LAKE LURE TOWN COUNCIL WORK SESSION PACKET

Wednesday, September 28, 2022 8:30 a.m.



Mayor Carol C. Pritchett
Mayor Pro Tem David DiOrio
Commissioner Patrick Bryant
Commissioner Scott Doster
Commissioner Jim Proctor

TOWN OF LAKE LURE

Town Council Work Session Meeting

Wednesday, September 28, 2022 - 8:30 AM Lake Lure Town Hall



Agenda

- I. Call to Order
- II. Agenda Adoption
- III. Presentation by Destination by Design Regarding AFP Project
- IV. Comprehensive Transportation Plan Presentation by Foothills Regional
- V. Discussion Regarding Accounting Clerk I and Community Development
 Administrative Position
- VI. Review the Draft Interlocal Agreement between Town of Lake Lure and Chimney Rock Village and Draft Resolution Declaring Intent to Enter an Interlocal Agreement
- VII. Discuss LaBella Task 16 for Deep Water Launch Permit
- VIII. Discussion Regarding Recent Amendment to Code of Ordinances Section 4-2. Dangerous dogs; barking; leash requirements.
- IX. Discussion Regarding Advisory Board Attendance Requirements
- X. Adjournment

LAKE LURE TOWN COUNCIL AGENDA ITEM REQUEST FORM

Meeting Date: September 28, 2022

SUBJECT: Presentation by Destination by Design Regarding AFP Project

AGENDA INFORMATION:

Item Number: III

Department: Parks, Recreation, and Lake Operations

Contact: Dean Givens, Parks, Recreation, and Lake Director

Presenter: Tim Johnson, Destination by Design

BRIEF SUMMARY:

Tim Johnson will be presenting information in regard to budgeting, design, and funding opportunities for the Morse Park Plan. Mr. Johnson has expressed that the first avenue that the Town might be interested in taking is applying for an Accessibility for Parks (AFP) Grant administered by NC State Parks. Mr. Johnson presented this information to the Lake Lure Steering Committee and it was recommended by the Committee that Town Council approve the recommended plan that will be detailed during the presentation. The Council will have opportunity to do so at the October 11th regular meeting.

ATTACHMENTS:

Morse Park Concept Site Plan; Morse Park AFP Site Plan Map; Funding Information





LOCAL FUNDING	AMOUNT					
Cash in Hand (Previous						
Funding: TDA, Local						
Match, Grants)	\$34,050					
RCTDA FY 22-23, 23-						
24, 24-25 (Projected						
Allocations)	\$425,000					
Local Match FY 22-23, 23-						
24, 24-25 (Projected						
Allocations)	\$425,000					
SUBTOTAL	\$884,050					
GRANT FUNDING						
NC Accessibility for Parks	Ć 450 000					
Grant Program NC Water Resources	\$450,000	*if this grant is	not awarded, identi	cal application wil	l be submitted to I	NCPARTE
Development Grant	\$200,000					
RCTDA Trails Grant	\$26,000	*secured				
RHI Legacy	\$200,000					
Federal LWCF	\$450,000					
SUBTOTAL	\$1,326,000					
TOTAL FUN-2000	¢2.210.050					
TOTAL FUNDING	\$2,210,050					

Morse Park: Grant Project Estimate of Probable Cost				
	Unit	Quantity	Unit Cost	Total Cost
Site Work				
Site Prep, Demo, Grading, & Erosion and Sediment Control	LS	1	\$125,000	\$125,000
Stormwater	LS	1	\$49,900	\$49,900
Utilities	LS	1	\$75,000	\$75,000
Asphalt & Gravel (Entrance, Drive Aisle, + Parking)	SY	5,000	\$18	\$90,000
Curb + Gutter	LF	2,628	\$30	\$78,840
10' Concrete Sidewalk/ Hardscape	SF	11,500	\$13	\$149,500
Thermoplastic Crosswalks/ Dropoffs	SF	750	\$30	\$22,500
Pavement Striping (XX Spaces)	LS	1	\$15,000	\$15,000
Paved Walking Path	LF	1,345	\$80	\$107,600
Playground	LS	1	\$350,000	\$350,000
Bathroom/Showers	LS	1	\$250,000	\$250,000
Lighting	EA	15	\$6,500	\$97,500
Site Furnishings (Signage, Picnic Tables, Benches, Trash Receptacles)	LS	1	\$45,000	\$45,000
Picnic Area Enhancements (Paths, Concrete Pads)	LS	1	\$60,000	\$60,000
Bioretention	SF	5,000	\$10	\$50,000
Landscaping (Shrubs, Grasses, Perennials)	LS	1	\$45,000	\$45,000
Trees	EA	37	\$450	\$16,650
		Site	e Work Subtotal	\$1,627,490
Contractor Overhead & Contingency				\$0
Mobilization, Site Supervision, Bonds (5%)				\$81,375
Construction Staking	LS	1	\$15,000	\$15,000
Contingency (10%)				\$162,749
	Contractor C	Overhead & Contir	ngency Subtotal	\$259,124
			Construction Bid Estimate	\$1,886,614
Soft Costs				
Survey, Design, + Permitting (12%)				
Construction Administration (5%)				\$94,331
Subtotal				\$320,724
			Grand Total	\$2,207,338

Morse Park: Parking Expansion Estimate of Probable Cost				
	Unit	Quantity	Unit Cost	Total Cost
Site Work				
Site Prep, Demo, Grading, & Erosion and Sediment Control	LS	1	\$190,000	\$190,000
Stormwater	LS	1	\$85,000	\$85,000
Utilities	LS	1	\$50,000	\$50,000
Asphalt (Entrance, Drive Aisle, + Parking)	SY	6,750	\$33	\$222,750
Curb + Gutter	LF	3,548	\$30	\$106,440
10' Concrete Sidewalk/ Hardscape	SF	24,840	\$13	\$322,920
Thermoplastic Crosswalks/ Dropoffs	SF	2,000	\$30	\$60,000
Pavement Striping (145 Spaces)	LS	1	\$28,000	\$28,000
Lighting	EA	15	\$6,500	\$97,500
Site Furnishings (Signage, Picnic Tables, Benches, Trash Receptacles)	LS	1	\$45,000	\$45,000
Picnic Area Enhancements (Paths, Concrete Pads)	LS	1	\$60,000	\$60,000
Bioretention	SF	8,294	\$10	\$82,940
Landscaping (Shrubs, Grasses, Perennials)	LS	45,000	\$45,000	\$45,000
Trees	EA	37	\$450	\$16,650
	1	Site	Work Subtotal	\$1,412,200
Contractor Overhead & Contingency				
Mobilization, Site Supervision, Bonds (5%)				\$70,610
Construction Staking	LS	1	\$15,000	\$15,000
Contingency (10%)				\$141,220
	Contractor C	Overhead & Contin		\$226,830
			Construction Bid Estimate	\$1,639,030
Soft Costs				
Survey, Design, + Permitting (12%)				\$196,684
Construction Administration (5%)				\$81,952
Subtotal				\$278,635
Grand Total				\$1,917,665

