

**Highway Recommendations**

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

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
1	TRAN001-H	Congestion	Caldwell Street	from Probrat Street (SR 1348) to US 64	0.49	H,B,P	This Project is underway as U-5104. Please contact the NCDOT Division 14 office for details.	Roadway with Multi-Modal Components
2	TRAN002-H	Congestion	US 64	from Lake Toxaway to Indian Creek	2.01	H,B	This Project is underway as R-2409C. Please contact the NCDOT Division 14 office for details.	Improve alignment, lane widths, shoulders, and climbing lanes
4	TRAN004-H	Bridge/Intersection	Pisgah Forest Intersection		0	H,M,B,P,T	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.	Intersection/Bike and Pedestrian
5	TRAN005-H	Access Management	US 64 (N Broad Street)	US 64 (N Broad Street) from N Caldwell Street to existing median.	1.14	H,M,B,P	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, consolidate driveways, add bicycle lanes, sidewalks, and replace the multiuse path. It will upgrade select intersections to roundabouts.	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.
6	TRAN006-H	Modernization	Wilson Road (SR 1540)	from US 276 to Old Hendersonville Rd (SR 1504) SR 1504 (Old US 64/Old Hendersonville Highway)	3.68	H,B	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.	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.
7	TRAN007-H	Congestion	US 276 in Pisgah Forest	from US 64 to Avery Creek Trail Head	2.15	H,B	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.	US 276 in the Pisgah Forest is a point of major tourist activity. The Traffic Forecast for STIP Project R-5799 shows this facility experiences traffic higher than the historical data. In addition, the high seasonal variability and truck traffic leads to congestion in excess of average annual data.
9	TRAN009-H	Bridge/Intersection	Rosman Highway, North Country Club, Caldwell Street		0	H,B,P	This Project is underway as R-5882. Please contact the NCDOT Division 14 office for details.	Intersection Improvements
10	TRAN010-H	Modernization	US 178	from Main Street (SR 1156) in Rosman to Middlefork Rd (SR 1133)	1.86	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	US 178 has no paved shoulder and lane widths of 8-9 feet. It is part of locally designated bike routes.
11	TRAN011-H	Congestion	US 64	from US 178 to existing 4-lane	4.37	H,B	Construct a 4-lane section to address congestion and improve system coherency.	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 Jackson County. The mountainous terrain limits other alternative routes.
12	TRAN012-H	Access Management	US 64	from Country Club Rd (SR 1116) to existing 4-lane	2.04	H,M	Redesign to a four-lane boulevard by replacing the center turn lane with a median, providing reduced-conflict intersections, bicycle lanes, and multiuse path.	US 64 from South Broad Street to existing 4-lane.
13	TRAN013-H	Access Management	NC 280	from US 276 to Henderson County	5.08	H,M	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.	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.
14	TRAN014-H	Bridge/Intersection	Intersection of US 276 and Parkview Drive		0	H,M,B,P	Improve the alignment of intersection. The project expects to convert existing intersection to a roundabout.	the intersection of US 276 and Poplar Gap Rd has limited sight distance because of topography.
15	TRAN015-H	Bridge/Intersection	Intersection of Cascade Lake Road and Crab Creek Road		0	H,B	Improve the alignment of intersection.	Cascade Lake Rd (SR 1536) approaches Crab Creek Rd (SR 1528) at an angle. The intersection is offset from Little River Church Rd and in proximity to the McCall Farm entrance.
16	TRAN016-H	Bridge/Intersection	NC 215 and US 64		0	H,B	Improve the alignment of intersection.	This intersection has limited vertical and horizontal sight distances. The close proximity of the driveways along NC 215 are another concern because of the operating speed.
17	TRAN017-H	Other (Safety, etc.)	Railroad Avenue Extension	from US 64/276 to Chestnut St (SR 1710)	2.44	H,M,B,P	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.	Improve connectivity for schools and neighborhoods on west side of Brevard.
18	TRAN018-H	Bridge/Intersection	Intersection of Elm Bend Rd / US 276 / Parkview Dr		0	H	Improve the alignment of intersection. Study possibility of aligning with Gallimore Road (SR 1118).	US 276, Parkview Dr, Elm Bend Rd, and Lingerlong Ln meet in a five way and skewed intersection here.
21	TRAN021-H	Modernization	US 178	from Middlefork Road (SR 1133) to South Carolina	3.95	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	Improve alignment, lane widths, and shoulders to current design standards
22	TRAN022-H	Modernization	US 276	from Wilson Road (SR 1540) to South Carolina	10.5	H,M,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	US 276 has no paved shoulder and lane widths of 10 feet.
23	TRAN023-H	Modernization	US 276	from Avery Creek Trail Head to Fish Hatchery Road (SR 1408)	3.1	H,B	Improve alignment, lane widths, and shoulders to current design standards. In order to accommodate bicycles, a 5-foot paved shoulder is recommended.	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.
24	TRAN024-H	Other (Safety, etc.)	US 276	from Gallimore Road (SR 1118) to Wilson Road (SR 1504)	1.21	H,B,P	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.	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.
25	TRAN025-H	Modernization	NC 215	from US 64 to Macedonia Church Road (SR 1326)	6.05	H,B	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.	NC 215 has no paved shoulder and lane widths of 8 feet.
26	TRAN026-H	Modernization	NC 281	from US 64 to Cold Mountain Rd (SR 1301)	0.89	H,B	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.	NC 281 has no paved shoulder and lane widths of 10 feet.
28	TRAN028-H	Modernization	Carolina Avenue (SR 1347)	from US 64 to existing 20' crosssection	0.25	H,P	Utilize the current right-of-way to update roadway with sidewalk, curb, and gutter.	Carolina Avenue from US 64 to existing 20' cross section has no paved shoulder and lane widths of 8 feet.
30	TRAN030-H	Modernization	Country Club Road (SR 1116 & SR 1115)	from Woodland Terrace (SR 1121) to Island Ford Road (SR 1110)	2.73	H,M,B	Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.	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.
31	TRAN031-H	Other (Safety, etc.)	Crab Creek Road (SR 1528)	from US 64 to Henderson County - Dupont Road (SR 1259)	4.09	H,B	Improve alignment, lane widths, and shoulders to current design standards. In order to accommodate bicycles, include 5-foot paved shoulders. Improve Resiliency to flooding.	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.
32	TRAN032-H	Modernization	East Fork Road (SR 1107)	from US 178 to Walnut Hollow Road (SR 1103)	3.68	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.	East Fork Road (SR 1107) has no paved shoulder and lane widths of 8 feet.
33	TRAN033-H	Modernization	Ecusta Road (SR 1512)	from US 64 to Old Henderson Highway (1504)	1.36	H,M	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).	Existing Ecusta Road (SR 1512) has no paved shoulder and lane widths of 10 feet. Complete missing elements of complete streets network.
34	TRAN034-H	Other (Safety, etc.)	Elm Bend Road (SR 1543)	from US 276 to Wilson Road (SR 1504)	1.34	H,B,P	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.	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.
35	TRAN035-H	Modernization	Everett Road (SR 1533)	from Old Henderson Highway (SR 1504) to Crab Creek Road (SR 1528)	3.21	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	Everett Road (SR 1533) has no paved shoulder and lane widths of 9 feet. It is part of statewide and regional bike routes.

