR 1512) | 0.6 miles

Bike Facilities or Paved Shoulders

56

Davidson River Bridge, EB-5858:

from Brevard Greenway to US 276 | 0.0 miles

Bike and Pedestrian Bridge across Davidson River near Pisgah Forest

57

Sycamore Flats Bridge:

from Brevard Greenway to Sycamore Flats Recreational Area | 0.0 miles

Multi-Use Path

58

Champion Park Bridge:

from Rosman Elementary School to Champion Park | 0.0 miles

Multi-Use Path

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge

★ Denotes Highway Incidental

59 ★ **Railroad Aveune Extension, R-5743:**

from US 64/276 to Chestnut St (SR 1710) | 1.62 miles

The CTP proposes a low-speed, two-lane, local-traffic street complete with bike lanes and sidewalks that would connect the west side of Brevard together. The proposal would primarily follow existing roads and add some new road segments to make necessary connections.

60 **Cashiers Valley Rd - Probart St:**

from US 64 to Railraod Ave | 3.55 miles

Bike Facilities, Bike Accommodations, or Paved Shoulders

61 ★ **US 64 (N Broad Street) , R-5800:**

US 64 (N Broad Street) from N Caldwell Street to existing median. | 0.74 miles

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.

62 **Brevard Middle School Loop:**

from US 64 to US 64 | 0.68 miles

Bike Accommodations or Paved Shoulders

63 **Downtown Couplet:**

from North Broad Street to Carolina Ave and from Oaklawn Avenue to Johnson Street | 2.04 miles

Bike Facilities or Paved Shoulders

64 **Main Street in Brevard:**

from Railroad Ave to Elm Bend Rd (SR 1543) | 1.35 miles

Bike Facilities or Paved Shoulders

65 **Franklin St:**

from US 276 (Main St) to Brevard College | 0.38 miles

Other Community Interest

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Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge

★ Denotes Highway Incidental

66 ★ **US 64, H170396:**

from US 178 to existing 4-lane | 4.37 miles

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

67 ★ **Old Henderson Highway (SR 1388):**

from US 64 to US 64 through Rosman | 3.13 miles

Improve alignment, lane widths, and shoulders to current design standards. Improve Resiliency to flooding from the French Broad River.

68 ★ **Green Rd (SR 1127):**

from US 64 to Hanna Ford Rd | 1.02 miles

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

69 **Island Ford Rd (SR 1110):**

from Connestree Rd to US 276 | 1.34 miles

Bike Accommodations or Paved Shoulders

70 **French Broad St (SR 1544):**

from N Caldwell St to Park Ave (SR 1546) | 0.63 miles

Bike Facilities or Paved Shoulders

71 **US 64 (Asheville Highway):**

from Brevard Greenway at Hospital Road to Pisgah Forest Intersection (US 64 / US 276 / NC 280) | 1.45 miles

Bike Facilities or Paved Shoulders

72 ★ **Upgrade and pave Fish Hatchery Road (FR-475) and Shoal Creek Road (SR 1327):**

from US 276 to NC 215 | 9.33 miles

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

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge

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73 **Rich Mountain Rd (SR 1537):**
from US 276 to US 276 | 7.88 miles
Other Community Interest

74 **Cassell Rd (SR 1209):**
from US 64 to Old Rosman Highway (SR 1388) | 0.25 miles
Other Community Interest

75 **Davidson River Campground Greenway:**
from the Art Loeb Trailhead to the Davidson River Campground | 0.4 miles
Multi-Use Path

76 **Ecusta Rd (SR 1512):**
from existing Brevard Greenway to Proposed Multi-Use Path on Old Henderson Highway (SR 1504) | 0.61 miles
Side Path

77 **US 64:**
from NC 280 to Davidson River Rd | 0.77 miles
Sidewalks

78 **Hospital Sidewalks:**
from US 64 to Morris Rd (SR 1516) | 0.71 miles
Sidewalks

79 **Fortune Cove Rd:**
from Straus Parkway to US 64 | 0.46 miles
Sidewalks

80 **Deerlake Rd:**
from sidewalks on Cambridge Rd to existing sidewalks on Deerlake Rd | 0.21 miles
Sidewalks

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Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

81 **Tinsley Rd (SR 1353) & Kings Creek Rd (SR 1354):**
from existing sidewalks Whitmire St (SR 1351) to Millbrook Dr | 0.45 miles
Sidewalks

82 **Kings Mill Rd:**
from Probart St to Whitemire St (SR 1351) | 0.18 miles
Sidewalks

83 **Rosenwald Ln:**
from Probart St to Main St | 0.17 miles
Sidewalks

84 **Silversteen Dr:**
from end of existing sidewalks on Silversteen Dr to Caldwell St | 0.14 miles
Sidewalks