Morse Park (PARTF): Gra	ant Project	Estimate of P	robable Cos	st
	Unit	Quantity	Unit Cost	Total Cost
Site Work				
Site Prep, Demo, Grading, & Erosion and Sediment Control, Stormwater, Bioretention	LS	1	\$395,000	\$224,900
Utilities and Lighting	LS	1	\$172,500	\$172,500
Parking and Sidewalks	LS	1	\$355,840	\$355,840
Paved Walking Path	LF	1,345	\$80	\$107,600
Playground	LS	1	\$350,000	\$350,000
Bathroom/Showers	LS	1	\$250,000	\$250,000
Site Furnishings, Amenities, and Landscaping (Signage, Picnic Tables, Benches, Trash Receptacles)	LS	1	\$106,650	\$106,650
Picnic Area Enhancements (Paths, Concrete Pads)	LS	1	\$60,000	\$60,000
		Site	Work Subtotal	\$1,627,490
Contractor Overhead & Contingency				
Mobilization, Site Supervision, Bonds, Construction	Staking and Co	ntingency		\$30,000
	Contractor (Overhead & Conting	gency Subtotal	\$30,000
			Construction Bid Estimate	\$1,657,490
Soft Costs				
Survey, Design, + Permitting, Construction Adminis	tration			\$120,000
			Subtotal	\$120,000
			Grand Total	\$1,777,490

LAKE LURE TOWN COUNCIL AGENDA ITEM REQUEST FORM

Meeting Date: September 28, 2022

SUBJECT: Comprehensive Transportation Plan Presentation by Foothills Regional

AGENDA INFORMATION:

Item Number: IV

Department: Streets

Contact: Hank Perkins, Town Manager **Presenter:** Alan Toney, Foothills Regional

BRIEF SUMMARY:

Alan Toney attended the regular Council meeting on September 13th for the purpose of aiding NCDOT employees with a presentation in regard to a proposed Comprehensive Transportation Plan (CTP). Mr. Toney has agreed to present again in order to provide Council and staff with further information regarding the CTP. Additionally, Town staff has found a traffic study that was adopted by the 2013 Council in which many of the recommended details in the CTP follow.

ATTACHMENTS:

Portion of Lake Lure & Chimney Rock Traffic Study (full report available); Resolution No. 13-05-21 Adopting the Traffic Study; CTP Draft Report; Highway Recommendations Maps; Draft CTP Recommendation Tables



State of North Carolina Department of Transportation



Transportation Mobility and Safety Division Traffic Management Unit

April 29, 2013

Project Number: SMA-2012-001

Lake Lure and Chimney Rock Traffic Study Rutherford County

Prepared by:

Municipal and School



Transportation Assistance

Joel Cranford

Municipal and School Transportation Engineer

Zaker Alazzeh, PE

Municipal and School Project Engineer

Kimberly Hinton

Municipal and School Project Engineer

Joe Futrell

Municipal and School Project Engineer

NOTICE

The following report was prepared using information collected by Municipal & School Transportation Assistance. The methodology used to complete the evaluation is believed to be consistent with the current traffic engineering practice and principals. The recommendations presented herein are based on a comprehensive review and analysis of the available data, direct observations, and the application of engineering judgment. Any figures included in this report are Concept Plans and Not For Construction.

MAILING ADDRESS:TELEPHONE: 919-773-2800LOCATION:MUNICIPAL AND SCHOOL TRANSPORTATION ASSISTANCEFax: 919-771-2745750 North Greenfield Parkway1561 Mail Service CenterGarner, North Carolina 27529



Traffic Study along US 64 / US 74-A in Lake Lure and Chimney Rock

Prepared for:

Town of Lake Lure, Chimney Rock Village, and Chimney Rock State Park

Prepared By:



Traffic Management Unit
Transportation Mobility and Safety Division
North Carolina Department of Transportation

ACKNOWLEDGEMENTS

We wish to express our appreciation to those private citizens, representatives from the Town of Lake Lure, Chimney Rock Village and Chimney Rock State Park, members of the Isothermal RPO and NCDOT who assisted the Municipal and School Transportation Assistance in developing this study.

Members of the Comprehensive Transportation Plan Core Committee

Lake Lure - Bob Keith, Bob Cameron, Paula Jordan, Shannon Baldwin
Chimney Rock Village - Barbara Meliski, Bob Wald, Peter O'Leary, Amy Wald, Bill Whittman
Chimney Rock State Park - Adrienne Wallace, James Ledgerwood
Rutherford County - Jerry Stensland, Michelle Whitaker
NCDOT, Division 13 - Doug McNeal
Key Staff Team - Josh King, Karyl Fuller, Pam Cook, Nazia Sarder

Special thanks go to the Town of Lake Lure, Mayor Bob Keith and Shannon Baldwin - Community Development Director for hosting, publicizing and maintaining internet and email correspondence regarding the various public meetings and committee meetings during the Comprehensive Transportation Plan (CTP) process. It is felt that through their efforts the citizens of Lake Lure and Chimney Rock Village were able to be part of, and instrumental in, the success of this process.







IMPLEMENTATION DISCLAIMER

The recommendations and findings of this report should not be thought of as mandates for action, nor a commitment, by the Division of Highways to fund and/or construct any of the improvements mentioned herein. It is and will be the responsibility of the Town of Lake Lure, Chimney Rock Village and Chimney Rock State Park to determine which recommendations will be used, implemented and/or constructed within their property boundaries and zoning limits. Any recommendations or improvements located within the Department of Transportation roadway right-of-way will require the consultation of the Division Engineer. If participation needs to be considered, the following factors will be taken into account before any action is taken: jurisdictional responsibility, availability of funds, and the priority placed on the improvements by the Department of Transportation relative to all other planned and programmed improvements in the area.

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I. INTRODUCTION

In early 2012 the Town of Lake Lure and Chimney Rock Village began the process of performing a Comprehensive Transportation Plan (CTP) for Hickory Nut George through the Transportation Planning Branch with the North Carolina Department of Transportation (NCDOT), and the Isothermal Rural Planning Organization (IRPO). The CTP identifies major long-range multi-modal transportation needs and provides long term solutions. During the early stages of the CTP process a number of transportation related issues were identified that are not normally covered. These issues were:

- Critical Shortage of Parking
- Wayfinding for parking
- Complementary shuttle (transit) service between parking and destinations
- Multi-modal options to encourage more parking outside of the core areas of town
- Blueways (Water taxi, paddle trails, etc.)