**TRANSYLVANIA COMPREHENSIVE TRANSPORTATION PLAN**

March 2026

**Highway Recommendations**

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Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
36	TRAN0036-H	Modernization	French Broad Street (SR 1544)	from US 64 to Neely Road (SR 1546)	0.57	H,B,P	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	French Broad Street (SR 1544) has no paved shoulder and lane widths of 9 feet.
37	TRAN0037-H	Modernization	Gallimore Road (SR 1118)	from US 276 to N Country Club Road (SR 1116)	0.84	H	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	Gallimore Road (SR 1118) has no paved shoulder and lane widths of 10 feet.
38	TRAN0038-H	Bridge/Intersection	Hanna Ford Road (SR 1127) at Limekiln Branch of the French Broad River		0	H,B	Improve Resiliency to flooding from the Limekiln Branch of the French Broad River	Hanna Ford Rd (SR 1127) is in the 100-year floodplain of the French Broad River.
40	TRAN0040-H	Modernization	Island Ford Road (SR 1110)	from US 64 to US 276	4.47	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.	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.
41	TRAN0041-H	Modernization	King Road (SR 1502)	from US 64 to NC 280	2.89	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	King Road (SR 1502) has no paved shoulder and lane widths of 8 feet.
42	TRAN0042-H	Other (Safety, etc.)	Main Street (SR 1156)	from US 178 to Old Rosman Road (SR 1388)	0.67	H,B	Improve Resiliency to flooding from the French Broad River	Improve Resiliency to Flooding.
43	TRAN0043-H	Bridge/Intersection	Merrill Lane at Little River		0	H,B	Improve Resiliency to flooding from the Little River	Merrill Lane is in the 100-year floodplain of the Little River. Local reports of regular closure of the bridge due to flooding.
44	TRAN0044-H	Modernization	Neely Road (SR 1546), Chestnut Street (SR 1610), and Parkview Drive (SR 1546)	from US 64 to US 276	1.58	H,M,B,P	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.	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 CTR 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).
45	TRAN0045-H	Modernization	Old Hendersonville Highway (SR 1504)	from US 64 to Ecusta Road (SR 1512)	1.75	H,M	Improve alignment, lane widths, and shoulders to current design standards; add a multi-use path; and address potential 2045 capacity deficiency.	Old Hendersonville 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).
46	TRAN0046-H	Modernization	Old Hendersonville Highway (SR 1504)	from Ecusta Road (SR 1512) to Crab Creek Rd (SR 1528)	4.16	H,M,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	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.
47	TRAN0047-H	Modernization	NC 281 / Silversteen Rd (SR 1309) / Macedonia Church Road (SR 1326)	from NC 215 to Jackson County	8.48	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	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.
48	TRAN0048-H	Modernization	Upgrade and pave Fish Hatchery Road (FR-475) and Shoal Creek Road (SR 1327)	from US 276 to NC 215	9.33	H,B	Pave, improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	Fish Hatchery Road (FR-475) and Shoal Creek Rod (SR 1327) is unpaved, no paved shoulder, and lane widths of 9 feet.
51	TRAN0051-H	Bridge/Intersection	McLean Street (SR 1356) Intersection with Railroad Ave		0	H,M	Improve intersection site distance, access, and alignment. Address truck traffic turning radius, and Brevard Greenway crossing conflict.	McLean St (SR 1356) connects US 64 to the light industry on Railroad Ave. The intersection of the two sees high amount of Truck Traffic, but also suffers from limited sight distance and a skewed alignment. A new extension of the greenway crosses here on its way to Depot Railroad Avenue Park.
52	TRAN0052-H	Modernization	McLean Street (SR 1356)	from US 64 to Railroad Ave	0.17	H,B,P	Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Address Truck Traffic access concerns.	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.
53	TRAN0053-H	Access Management	US 64 BUS (Caldwell St)	from US 64 to Main Street (SR 1349)	0.45			
54	TRAN0054-H	Modernization	Old Henderson Highway (SR 1388)	from US 64 to US 64 through Rosman	3.51	H	Improve alignment, lane widths, and shoulders to current design standards. Improve Resiliency to flooding from the French Broad River.	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.
55	TRAN0055-H	Modernization	Green Rd (SR 1127)	from US 64 to Hanna Ford Rd	1.02	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.	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.
56	TRAN0056-H	Modernization	US 64	from US 178 to Jackson County	10.86	H,B	Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	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.
57	TRAN0057-H	Other (Safety, etc.)	Hart Rd (SR 1534) Flood Mitigation	from Everett Rd (SR 1533) to Eagles Nest Ln	0.53	H	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.	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.
59	TRAN0059-H	Bridge/Intersection	Bridge on Crab Creek (SR 1528) over Buckhorn Creek.		0		Improve the alignment of intersection.	Cascade Lake Rd (SR 1536) branches from US 276 at an angle. Development at the intersection limits sight distances. The intersection is impacted from flooding at the crossing of Buckhorn Creek, see TRAN0060-H.
60	TRAN0060-H	Bridge/Intersection	Intersection of US 276 and Cascade Lake Road		0		Improve Resiliency to Flooding.	Improve Resiliency to flooding from Buckhorn Creek. This flooding can impact the intersection with US 276, see TRAN0059-H.