85 **Johnson St:**
from Maple St to Jordan St | 0.16 miles
Sidewalks

86 **Varsity St and Gaston St:**
from US 64 (Broad St) to Morgan St | 0.36 miles
Sidewalks

87 **Miner St:**
from US 64 (Broad St) to Maple St | 0.21 miles
Sidewalks

88 **Main St and Wilson Dr:**
from end of sidewalks on Main St to Gallimore Rd (SR 1118) | 0.21 miles
Sidewalks

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Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

89 **High School Rd:**
from Gallimore Rd (SR 1118) to Brevard High School | 0.29 miles
Sidewalks

90 **Grove Ln and Pine St:**
from Maple St to US 276 (Main St) | 0.38 miles
Sidewalks

91 **Carolina Ave:**
from US 64 to Cashiers Valley Rd | 0.48 miles
Sidewalks

92 **Nicholson Creek Rd (SR 1346):**
from US 64 to Cashiers Valley Rd | 0.6 miles
Sidewalks

93 **Cold Mountain Road Bike Lanes:**
from NC 281 to Jackson County | 5.62 miles
Bike Accommodations or Paved Shoulders

94 ★ **US 178:**
from Middlefork Road (SR 1133) to South Carolina | 3.95 miles
Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.

95 **NC 281 Bike Lanes:**
from Cold Mountain Rd (SR 1301) to Silversteen Rd (SR 1309) | 4.43 miles
Other Community Interest

96 **Glady Fork Rd (SR 1105):**
from East Fork Rd (SR 1107) to Continental Divide Rd | 4.15 miles
Bike Accommodations or Paved Shoulders

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Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

97 **Davidson River Rd and Hudlin Gap Rd (SR 1510):**
from Old Hendersonville Highway (SR 1504) to NC 280 | 2.96 miles
Bike Accommodations or Paved Shoulders

98 **Blue Ridge Community College Access:**
from Old Hendersonville Highway (SR 1504) to US 64 | 2.98 miles
Bike Facilities, Paved Shoulders, and Other Community Interest

99 ★ **McLean Street (SR 1356):**
from US 64 to Railroad Ave | 0.17 miles
Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Address Truck Traffic access concerns.

100 **Hospital Rd:**
from US 64 to the Hospital | 0.09 miles
Bike Facilities or Paved Shoulders

101 ★ **King Road (SR 1502):**
from US 64 to NC 280 | 2.89 miles
Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.

102 ★ **Country Club Road (SR 1116 & SR 1115):**
from Woodland Terrace (SR 1121) to Island Ford Road (SR 1110) | 2.73 miles
Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.

103 **Talley Rd (SR 1527):**
from Crab Creek (SR 1528) to Henderson County | 3.28 miles
Bike Facilities or Paved Shoulders

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

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CTP MAPS AND RECOMMENDATIONS FILES

FACILITY TYPES MAP: **HighwayFacilityTypes.pdf**

HIGHWAY MAP: **HighwayRecommendations.pdf**

HIGHWAY RECOMMENDATIONS: **Recommendations List 09-30-2022.pdf**

PUBLIC TRANSPORTATION MAP: **PublicTransportationAndRail.pdf**

PUBLIC TRANSPORTATION RECOMMENDATIONS: **Recommendations List 09-30-2022.pdf**

BIKE/PED MAP: **BicycleAndPedestrian_v6.pdf**

BIKE/PED RECOMMENDATIONS: **Recommendations List 09-30-2022.pdf**

CTP APPROVALS

Based on state statute §136-66.2, Comprehensive Transportation Plans must be adopted locally and by the North Carolina Board of Transportation.

The below table shows all the areas that adopted or endorsed the Transylvania County CTP.

Area	Dates	Type
City of Brevard		Adoption
Town of Rosman		Adoption
Transylvania County		Adoption
Land of Sky Rural Planning Organization		Endorsement
N.C. Board of Transportation		Adoption

Adoption and endorsement resolutions are available in the Appendix.

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OTHER COMMUNITY INTERESTS

Occasionally, a Comprehensive Transportation Plan cannot satisfy all the of the varied needs of a community. This section identifies any local desires that did not meet the criteria to achieve a recommendation, or local interests that are outside of the scope of the plan.

They are:

- 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.

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OTHER COMMUNITY INTERESTS CONT.

- 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:
  - $1,566,000 generated in business output (sales)
  - 21 jobs supported through trail user expenditures
  - $614,000 generated in labor income
- 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.

More detail can be found in the Appendix.

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DISCLAIMER

This report documents the work of the Transylvania County Comprehensive Transportation Plan study.

The N.C. Department of Transportation and any of the adopting/endorsing organizations of the Transylvania County Comprehensive Transportation Plan:

1. Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
2. Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
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Primary sources from which this data was compiled must be consulted for verification of information contained in this report.

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