Several of these issues were identified in the *Lake Lure and Chimney Rock Transportation Study* dated July 1994 (1994 Study) performed by Municipal and School Transportation Assistance (MSTA). The committee recognized the 1994 Study and MSTA was contacted by the Transportation Planning Branch to provide input to the CTP process. After reviewing the 1994 Study and comparing it to existing conditions it was determined that many of the findings and recommendations identified are still considered appropriate. This is mainly due to the limited roadway right-of-way width of US 64/74A, land terrain restrictions, minimal property development and low traffic volume growth in the area. This report will investigate findings identified in the 1994 Study and provide updates where necessary. Additional information will be provided regarding the expected traffic volume growth and a proposed vehicle access onto US 64/74A for the newly acquired and developing Chimney Rock State Park.

During the CTP process there were a number of CTP Committee meetings and two public input meetings where local officials and a large number of citizens participated. The public meetings had an outstanding response and input from the community for the CTP plan and this report.

Minimizing traffic congestion and providing good traffic flow along US 64/74A is vital to both the Town of Lake Lure and Chimney Rock Village since it is the only highway through the area. Solving congestion problems in these areas is difficult because typical improvements to the roadway, such as widening or a possible bypass, are virtually impossible. The mountainous terrain, Rocky Broad River and the lake (Lake Lure) physically constrain the area from all directions.

Observations were made on several occasions during 2012 in the Town of Lake Lure, Chimney Rock Village and Chimney Rock State Park using the 1994 Traffic Operations Study as a reference. Traffic volumes along US 64/74A were considered low due to the Chimney Rock State Park being closed for construction. Items of specific interest were:

- For the area to include multi-modal transportation capabilities (pedestrian and bicycle).
- Town of Lake Lure to incorporate the proposed Chimney Rock State Park entrance with future growth plans of a "Downtown" Lake Lure.

- Chimney Rock Village to convert the Chimney Rock State Park access to an exit only and reducing congestion along US 64/74A.
- Chimney Rock State Park consisted of incorportating their Master Plan with a proposed one-way traffic pattern for the Park facilities.



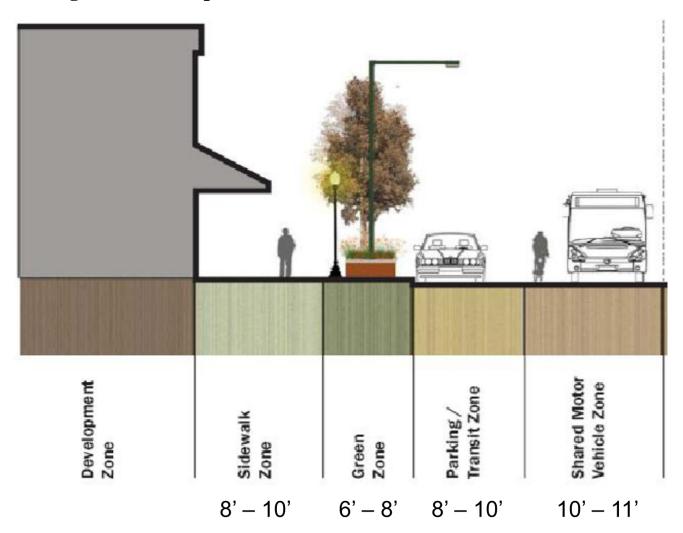
Complete Streets Policy

NCDOT along with many municapalities in North Carolina have adopted a Complete Streets policy. Complete Streets are streets that are designed and operate to enable safe access for all users, including pedestrians, bicyclists and motorists of all ages and abilities. Complete Streets concepts make it easy to cross the street, walk to shops, and utilize bicycles as another mode of daily transportation. Complete Streets complement NCDOT's goals of making our transportation network safer, move people and goods more efficiently and allows our infrastructure to last longer.

Citizens of the Town of Lake Lure and Chiminey Rock Village have expressed their desires to incorporate the Complete Streets policy in the future development of their local transportation network. Included in local designs they are also interested in a public transportation system to further encourage alternative modes of transportation during their peak visitation periods. The ultimate transportation design will make the street network better and safer for drivers, pedestrians, bicyclists and future transit users — making these two communities a better place to live. Figure 1 is an example of a complete street cross section suitable for this area.

Chimney Rock State Park has developed a Master Plan that includes a large amout of walking and bicycling trails. The plan indicates several attractions extending outside of the existing Chimney Rock Park with proposals to incorporate many walking and bicycle trails. Some of these trails may be constructed for not only recreational purposes but also as daily routes for alternative modes of transportation. Between the Park's plan and initiatives addressed in the CTP, all modes of transportation using roadways, pathways and waterways will be addressed. These wide varities of transportation modes will certainly increase the number of visitors to the area for vacation and recreational events as well as enhance the lifestyle for year round citizens.

Figure 1: A Complete Street Cross Section suitable for this area.





II. TOWN OF LAKE LURE

A. Analysis

The Town of Lake Lure is a resort community with a population of 1,068 that grows to around 10,000 during the summer months. The area provides many recreational opportunities from walking and bike trails, like the Flowering Bridge, to many water sports activities on the lake and river. The downtown area is comprised of a few shops, restaurants, and Inn. During the summer months, the main attraction in this area is Morse Park, a marina and a beach swimming area.



Citizens of Lake Lure have expressed the following transportation desires:

- Present visitors with a more appealing presence
- Maintain good traffic flow along US 64/74A
- Maintain on-street parking
- Improve emergency vehicle access
- Provide for all users—pedestrians, bicyclists, and motorists of all ages and abilities
- Create a more conventional "Town" atmosphere that will encourage commercial and economic growth

Towns Concerns:

- On-street parking along the beach area creates pedestrian conflicts, parking maneuver delays, and traffic delays. These issues are a concern today and future visitor traffic to Chimney Rock State Park will greatly influence these issues.
- Improve emergency access by reducing traffic congestion along the beach front parking area by either redesigning the on-street parking to create fewer delays or rerouting US 64/74A traffic around this congestion.

1. Traffic Flow and On-street Parking

During the summer months, both directions of US 64/74A have significant traffic congestion along the Lake Lure Beach Front area. This congestion is caused by motorists wishing to park in the 84 perpendicular on-street parking spaces, numerous pedestrians crossing from the on-street parking spaces, and multiple wide and undefined driveways designed for the local business establishments. Motorists drive slowly through the area looking for an open parking space while other motorists, proceeding through the area, are forced to slow down or stop for vehicles maneuvering in and out of parking spaces. The Town Plaza, located across from the beach area, provides additional parking. These parking areas have three pedestrian crosswalks crossing US 64/74A and do help define single crossing points to the beach front area.