**TRANSYLVANIA COMPREHENSIVE TRANSPORTATION PLAN**

March 2026

**Bicycle and Pedestrian Recommendations**

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

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
1	TRAN001-M	Bike and Ped	Brevard to Rosman Multi-Use Path	Brevard to Rosman	8	M	Proposed shared use path between Brevard and Rosman along the US 64 corridor.	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.
2*	TRAN002-M	Multiuse Path	Brevard to Mills River Multi-Use Path	Brevard to Mills River	5.01	H,M,T	Proposed shared use path along the west side of the NC 280 corridor.	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.
3	TRAN003-M	Multiuse Path	Ecusta Rail Trail	Brevard to Henderson	10.22	M	Multi-Use Path along railroad	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.
4	TRAN004-M	Multiuse Path	Lake Toxaway Trail	NC 281 to Bearwallow Rd and to Gorges State Park	6.42	M	Side Path and Multi-Use Path	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.
6	TRAN006-M	Multiuse Path	Greenville Hwy Multi-Use Path	from Multi-Use Path at Gallimore Road to Hap Simpson Park	1.53		Side Path	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.
6*	TRAN024-H	Multiuse Path	US 276	from Gallimore Road (SR 1118) to Wilson Road (SR 1504)	1.21	H,B,P	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.	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.
7	TRAN007-M	Multiuse Path	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		Side Path	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.
8	TRAN008-M	Multiuse Path	Avery Creek Trailhead Bridge	from the Davidson River Campgrounds to the Avery Creek Trailhead	0.12	M	Multi-Use Path Bridge	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.
9	TRAN009-M	Multiuse Path	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	M	Multi-Use Path	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.
10*	TRAN010-B	Multiuse Path	N Country Club Road Bike Lanes	from US 64 (Broad Street) to Gallimore Rd (SR 1118)	0.49	H,M,B	Bike Facilities or Paved Shoulders from downtown to Brevard High School.	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.
11*	TRAN044-H	Multiuse Path	Neely Road (SR 1546), Chestnut Street (SR 1610), and Parkview Drive (SR 1546)	from US 64 to US 276	1.81	H,M,B,P	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.	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).
11	TRAN011-M	Multiuse Path	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		Side Path	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.
12	TRAN012-M	Multiuse Path	Brevard College Greenway	from Multi-Use Path at Neely Rd (SR 1546) to Multi-Use Path at Railroad Ave	1.48	M	Multi-Use Path	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.
13	TRAN013-M	Multiuse Path	Music Camp Road	from the proposed West Brevard Greenway to the Bracken Preserve	0.72	M	Side Path	This extension of the proposed greenway on the west side of Brevard makes the steep ascent into the Bracken Mountain Reserve, passing the Brevard Music Center, and the Mountain Sun Community School.
14*	TRAN035-H	Bicycle	Everett Road (SR 1533)	from Old Henderson Highway (SR 1504) to Crab Creek Road (SR 1528)	3.21	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	Everett Road (SR 1533) has no paved shoulder and lane widths of 9 feet. It is part of statewide and regional bike routes.
15*	TRAN046-H	Bicycle	Old Hendersonville Highway (SR 1504)	from Ecusta Road (SR 1512) to Crab Creek Rd (SR 1528)	3.42	H,M,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	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.
16*	TRAN031-H	Bicycle	Crab Creek Road (SR 1528)	from US 64 to Henderson County - Dupont Road (SR 1259)	4.09	H,B	Improve alignment, lane widths, and shoulders to current design standards. In order to accommodate bicycles, include 5-foot paved shoulders. Improve Resiliency to flooding.	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.
17*	TRAN007-H	Multiuse Path	US 276 in Pisgah Forest	from US 64 to Avery Creek Trail Head	2.15	H,B	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.	US 276 in the Pisgah Forest is a point of major tourist activity. The Traffic Forecast for STIP Project R-5799 shows this facility experiences traffic higher than the historical data. In addition, the high seasonal variability and truck traffic leads to congestion in excess of average annual data.
18*	TRAN023-H	Bicycle	US 276	from Avery Creek Trail Head to Fish Hatchery Road (SR 1408)	3.1	H,B	Improve alignment, lane widths, and shoulders to current design standards. In order to accommodate bicycles, a 5-foot paved shoulder is recommended.	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.
19	TRAN019-B	Bicycle	US 276	from Fish Hatchery Rd (SR 1408) to the Blue Ridge Parkway	9.76	B	Bike Accommodations or Paved Shoulders to connect over the mountain.	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.
20*	TRAN025-H	Bicycle	NC 215	from US 64 to Macedonia Church Road (SR 1326)	6.05	H,B	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.	NC 215 has no paved shoulder and lane widths of 8 feet.
21	TRAN021-B	Bicycle	NC 215	from Macedonia Church Rd (SR 1326) to Haywood County	10.98	B	Other Community interest	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.
22*	TRAN056-H	Bicycle	US 64	from US 178 to Jackson County	10.86	H,B	Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	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.
23*	TRAN010-H	Bicycle	US 178	from Main Street (SR 1156) in Rosman to Middlefork Rd (SR 1133)	1.86	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	US 178 has no paved shoulder and lane widths of 8-9 feet. It is part of locally designated bike routes.
24*	TRAN022-B	Multiuse Path	US 276	from Wilson Road (SR 1540) to South Carolina	10.12	H,B	Bike Facilities or Paved Shoulders	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, Connettee Falls, Cedar Mountain Community Center, and the Caesars Head State Park in SC.
25	TRAN025-B	Bicycle	NC 281	from US 64 to Jackson County	7.74	B	Bike Accommodation or Paved Shoulders	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.
26	TRAN026-B	Bicycle	Frozen Creek - Gorges State Park	from US 64 to US 178	9.15	B	Bike Accommodations or Paved Shoulders	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.

**TRANSLYVANIA COMPREHENSIVE TRANSPORTATION PLAN**

March 2026

**Bicycle and Pedestrian Recommendations**

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

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
27	TRAN0027-B	Bicycle	Indian Creek	from NC 215 to Fish Hatchery Rd	2.09	B	Other Community Interest	Undeveloped, no destinations.
28	TRAN0028-B	Bicycle	Tanasee Gap Rd	from NC 215 to Jackson County	5.95	B	Other Community Interest	Tanasee Gap Rd has a 35 MPH speed limit and mountainous terrain. It connects the Balsam Grove Community Center with Jackson County and provides further connectivity to Wolf Creek Overlook, Paradise Falls, and various places of worship.
29	TRAN0029-B	Bicycle	Silversteen Rd (SR 1309)	from US 64 to Macedonia Chrch Rd (SR 1326)	5.95	B	Other Community Interest	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 volume facilities.
30+	TRAN0030-B	Bicycle	Silversteen Rd / Macedonia Church Rd / NC 281	from NC 215 to Jackson County	8.48	H,B	Other Community Interest	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.
31	TRAN0031-B	Bicycle	Diamond Creek Rd (SR 1322)	from NC 215 to Silversteen Rd (SR 1309)	4.44	B	Other Community Interest	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.
32	TRAN0032-B	Bicycle	Kim Miller Rd (SR 1304)	from US 64 to NC 281	3.05	B	Bike Accommodations or Paved Shoulders	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
33	TRAN0033-B	Bicycle	Old Quebec Rd (SR 1318)	from Kim Miller Rd (SR 1304) to NC 215	1.32	B	Bike Accommodations or Paved Shoulders	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 therefore has further connectivity to TC Henderson Elementary School and Lake Toxaway Community Center, and Cold Mountain Rd.
34	TRAN0034-B	Bicycle	Reid Rd (SR 1316)	from US 64 to Kim Miller Rd (SR 1304)	0.92	B	Bike Accommodations or Paved Shoulders	This low speed low AADT facility provides an alternative east west route to US 64. It connects the western end of Flat Creek Valley Rd (SR 1147) to Kim Miller Rd (SR 1304) and Old Quebec Rd (SR 1316) with further connectivity through them to NC 215, NC 281, and the Lake Toxaway Community Center.
35+	TRAN0002-H	Bicycle	US 64	from Lake Toxaway to Indian Creek	2.01	H,B	This Project is underway as R-2409C. Please contact the NCDOT Division 14 office for details.	Improve alignment, lane widths, shoulders, and climbing lanes
36	TRAN0036-B	Bike and Ped	Old Turnpike Rd (SR 1135)	from US 64 to US 178	0.98	B	Bike Accommodations or Paved Shoulders	This low speed low AADT but narrow facility provides an 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.
37+	TRAN0042-H	Bicycle	Main Street (SR 1156)	from US 178 to Old Rosman Road (SR 1388)	0.67	H,B	Improve Resiliency to flooding from the French Broad River	Improve Resiliency to Flooding.
38	TRAN0038-B	Bicycle	US 176 (Pickens Highway)	from Main Street (SR 1156) to Old Rosman Highway (SR 1388)	0.13	B	Other Community Interest	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.
39	TRAN0039-B	Bicycle	Middleford Rd (SR 1131)	from East Fork Rd (SR 1107) to US 178	1.12	B	Bike Accommodations or Paved Shoulders	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.
40	TRAN0040-B	Bicycle	US 64 Alternative Routes	from Brevard to Rosman	3.14	B	Other Community Interest	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).
41+	TRAN0040-H	Bicycle	Island Ford Road (SR 1110)	from US 64 to US 276	4.04	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.	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.
42	TRAN0042-B	Bicycle	Hannah Ford Rd (SR 1109)	from Walnut Hollow Rd (SR 1103) to Old Rosman Highway (SR 1388)	5.22	B	Bike Accommodations, Paved Shoulders, and Other Community Interest	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.
42	TRAN0024-B	Bicycle	NC 281 Bike Lanes	from Cold Mountain Rd (SR 1301) to Silversteen Rd (SR 1309)	4.43	B	Other Community Interest	NC 281 has a 55 MPH speed limit and mountainous terrain. It connects Lake Toxaway to the Transylvania Bike Route on Silversteen Rd (SR 1309), with further connectivity to Marshall Falls, Sowell Falls, Wolf Creek Overlook, Paradise Falls, and various places of worship.
43	TRAN0043-B	Bicycle	Illahee Rd (SR 1114) and Barclay Rd (SR 1207)	from US 64 to US 276	2.9	B	Bike Accommodations or Paved Shoulders	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 Operate along with other facilities such as Island Ford Rd (SR 1110), Hannah Ford Rd (SR 1109), and Country Club Rd (SR 1113/1116).
44+	TRAN0030-H	Bicycle	Country Club Road (SR 1116 & SR 1115)	from Woodland Terrace (SR 1121) to Island Ford Road (SR 1110)	2.73	H,M,B	Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.	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.
45	TRAN0045-B	Bicycle	East Fork Rd (SR 1107)	from US 178 to US 276	8.48	B	Bike Accommodations or Paved Shoulders	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 widths of 9-10ft, and no shoulder. It provides access to Rainbow Lake, East Fork Falls, Connettee Falls, and Atagahi Park.
46+	TRAN0032-H	Bicycle	East Fork Road (SR 1107)	from US 178 to Walnut Hollow Road (SR 1103)	3.68	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.	East Fork Road (SR 1107) has no paved shoulder and lane widths of 8 feet.
47	TRAN0047-B	Bicycle	Walnut Hollow Rd (SR 1103)	from Island Ford Rd (SR 1110) to East Fork Rd (SR 1107)	3.31	B	Bike Accommodations or Paved Shoulders	This bike route is used to ride from Brevard to Rosman. It has suitable 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).
48	TRAN0048-B	Bicycle	Solomon Jones Rd (SR 1559)	from US 276 to Fred W. Symmes Chapel and observation point	2.67	B	Other Community Interest	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.
49+	TRAN0034-H	Multiuse Path	Elm Bend Road (SR 1543)	from US 276 to Wilson Road (SR 1504)	1.34	H,B,P	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.	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.
50	TRAN0050-B	Bicycle	DuPont State Forest Access	from Crab Creek Rd (SR 1528) to US 276	15.23	B	Bike Accommodations, Paved Shoulders, and Other Community Interest	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.
51	TRAN0051-B	Bicycle	Bert Lane Rd (SR 1542)	from US 276 to Elm Bend Rd (SR 1543)	0.75	B	Other Community Interest	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.
52	TRAN0052-B	Pedestrian	South Brevard Neighborhood	Country Club Rd (SR 1116), Gallimore Rd (SR 1118), US 64 (Broad St), and US 276 (Main St)	1.55		Other Community Interest	These local streets in southern Brevard provide an important alternative to the high volume roads that surround them. They connect Brevard High School and Mountain Glen Apartments, in the south, to the Farmers Market, South Broad Park, the Library, Public Health Department, and other civil services.