Aisle width is the roadway width required to safely maneuver a vehicle into and out of a parking space. Proper isle width is very important to traffic safety and affects the delays and congestion for the through traffic. The minimum aisle

width required is a function of the parking angle and stall width. If the goal for Lake Lure is to maintain good traffic flow along US 64/74A, improve emergency access and maintain on-street parking then parking maneuvers should stay within only one direction of travel. Recommended aisle widths based on parking angle are shown on Table 1: Typical Aisle Dimensions:

Table 1: Typical Aisle Dimensions			
Angle of Parking Aisle Width			
(deg.)	(ft.)		
90	24		
60	19.58		
45	10.25		
30	11.0		

The pavement width along the on-street parking of US 64/74A in this area is 17 feet (13 feet with a 4-foot bike lane). This data indicates that motorists must block both lanes of traffic to safely enter and exit these spaces. Using the aisle width of 17 feet as a guide, this chart indicates the on-street parking in Lake Lure should be 45 degrees to improve safety and increase traffic flow along this section of US 64/74A or traffic should be rerouted to avoid this area.

2. Proposed Traffic Flow with Chimney Rock State Park

It is our understanding that Chimney Rock State Park (CRSP) has intentions to construct a new driveway access to their Ticket Booth and Main Parking Lot. This new driveway is needed for several reasons, some of which are:

- to help reduce traffic congestion on US 64 at Chimney Rock
- to help reduce traffic congestion on US 64 at Lake Lure
- emergency vehicle access to CRSP (ambulance and fire rescue)
- a second CRSP access in case of an emergency evacuation
- to provide an alternate route for CRSP during roadway maintenance
- to allow vehicle access to and from CRSP in case of an accident or vehicle mechanical failure along their existing driveway

Park officials have modeled the features and amenities of CRSP to similar parks in North Carolina. That comparison estimates CRSP is expected to have 350,000 visitors a year. At the time of this report the park had only 10 months of data from the 2012 traffic. That data was calculated to produce an estimated peak hour traffic volume expected during the mid-morning arrival time. Table 2 indicates the projected traffic volumes.

Table 2: Projected traffic for CRSP - Based on 2012 data				
2012 Data	Projected Traffic	Description		
191,000	350,000	visitors to CRSP in 10 months / 12 months		
35,348	64,770	visitors during July		
7,069	12,954	visitors in one day during July		
1,060	1,943	estimated vehicles in the highest hour		

The CRSP Master Plan indicates the new entrance driveway will be constructed east of the park and connect to US 64/74A somewhere near the Town of Lake Lure. Exiting traffic is planned to primarily exit the existing driveway at Chimney Rock Village. Concerns were raised with how the increase in traffic volumes would affect Lake Lure and the traffic congestion already being experienced. It must be understood that the heaviest traffic is expected during holidays and weekends during the summer months. Entering traffic will likely be heaviest during the mid-morning times as visitors will likely plan to spend several hours hiking and enjoying the wide variety of natural plants, spectacular foliage and vista views. Exiting traffic will likely be mid to late afternoon.

Using Synchro7 and SimTraffic, traffic engineering software, this report studied two connection proposals:

- 1. Connect to existing Lake Lure streets
- 2. Connect to a proposed Lake Lure Parkway

Several items were identified in the traffic analysis:

- If the proposed park entrance is accessed from a connection to C Avenue (a Lake Lure street), the traffic volumes generated by CRSP will produce unacceptable delays at the intersection of Keeter Road and 1st Street.
- Traffic delays at the downtown Lake Lure streets are expected to back-up to, and compound, traffic delays already being experienced in both directions of US 64/74A at the beach front area.
- Realizing the expected traffic congestion would not meet the transportation desires of Lake Lure citizens, the option of a alternate US 64/74A route was explored and appropriately named the Lake Lure Parkway.

The MSTA traffic analysis did take in account that CRSP will not increase traffic volumes immediately. These volumes are expected to increase over the next few years as new pedestrian and bike trails as well as climbing areas and camping facilities are provided. This type of growth complements the idea of a "Roadway Project Phasing Process" for a Lake Lure Parkway. The following Parkway Phasing was discussed at Town meetings as shown on Figure 2, page 10:

- <u>Phase 1</u> would install a roundabout near the Town of Lake Lure Municipal Center, construct a northern parkway section and provide a driveway access to CRSP.
- Phase 2 would install a roundabout at A Avenue, realign 1st Street, realign C Avenue and provide an eastern access to CRSP. This section of the parkway could incorporate the desires of the Lake Lure citizens by providing a more defined "Town" setting by intergrating 1st Street with a "Main Street" presence.
- Phase 3 would extend the parkway with a "limited access" route around the south side of Lake Lure and connect at the roundabout built in Phase 2. This Parkway section would bring additional benefits to US 64/74A travelers by further improving pedestrian and traffic safety with fewer conflict areas, reduce traffic delays, and allow Lake Lure to become more of a pedestrian and bicycle oriented town.

If the Lake Lure Parkway is constructed, than the newly designed streets of Lake Lure should complement the street cross section designs presented in the Complete Streets policy.

Each of the three phases were analyzed with the following results:

- Phase 1 and Phase 2 combined would produce the best results. Producing the lowest traffic delays and congestion for US 64/74A traffic is achieved by routing traffic along Lake Lure "Main Street" without being influenced by the the beach front parking delays and pedestrian crossings. Most importantly, all of the citizens desires could be achieved.
- **Phase 1** would produce acceptable traffic delays along US 64/74A by utilizing a roundabout to process the left turning traffic delays entering into CRSP. Traffic delays and other concerns along the beach front area would still be present.
- **Phase 2** would produce unacceptable traffic delays along US 64/74A mainly due to the congeston and parking maneuvers occuring at the beach front area, but also due to left turn conflicts expected at the intersection of Keeter Road and 1st Street.

During the traffic analysis, the following traffic aspects were noted:

• CRSP's Main Parking Lot is expected to accommodate only 1,100 vehicles. This indicates the park alone will not be able to provide all the parking needs they are expected to generate over the next few years. Additional parking will be difficult to obtain due largely to the topography (acceptable flat land). Additional parking facilities will be necessary and could be a benefit to the commercial needs and growth potential for both Lake Lure and Chimney Rock Village if these municipalities assist with this parking need.

If adopted, the proposed Lake Lure Parkway design should incorporate NCDOT's limited access policies and could serve as an alternate route for US 64/74A. Once completed, this Parkway could help reduce traffic delays and improve pedestrian and vehicle safety for US 64/74A through traffic and the proposed Parkway would allow drivers, traveling along US 64/74A, to select a less congested route and allow Lake Lure citizens to maintain their existing roadway characteristics with less vehicle traffic demands. Another important feature the parkway would provide is an alternate route for emergency vehicles.

Town Parking Festival Lawn 50001 Town Streetscapes Lake Lure Parkway 4000 Feet (0.76 miles) Phase 1, Phase 2, Main Street (Roundabout to Roundabout through town) Concept 1125 Feet Phase 2 (not including Main Street) 2125 Feet Phase 2 (including Main Street) **Approximate Distances** Parkway Distance 5000 Feet Total Parkway (0.95 miles) 2000 Feet Phase 3 875 Feet Phase 1 1875 Feet Phase 1

Figure 2: Lake Lure Parkway Concept

B. Recommendations

1. Traffic Flow and On-street Parking

The findings in this study indicate that on-street parking along the beach front area creates pedestrian conflicts, parking maneuver delays and traffic delays along this section of US 64/74A. Visitor traffic to Chimney Rock State Park is expected to increase these traffic volumes and will greatly influence these traffic concerns. To address these concerns the beach front parking should be either removed, redesigned to have less impact, or avoided by providing an alternate route around the area.