**TRANSYLVANIA COMPREHENSIVE TRANSPORTATION PLAN**  
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**Bicycle and Pedestrian Recommendations**

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

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
53*	TRAN0006-H	Bicycle	Wilson Road (SR 1540)	from US 276 to Old Hendersonville Rd (SR 1504) SR 1504 (Old US 64/Old Hendersonville Highway)	3.68	H,B	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.	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.
54	TRAN0054-M	Multiuse Path	US 64 (Hendersonville Highway)	from NC 280 to Henderson County	5.79	B	Multi-Use Path	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.
55	TRAN0055-M	Multiuse Path	Morris Rd	from US 64 to Ecusta Rd (SR 1512)	0.6		Bike Facilities or Paved Shoulders	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.
56	TRAN0056-M	Bike/Ped Bridge	Davidson River Bridge	from Brevard Greenway to US 276	0.07	M	Bike and Pedestrian Bridge across Davidson River near Pisgah Forest	Davidson River Pedestrian Bridge, Connecting Shopping centers to Brevard Greenway as part of an off-road trail system paralleling US 276.
57	TRAN0057-M	Bike/Ped Bridge	Sycamore Flats Bridge	from Brevard Greenway to Sycamore Flats Recreational Area	0	M	Multi-Use Path	Construct a new bridge connecting the Brevard Greenway to Sycamore Flats Recreational Area as part of an off-road trail system paralleling US 276 from Brevard to the Avery Creek Camp Site and Trailhead.
58	TRAN0058-M	Bike/Ped Bridge	Champion Park Bridge	from Rosman Elementary School to Champion Park	0.09	M	Multi-Use Path	Construct a new bridge from Rosman Elementary School to Champion Park to be used instead of the US 178 or Old Turnpike Road (SR 1135) bridges to connect to downtown Rosman. Neither current bridge offers a dedicated pedestrian facility and in the case of US 178 is higher volume.
59*	TRAN0017-H	Multiuse Path	Railroad Avenue Extension	from US 64/276 to Chestnut St (SR 1710)	1.62	H,M,B,P	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.	Improve connectivity for schools and neighborhoods on west side of Brevard.
59	TRAN0056-M	Multiuse Path	Davidson River Bridge	from Brevard Greenway to US 276	0.07	M	Bike and Pedestrian Bridge across Davidson River near Pisgah Forest	Davidson River Pedestrian Bridge, Connecting Shopping centers to Brevard Greenway as part of an off-road trail system paralleling US 276.
60	TRAN0060-M	Bike and Ped	Cashiers Valley Rd - Probart St	from US 64 to Railroad Ave	3.56	B	Multi-Use Path	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).
61*	TRAN0005-H	Bike and Ped	US 64 (N Broad Street)	US 64 (N Broad Street) from N Caldwell Street to existing median.	0.74	H,M,B,P	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, consolidate driveways, add bicycle lanes, sidewalks, and replace the multiuse path. It will upgrade select intersections to roundabouts.	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.
62	TRAN0062-M	Multiuse Path	Brevard Middle School Loop	from US 64 to US 64	0.43	B,P	Bike Accommodations or Paved Shoulders	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.
62	None	Multiuse Path	No record found in the ProjectProposal table		0		No Proposal Description entered in the ProjectSheetLongText table.	No Need Description entered in the ProjectSheetLongText table.
63	TRAN0063-B	Bike and Ped	Downtown Couplet	from North Broad Street to Carolina Ave and from Oaklawn Avenue to Johnson Street	2.04		Bike Facilities or Paved Shoulders	US 64 passes through Brevard as an unbalanced couplet. This facility is high volume and has experienced 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.
64	TRAN0064-M	Multiuse Path	Main Street in Brevard	from Railroad Ave to Elm Bend Rd (SR 1543)	0.53		Bike Facilities or Paved Shoulders	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, Silverstein Park, and Brevard High School. The NW tie in will depend on the Railroad Ave Extension. 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.
65	TRAN0065-B	Bike/Ped Bridge	Franklin St	from US 276 (Main St) to Brevard College	0.38	B	Other Community Interest	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 Jackson County. The mountainous terrain limits other alternative routes.
66*	TRAN0011-H	Multiuse Path	US 64	from US 178 to existing 4-lane	4.37	H,B	Construct a 4-lane section to address congestion and improve system coherency.	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 Jackson County. The mountainous terrain limits other alternative routes.
67*	TRAN0054-H	Bike and Ped	Old Henderson Highway (SR 1388)	from US 64 to US 64 through Rosman	3.13	H	Improve alignment, lane widths, and shoulders to current design standards. Improve Resiliency to flooding from the French Broad River.	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.
68*	TRAN0055-H	Bicycle	Green Rd (SR 1127)	from US 64 to Hanna Ford Rd	1.02	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding from the French Broad River.	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.
69	TRAN0069-B	Bicycle	Island Ford Rd (SR 1110)	from Connestee Rd to US 276	1.34	B	Bike Accommodations or Paved Shoulders	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.
70	TRAN0070-B	Bicycle	French Broad St (SR 1544)	from N Caldwell St to Park Ave (SR 1546)	0.63	B	Bike Facilities or Paved Shoulders	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.
71	TRAN0071-M	Multiuse Path	US 64 (Asheville Highway)	from Brevard Greenway at Hospital Road to Pisgah Forest Intersection (US 64 / US 276 / NC 280)	1.45		Bike Facilities or Paved Shoulders	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.
72*	TRAN0048-H	Bicycle	Upgrade and pave Fish Hatchery Road (FR-475) and Shoal Creek Road (SR 1327)	from US 276 to NC 215	9.33	H,B	Pave, improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	Fish Hatchery Road (FR-475) and Shoal Creek Road (SR 1327) is unpaved, no paved shoulder, and lane widths of 9 feet.
73	TRAN0073-B	Bike/Ped Bridge	Rich Mountain Rd (SR 1537)	from US 276 to US 276	7.88	B	Other Community Interest	Local Bike Plan Sharrow
74	TRAN0074-B	Bike/Ped Bridge	Cassell Rd (SR 1209)	from US 64 to Old Rosman Highway (SR 1388)	0.25	B	Other Community Interest	This road connects The Adventure Village to Rosman without using high speed and high volume US 64.
75	TRAN0075-M	Multiuse Path	Davidson River Campground Greenway	from the Art Laeb Trailhead to the Davidson River Campground	0.4	M	Multi-Use Path	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.
76	TRAN0076-M	Multiuse Path	Ecusta Rd (SR 1512)	from existing Brevard Greenway to Proposed Multi-Use Path on Old Henderson Highway (SR 1504)	0.61	M	Side Path	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.
77	TRAN0077-M	Multiuse Path	US 64	from NC 280 to Glade Creek Rd	0.77		Sidewalks	Proposed sidewalks to serve the shopping located around the intersection and bike improvements as part of larger corridors.