2. Proposed Traffic Flow with Chimney Rock State Park

This study has presented a Lake Lure Parkway Concept shown on Figure 2 and recommends the downtown area to conform to the street cross section shown on Figure 1: Complete Street Cross Section, page 5.

In reviewing the Complete Streets Cross Section, note the shared motor vehicle zone (mixing bicycles with motor vehicles). This design should be appropriate in this area especially for experienced bicycle riders due to the low speed limit but also due to the proposed shared use paths also in the area. These shared use paths will be more bicycle friendly for young and less experienced cyclists that may be staying in the many vacation homes in the area. Providing both types of bicycle facilities will certainly promote cycling as a safe mode of transportation for all ages and provide the opportunity to access the Town Center as well and the many proposed shared use paths.

The Lake Lure Parkway design identifies two other features, a Festival Lawn and a proposed Town Parking Lot. Town Officials, business owners and local citizens had expressed the wishes to provide a community lawn that could house special events to benefit existing and future downtown businesses as well as generate revenue. These two features could provide the open space and additional parking spaces needed to support the community wishes.



RESOLUTION 13-05-21

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LAKE LURE ADOPTING TRAFFIC STUDY FOR THE LAKE LURE – CHIMNEY ROCK COMMUNITY

WHEREAS, Rutherford County, Town of Lake Lure, Chimney Rock Village, and Chimney Rock State Park actively worked to develop a comprehensive transportation plan for Rutherford County, the State Park and these two municipalities all located within county boundaries; and

WHEREAS, the county, municipalities, and the Department of Transportation are directed by North Carolina General Statutes 136-66.2 to develop a Comprehensive Transportation Plan that will serve present and anticipated travel demands in and around the county; and

WHEREAS, it is recognized that the Lake Lure 2007-2027 Comprehensive Plan aligns with the Traffic Study, including but not limited to realizing the following goals:

- TC Goal 1: An efficient, multi-modal transportation system that enhances mobility;
- TC Goal 2: A transportation network that is managed to meet the needs of the community and supports proposed land use patterns;
- TC Goal 4: A connected roadway network;
- ED Goal 1: Diversified economy for a long-term stability;
- ED Goal 2: A balance between residential life and tourism; and

WHEREAS, it is recognized that the Lake Lure Town Center Master Plan, Phase I, aligns with the Traffic Study to help facilitate:

- A Vibrant Destination
- Protected Scenic Views
- Beach Connectivity
- Welcoming Entrance to Chimney Rock State Park
- Inviting & Well Organized Public Space
- Connectivity that improves circulation
- Natural Asset Protection
- Vistas Terminated by Landmarks
- Town Center Transportation Network

WHEREAS, after full study of the Traffic Study and a public hearing, the Commissioners of the Town of Lake Lure believe it to be in the best interest of the Town of Lake Lure to adopt the Traffic Study;

NOW THEREFORE, BE IT RESOLVED: That the Lake Lure & Chimney Rock Village Traffic Study dated 29, 2013, be approved as a guide in the development of the transportation system in the Lake Lure Town Center area and the

same is hereby recommended to the North Carolina Department of Transportation and Chimney Rock State Park for adoption and implementation.

ADOPTED, this the 21st day of May 2013.

Attest:

Andrea H. Calvert,

Town Clerk

Mayor Bob M. Keith

MCDOWELL, RUTHERFORD AND POLK COUNTY

FOOTHILLS REGIONAL

COMPREHENSIVE TRANSPORTATION PLAN















APRIL 2022

ACKNOWLEDGEMENTS

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

PREPARED BY

Dominique Boyd, Project Manager Richard Virgo, El, Project Engineer John (Andy) Bailey, Western Piedmont Planning Group Supervisor, NCDOT Transportation Planning Division

SPECIAL ASSISTANCE BY

Roger Castillo Santamaria, El, Transportation Engineer

IN COOPERATION WITH

McDowell County

City of Marion Town of Old Fort

Polk County

City of Saluda Town of Columbus Town of Tryon

Rutherford County

Town of Forest City
Town of Rutherfordton
Town of Spindale
Town of Lake Lure
Town of Bostic
Town of Ellenboro
Chimney Rock Village

LIST OF STEERING COMMITTEE MEMBERS

McDowell County

Ron Harmon, Deputy County Manager for Community Development

Ashley Wooten, County Manager **Heather Cotton,** City of Marion Planning and Development Director

Bob Boyette, Marion City Manager **Randal Conley,** McDowell County Transit

Polk County

Cathy Ruth, Planning/Economic Development Director

Marche Pittman, County Manager
Jonathan Cannon, Saluda City Manager
Tim Barth, Columbus Town Planner
Tim Daniels, Town of Tryon Planning Director

Rutherford County

Danny Searcy, County Planning Director
Aubrey Clay, County Project Manager
Kerry Giles, County Director of EMS and Transit
Amy Bridges, Forest City Downtown and
Community Development Manager
Drew Harris, Forest City Town Planner
Doug Barrick, Rutherfordton Town Manager
Scott Webber, Spindale Town manager
Walker Harrison, Lead for North Carolina Fellow
in Spindale

Shannon Baldwin, Lake Lure Town Manager

Division

Hannah Cook, Division 13 DPE Steve Williams, Division 14 DPE Stephen Sparks, PE, Division 13 CDE Troy Wilson, PLS, Division 14 CDE

For a list of the Polk County Steering Committee members, see the Public Involvement section of the Appendix.

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EXECUTIVE SUMMARY

In 2019 the Transportation Planning Division of the N.C.
Department of Transportation (NCDOT), the Foothills RPO
(formerly the Isothermal RPO), McDowell County, Polk
County, Rutherford County, and their municipalities began
a Comprehensive Transportation Plan (CTP) study for the
Foothills Region, which consists of McDowell, Polk, and Rutherford Counties.

The Foothills Regional 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 were made, including: highway, public transportation, 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 and in the CTP.

The Foothills Regional CTP was adopted locally and by the North Carolina Board of Transportation in MONTH, 20XX.

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

VISION

"The Foothills Region provides a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage."



- Provide a **safer** transportation system
- **OPERIOR OF STATE OF**
- Provide transportation facilities that accommodate all modes of transportation and provides opportunities to live a healthy lifestyle.
- **Enhance the mobility** of the transportation system.
- Provide a transportation system that supports economic development opportunities.
- Consider history, heritage, and the natural environment during project evaluation and selection.



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

ANALYSIS AND PUBLIC INPUT

Steering committee members



20

Paper surveys mailed out to Polk County residents



8,000



1,269

County Survey

85

Degional Surve

Survey Comments

Polk County

89

Modernize roadway,

adding paved shoulder

and climbing lanes where

North Cove in McDowell

County to Mitchell County a

the Blue Ridge Pkwy.

Project Details

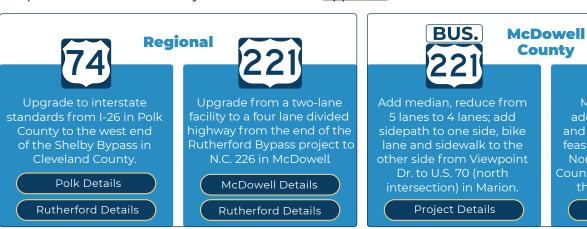
i

A total of 9 comments were received at Public Involvement Meetings.

See <u>Chapter 2</u> for more on this topic. See Public Involvement <u>Appendix</u> for more details.

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Foothills CTP. They are not listed in any priority order and more information can be found in Chapter 3 and in the CTP Projects section of the <u>Appendix</u>.





108

Modernize roadway and add sidepath to one side of road from the Polk County Government Complex to N.C. 9 in Mill Spring.

Project Details

Rutherford County

221

Construct four lane freeway from U.S. 74 south of Rutherfordton to Roper Loop Road (S.R. 1366) north of Rutherfordton.

Project Details

PROJECT SHEETS

164

CTP Project Sheets

can be found in the <u>Appendix</u>. They feature individual project maps and other details.

APPROVALS

- ✓ Local Adoptions:
- ☑ Rural Planning Organization endorsement:
- ✓ North Carolina Board of Transportation adoption:

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WISION

"The Foothills Region provides a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage."

 Vision statement from the Foothills Regional CTP Steering Committee

Chapter ONE Introductions and Overview

The Comprehensive Transportation Plan is North Carolina's multi-modal long-range transportation plan. The CTP is "needs-based" and represents a community's consensus on the future transportation system to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan is developed by NCDOT, the Foothills Rural Planning Organization, McDowell County, Polk County, Rutherford County, and all municipalities within the three-county region, with the support of the Foothills Regional CTP Steering Committee. Note: The Foothills RPO was formerly known as the Isothermal RPO prior to July 1, 2021. Some of the materials inside this document may refer to the "Isothermal Region" or "Isothermal RPO" if they were created prior to this date.

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.

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.

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.

STUDY GOALS AND OBJECTIVES

PROVIDE A SAFE TRANSPORTATION SYSTEM.

Promote State's Highway Safety Plan goal of reducing deaths and severe injuries in half by 2045. Reduce crash counts, crash severity, and distracted driving. Modernize steep, narrow roads with a history of crashes. Improve physical attributes of existing roads by installing guardrails, replacing long center turn lanes, and adding lighting. Provide safe access to schools.

PROVIDE A TRANSPORTATION NETWORK THAT IS ACCESSIBLE TO ALL USERS.

Improve ease of navigation for residents and visitors through signage and safe access to transit facilities. Provide access and effective means of transportation to food and services for people with low income, disadvantaged, disabled, elderly, or do not own a car.

PROVIDE TRANSPORTATION FACILITIES THAT ACCOMMODATE ALL MODES OF TRANSPORTATION AND PROVIDES OPPORTUNITIES TO LIVE A HEALTHY LIFESTYLE.

Provide and improve bicycle and pedestrian accommodations on facilities between key destinations, especially within town or city limits. Provide shuttle and vanpool services to airports. Support rail line improvements including freight and passenger connection from Salisbury to Asheville. Provide access to multimodal options based on need to fifty percent of the population by 2045. Identify wildlife movement corridors and minimize or mitigate detrimental impacts from transportation projects.

ENHANCE THE MOBILITY OF THE TRANSPORTATION SYSTEM.

Alleviate congestion from downtown roads by providing alternative routes for traffic to take around downtown. Consider complete street principles in the project design of all future roadway or bridge projects.

PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS **ECONOMIC DEVELOPMENT OPPORTUNITIES.**

Improve east to west mobility and support economic development for the region by upgrading U.S. 74 to a future interstate. Improve access to I-26, I-40, I-85, U.S. 221, and US 74. Support tourism by improving aesthetics along "gateway" entrance routes.

PROJECT EVALUATION AND SELECTION.

Ensure that the region maintains and enhances its rural character and consider appropriate transportation designs that fit the surroundings. Provide a resilient transportation network to face natural hazards or disasters. Consider the recommendation of the region's Comprehensive Plans, and any other county or town plans, when planning future transportation projects.

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 Foothills Regional CTP. See the <u>Appendix document</u> for an outline of the CTP requirements. Please click on any item in the following list for more information:

Complete Streets

Multimodal Statewide Freight Plan

N.C. Planning Facility Types

N.C. General Statute 136-66.2

N.C. Moves 2050 Plan

Statewide Logistics Plan

Strategic Transportation Corridors

Strategic Transportation Investments

Title VI in Public Involvement

THIS PLAN FEATURES:



A thorough analysis of current 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 the **Foothills Region**

LOCAL POLICIES AND PLANS

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

2013 McDowell County CTP1

2018 Rutherford County CTP²

2015 City of Marion CTP3

2013 Lake Lure & Chimney Rock Village CTP4

2018 Isothermal Regional Bike Plan (Not used for Polk)⁵

Columbus-Tryon Bicycle/Pedestrian Plan⁶

2015 Forest City Pedestrian Plan⁷

2016 City of Marion Comprehensive Bicycle Plan⁸

2011 Old Fort Comprehensive Pedestrian Master Plan⁹

2017 Town of Rutherfordton Bicycle & Pedestrian Plan¹⁰

2016 Town of Saluda Bicycle and Pedestrian Plan¹¹

2019 BikeWalk Spindale¹²

2018 Charlotte/Main Street Corridor Improvement Study (Tri-Cities)13

2019 North Main Street Corridor Strategy Report (Marion)¹⁴ 2020 Peavine to Thermal Belt Rail Trail Connector Feasibility Study Report¹⁵

CONSIDER HISTORY, HERITAGE, AND THE NATURAL ENVIRONMENT DURING

CTP PROCESS SUMMARY

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

SUMMER 2019

CHAPTER ONE INTRODUCTIONS AND OVERVIEWS

Began analyzing existing conditions and initiated committee meetings; Reviewed community vision, goals, objectives, and socioeconomic data.

FALL-WINTER 2019

Continued public outreach through surveys; Began identifying highway deficiencies through future year projections.

SPRING-SUMMER 2020

Updated deficiencies map and reviewed local multimodal plans; Reviewed Survey Results; Discussed multimodal project proposals.

FALL 2020-SUMMER 2021

Reviewed project proposals, Public Involvement Presentations occurred.