# TRANSYLVANIA COMPREHENSIVE TRANSPORTATION PLAN

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## Bicycle and Pedestrian Recommendations

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

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
78	TRAN0078-P	Pedestrian	Hospital Sidewalks	from US 64 to Morris Rd (SR 1516)	0.6	P	Sidewalks	Proposal to improve access to the hospital from the north and west by constructing sidewalks on Hospital Rd and Temple Church Rd.
78	None	Pedestrian	No record found in the ProjectProposal table		0		No Proposal Description entered in the ProjectSheetLongText table.	No Need Description entered in the ProjectSheetLongText table.
79	TRAN0079-P	Pedestrian	Fortune Cove Rd	from Straus Parkway to US 64	0.46	P	Sidewalks	Proposal to close gap between existing sidewalks and multi-use path.
80	TRAN0080-P	Pedestrian	Deerlake Rd	from sidewalks on Cambridge Rd to existing sidewalks on Deerlake Rd	0.21	P	Sidewalks	Proposal to close gap between existing sidewalks in this residential area.
81	TRAN0081-P	Pedestrian	Tinsley Rd (SR 1353) & Kings Creek Rd (SR 1354)	from existing sidewalks Whitmire St (SR 1351) to Millbrook Dr	0.45	P	Sidewalks	Proposal to extend sidewalk network into residential area. These facilities do not have functional shoulders in places.
82	TRAN0082-P	Pedestrian	Kings Mill Rd	from Probart St to Whitmire St (SR 1351)	0.18	P	Sidewalks	Proposal to close gap between existing sidewalks in this residential area. This facility does not have functional shoulders in places.
83	TRAN0083-P	Pedestrian	Rosenwald Ln	from Probart St to Main St	0.17	P	Sidewalks	Proposal to extend sidewalk network into residential area. These facilities do not have functional shoulders in places.
84	TRAN0084-P	Pedestrian	Silversteen Dr	from end of existing sidewalks on Silversteen Dr to Caldwell St	0.14	P	Sidewalks	Proposal to close gap between existing sidewalks, access Tannery Park, and connect proposed multi-use path.
85	TRAN0085-P	Pedestrian	Johnson St	from Maple St to Jordan St	0.16	P	Sidewalks	Proposal to close gap between existing sidewalks, access the Transylvania Public Health Department and the Transylvania County Farmers Market.
86	TRAN0086-P	Bike and Ped	Varsity St and Gaston St	from US 64 (Broad St) to Morgan St	0.36	P	Sidewalks	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.
87	TRAN0087-P	Pedestrian	Miner St	from US 64 (Broad St) to Maple St	0.21	P	Sidewalks	Proposal to close gap between existing sidewalks in this residential area.
88	TRAN0088-P	Pedestrian	Main St and Wilson Dr	from end of sidewalks on Main St to Gallimore Rd (SR 1118)	0.21	P	Sidewalks	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).
89	TRAN0089-P	Pedestrian	High School Rd	from Gallimore Rd (SR 1118) to Brevard High School	0.29	P	Sidewalks	Proposal to extend sidewalk network to Brevard High School.
90	TRAN0090-P	Pedestrian	Grove Ln and Pine St	from Maple St to US 276 (Main St)	0.38	P	Sidewalks	Proposal to close gap between existing sidewalks and provide access to Silvermount Park.
91	TRAN0091-P	Pedestrian	Carolina Ave	from US 64 to Cashiers Valley Rd	0.48	P	Sidewalks	Proposal to extend sidewalk network into residential area. This facility does not have functional shoulders in places.
92	TRAN0092-M	Multiuse Path	Nicholson Creek Rd (SR 1346)	from US 64 to Cashiers Valley Rd	0.6	P	Sidewalks	Proposal to close gap between existing sidewalk and proposed multi-use path, and provide access to the Veterans of Foreign Wars building.