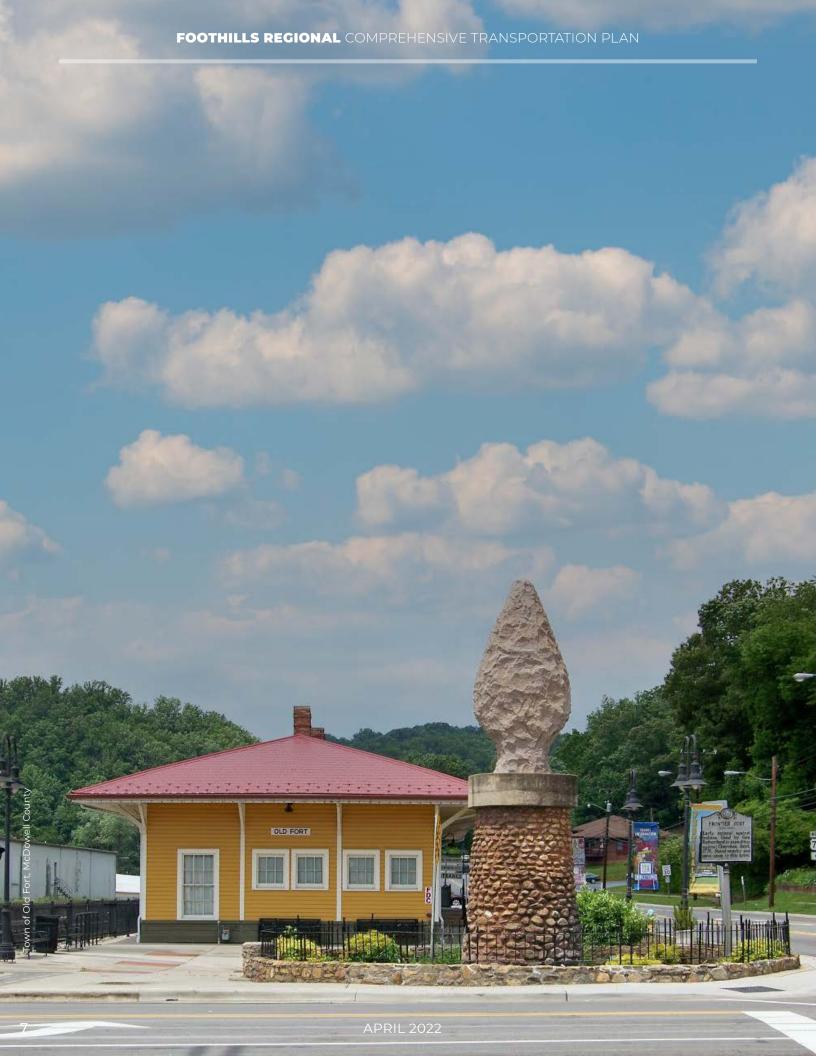
FALL-WINTER 2021

Developed project proposal maps, lists and project sheets, Worked on draft CTP documentation

SPRING-SUMMER 2022

Finished CTP documentation, CTP was adopted locally and by the Board of Transportation

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Chapter TWO Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Foothills Regional CTP.

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

For highways, this is usually accomplished through mainly a capacity deficiency analysis (which is a measure of how the facility is operating based on existing and project 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 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 the Foothills Region. Feedback from the public guided the creation of this plan's project recommendations. A full summary of public outreach can be found in Public Involvement section of the Appendix.

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Foothills Regional CTP Steering Committee. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth CTP project recommendations.

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 Community Understanding section of the Appendix.

TYPES OF STAKEHOLDER 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. More information can be found in the Community Understanding section of the <u>Appendix</u> regarding identification of these groups.

The steering committe was involved during the process using:

- ☑ Committee meetings, both in person and virtual
- ☑ Email and phone
- ✓ Surveys

CHAPTER TWO EXISTING AND FUTURE CONDITIONS

The following were used to reach out to stakeholders and the general public:

- ✓ Study Website
- ☑ Facebook Notices
- ✓ Surveys (online and paper, English and Spanish)
- ☑ For Polk County specifically, the goals and objectives survey was mailed to every household in the county, obtained via property records.
- ☑ Coverage in local newspapers
- ☑ Draft and Final Plan Presentations, both in person and virtual
- ☑ Public Meetings

More information is in the Appendix.







McDowell County

"The school traffic... backs up traffic and causes accidents" along W McDowell Jr High School Road

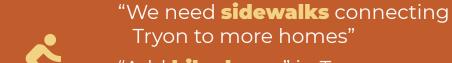


"Crosswalks on Main Street have no flashing lights or indicators, making crossing **dangerous**"



Polk County

"**Dangerous turn** onto 108 leaving Harmon Field"



"Add **bike lanes**" in Tryon

"Bike lanes would be great" in Saluda

"Fix what we have" at Howard Gap Road



Rutherford County

"Broadway Street is in rough condition"



"Needs to be **transit** at Carver Center"

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COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

CHAPTER TWO EXISTING AND FUTURE CONDITIONS

In developing this plan, the timeframe used to project travel demand was from 2017 to 2045. Growth in the Foothills Region is expected to occur along the major highway corridors.

	2017 POPULATION	2045 PROJECTED POPULATION	2017 EMPLOYMENT	2045 PROJECTED EMPLOYMENT
McDowell	46,200	57,700	20,200	26,700
Polk	21,200	25,200	8,700	10,300
Rutherford	68,300	85,300	26,100	38,600
Regional	135,700	168,200	55,000	75,600

More information can be found in the socio-Economic Data Forecast and Methodology section of the <u>Appendix</u> 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 adopted land development plans adopted within the previous five years.

Several plans from the three counties and their municipalities were used to meet this requirement. During the CTP Process, recommendations were done with community character and land use in mind.

McDowell County focuses their efforts on areas around I-40 and showcasing their natural beauty through expanding their trail and greenway network.

Polk County aimed to preserve the rural character. Rutherford expects growth to occur near Rutherfordton, Spindale, and Forest City areas as well as the U.S. 74 corridor.

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.

This table shows a summary of the transportation network. More detail, if applicable, can be found elsewhere in the chapter.