93	TRAN0023-B	Bicycle	Cold Mountain Road Bike Lanes	from NC 281 to Jackson County	5.62	B	Bike Accommodations or Paved Shoulders	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 Pantherown Valley Trailhead in the Nantahala NF.
94*	TRAN0021-H	Bicycle	US 178	from Middlefork Road (SR 1133) to South Carolina	3.95	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	Improve alignment, lane widths, and shoulders to current design standards
95	TRAN0024-B	Bicycle	NC 281 Bike Lanes	from Cold Mountain Rd (SR 1301) to Silbersteen Rd (SR 1309)	4.43	B	Other Community Interest	NC 281 has a 55 MPH speed limit and mountainous terrain. It connects Lake Toxaway to the Transylvania Bike Route on Silversteen Rd (SR 1309), with further connectivity to Marshall Falls, Sowell Falls, Wolf Creek Overlook, Paradise Falls, and various places of worship.
96	TRAN0046-B	Bicycle	Gladly Fork Rd (SR 1105)	from East Fork Rd (SR 1107) to Continental Divide Rd	4.15	B	Bike Accommodations or Paved Shoulders	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.
97	TRAN0053-M	Multiuse Path	Davidson River Rd and Hudlin Gap Rd (SR 1510)	from Old Hendersanville Highway (SR 1504) to NC 280	2.96	B	Improve lane widths, and shoulders to current design standards, including 5-foot paved bike lanes.	US 64 (Caldwell Street) is projected to be over capacity in 2045 during peak travel seasons. It has no paved shoulder and lane widths of 9 feet.
98	TRAN0058-B	Multiuse Path	Blue Ridge Community College Access	from Old Hendersanville Highway (SR 1504) to US 64	2.05	B	Bike Facilities, Paved Shoulders, and Other Community Interest	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 Hendersanville Highway and US 64.
98	TRAN0058-M	Multiuse Path	Champion Park Bridge	from Rosman Elementary School to Champion Park	0.09	M	Multi-Use Path	Construct a new bridge from Rosman Elementary School to Champion Park to be used instead of the US 178 or Old Turnpike Road (SR 1135) bridges to connect to downtown Rosman. Neither current bridge offers a dedicated pedestrian facility and in the case of US 178 is higher volume.
99*	TRAN0052-H	Multiuse Path	McLean Street (SR 1356)	from US 64 to Railroad Ave	0.17	H,B,P	Improve sight distance, alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Address Truck Traffic access concerns.	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.
100	TRAN0056-B	Bike and Ped	Hospital Rd	from US 64 to the Hospital	0.09	B	Bike Facilities or Paved Shoulders	Proposal to connect US 64 and the Brevard Greenway to the Hospital.
101*	TRAN0041-H	Bicycle	King Road (SR 1502)	from US 64 to NC 280	2.89	H,B	Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders.	King Road (SR 1502) has no paved shoulder and lane widths of 8 feet.
102*	TRAN0030-H	Bicycle	Country Club Road (SR 1116 & SR 1115)	from Woodland Terrace (SR 1121) to Island Ford Road (SR 1110)	2.73	H,M,B	Improve alignment, lane widths, and shoulders to current design standards, including 5 foot paved shoulders.	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.
103	TRAN0103-B	Bicycle	Talley Rd (SR 1527)	from Crab Creek (SR 1528) to Henderson County	3.28	B	Bike Facilities or Paved Shoulders	The 2019 Transylvania County Bike Plan identified this local bike route which serves eastern Transylvania County and the Etowah community in Henderson County.
104	TRAN0104-P	Pedestrian	Aspen Place and Laurel Lane	From Turnpike Rd to Jumping Branch	0.05		Sidewalks	Proposal to close gap between existing sidewalks and provide access to Jumping Branch

**TRANSYLVANIA COMPREHENSIVE TRANSPORTATION PLAN**

March 2026

**Public Transportation and Rail Recommendations**

Public Transit/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

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
<b>1</b>	TRAN0001-T	Rural Bus Corridor	Transylvania In Motion	<i>Brevard to Rosman</i>	20.25	T	Fixed Route Transit	Transylvania County is now running a new, affordable fixed route bus service that connects Rosman to Brevard to Pisgah Forest. Comprised of both a norther and southern loop that connect at the Sav-More near Illahee Rd (SR 1114).
<b>2</b>	TRAN0002-T	Regional Bus Corridor	to Asheville	<i>Brevard to Asheville</i>	5.01	T	Regional Transit	The CTP proposes a regional transit route to Asheville using NC 280 and likely using the airport as a transfer point to other transit services.
<b>3</b>	TRAN0003-T	Regional Bus Corridor	to Hendersonville	<i>Brevard to Henderson</i>	6.42	T	Regional Transit	The CTP proposes a regional transit route to Hendersonville using US 64 and transferring to other transit services in downtown Hendersonville.
<b>4</b>	TRAN0004-T	Amtrak/Light Rail Station or Intermodal Terminal	Park-and-Ride	<i>Near intersection of US 280 and US 64</i>	0		Park-and-Ride	Proposal to reuse former NCDOT construction staging area as park and ride lot once project is complete.
<b>5</b>	TRAN0005-T	Amtrak/Light Rail Station or Intermodal Terminal	Park-and-Ride	<i>Near Brickyard Rd (SR 1323)</i>	0		Park-and-Ride	Proposal to create park and ride lot at the Henderson County line.