Primary North-South Roadways	♥ U.S. 221 (Regional) ♥ U.S. 221 Bus. (McDowell) ♥ N.C. 226 (McDowell) ♥ I-26, U.S. 176, N.C. 9 (Polk) ♥ U.S. 221A (Rutherford)
Primary East-West Roadways	♥ U.S. 74 (Regional) ♥ I-40, U.S. 70 (McDowell) ♥ N.C. 108 (Polk) ♥ U.S. 64, U.S. 74-A, U.S. 74 Business (Rutherford)
Strategic Transportation Corridors	♥ I-26 (Corridor C) ♥ I-40 + NS Rail Line (Corridor Q) ♥ U.S. 74 + CSX Line (Corridor U)
Public Transportation Services (Demand Response)	♥ McDowell County Transit♥ Polk County Public Transportation System♥ Rutherford County Transit
Fixed Route Bus	♥ Rutherford County Transit (Deviated fixed-route)
General Aviation Airports	Rutherford County Airport (KFQD)Shiflet Field Airport in Marion
Park and Ride Lots	♥ None
Freight Railroads	♥ CSX ♥ NS
Passenger Railroads	♥ None
Primary Freight Movement	Q Rail Q I-26 Q I-40 Q U.S. 74
Sidewalks	
Bicycle Lanes	♥ None
Statewide Bicycle Routes	♥ N.C.B.R 8 through Polk and Rutherford Counties
Greenways	9 Thermal Belt Rail Trail 9 Peavine Rail Trail
Ferries	♥ None

HIGHWAY ANALYSIS SUMMARY

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

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 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 by the future year (2045).

Major Highway Capacity Deficiencies in the Foothills Region



CHAPTER TWO EXISTING AND FUTURE CONDITIONS

♥ U.S. 70 (from N.C. 80 to U.S. 221 Bypass)

2017 (base year) – near capacity 2045 – near & over capacity

♥ N.C. 108 (from western town limit of Columbus to Walker St/Houston Rd in Columbus)

2017 (base year) – near & over capacity 2045 – over capacity

9 U.S. 74-A (from U.S. 64 to Main St/Charlotte Rd)

2017 (base year) – over capacity 2045 – over capacity

Refer to the Multimodal Analysis section of the <u>Appendix</u> for existing and future capacity deficiencies

Planning Level Intersection Assessment

Roadway intersections in the Foothills Region 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 Definitions section of the Appendix for definitions of any terms.



The major intersections identified for improvement in the CTP are:

- **♥** U.S. 70 and W McDowell Junior High Rd in McDowell County
- **♥** Sugar Hill Rd and Dink Cannon Rd in McDowell County
- N.C. 108 and Howard Gap Rd/Harmon Field Rd in Polk County
- **9** N.C. 9 and Landrum Rd/Sandy Plains Rd in Polk County
- **9** U.S. 221A (Main St/Charlotte Rd) and U.S. 74-A (Railroad Ave/College Ave) in Rutherford County
- Coxe Rd/Thunder Rd and existing U.S. 221/74 Bus. in Rutherford County

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. Planning level crash locations in the Foothills Region which occurred between January 1, 2014 and December 31, 2018 are shown on map X. The CTP Steering Committee reviewed this map which can be found in the Transportation Planning Analysis Data section of the Appendix.

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 Foothills CTP were shared with NCDOT Division 13 or 14 for review and consideration.

More discussion of Traffic Crashes can be found in the Transportation Planning Analysis Data section of the <u>Appendix</u>.

Bridge Deficiency Assessment

There are 241 structurally deficient and functionally obsolete bridges that were identified. Refer to the Transportation Planning Analysis Data section of the <u>Appendix</u> for more detailed bridge deficiency information.



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BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

CHAPTER TWO EXISTING AND FUTURE CONDITIONS

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

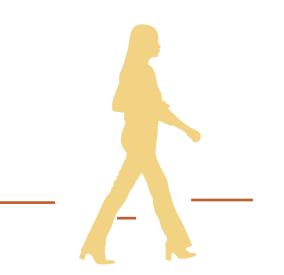
The N.C. 8 Bike Route runs through Polk and Rutherford Counties from Henderson County to Cleveland County. The Thermal Belt Rail Trail in Rutherford County, and the Peavine Rail Trail in Marion are important facilities that provide active transportation options to the community such as walking and biking.

In the Foothills region, 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.

In McDowell and Rutherford counties, the 2018 Isothermal Regional Bike plan was considered along with municipal bike and/or pedestrian plans from Old Fort, Marion, Rutherfordton, Spindale, and Forest City; in Lake Lure, the Lake Lure CTP was considered.

In Polk County, bike and pedestrian plans in Tryon, Columbus, and Saluda were considered.

Refer to Multimodal Analysis section of the <u>Appendix</u> if needed.





PUBLIC TRANSPORTATION ANALYSIS SUMMARY



Rutherford County Transit has two deviated fix-route transit routes serving the Tri-Cities (Rutherfordton, Spindale, and Forest City) area, operating during business hours from Monday to Friday. Buses can deviate from the route up to a half-mile for \$1. Rutherford County Transit also provides on demand services by appointment.

McDowell County Transit also provides on demand services by appointment. There is a proposed fixed route that is reflected in the CTP transit and rail map.

Polk County Public Transportation System provides on demand services by appointment only.

Urban Transportation

(provide urban transportation)

Rural Transportation

(provide both local and rural transportation)

Regional Transportation

(Operate in multiple areas of the state and connect multiple municipalities and counties)

Demand-response service available with

Deviated-fixed route

(Rutherford county only)

Demand-response services

by appointment

advanced coordination

Intercity Transportation

(Greyhound and Amtrak)

None

RAIL

There is no current passenger rail service to the region. There is a need to revive passenger rail service between Asheville and Salisbury, which would include stops in both Old Fort and Marion in McDowell County.

Refer to Multimodal Analysis section of the Appendix if needed.



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AIRPORTS

The Rutherford County Airport (FQD) is a public airport located 3 nautical miles north of Rutherfordton. It covers 250 acres with one asphalt runway (runway 01/19) which is 5,000 feet long, and has no control tower. It operates from 9 a.m. to 6 p.m, with after-hours service available upon request. Shiflet Field in Marion is a public airport 3 nautical miles north of Marion. It covers 30 acres, and has one turf-surface runway (10/28) which is 3,340 feet long, and has no control tower. The table below shows airports near municipalities in this CTP.



Type of Airport	Name	Location	Distance
	Rutherford County Airport (FDQ)	Rutherfordton, N.C.	3 miles
Public	Shiflet Field Airport	Marion, N.C.	5 miles
General	Shelby-Cleveland County Regional Airport (EHO)	Shelby, N.C.	19 miles
Airport	Foothills Regional Airport (MRN)	Morganton, N.C.	29 miles
	Hickory Regional Airport (HKY)	Hickory, N.C.	42 miles
Closest Passenger	Asheville Regional Airport (AVL)	Asheville, N.C.	48 miles
Service Airport	Greenville-Spartanburg International Airport (GSP)	Greer, S.C.	36 miles
Closest	Greenville-Spartanburg International Airport (GSP)	Greer, S.C.	36 miles
International Airport	Charlotte Douglas International Airport (CLT)	Charlotte, N.C.	57 miles

GOODS MOVEMENT / FREIGHT

Major generators of goods in CTP Title were identified, along with their proximity to nearby major roadways.

Based on the data, most truck freight movement used the following roadways: I-26, I-40 and U.S. 74.

I-26 in Polk County and I-40 in McDowell County 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.

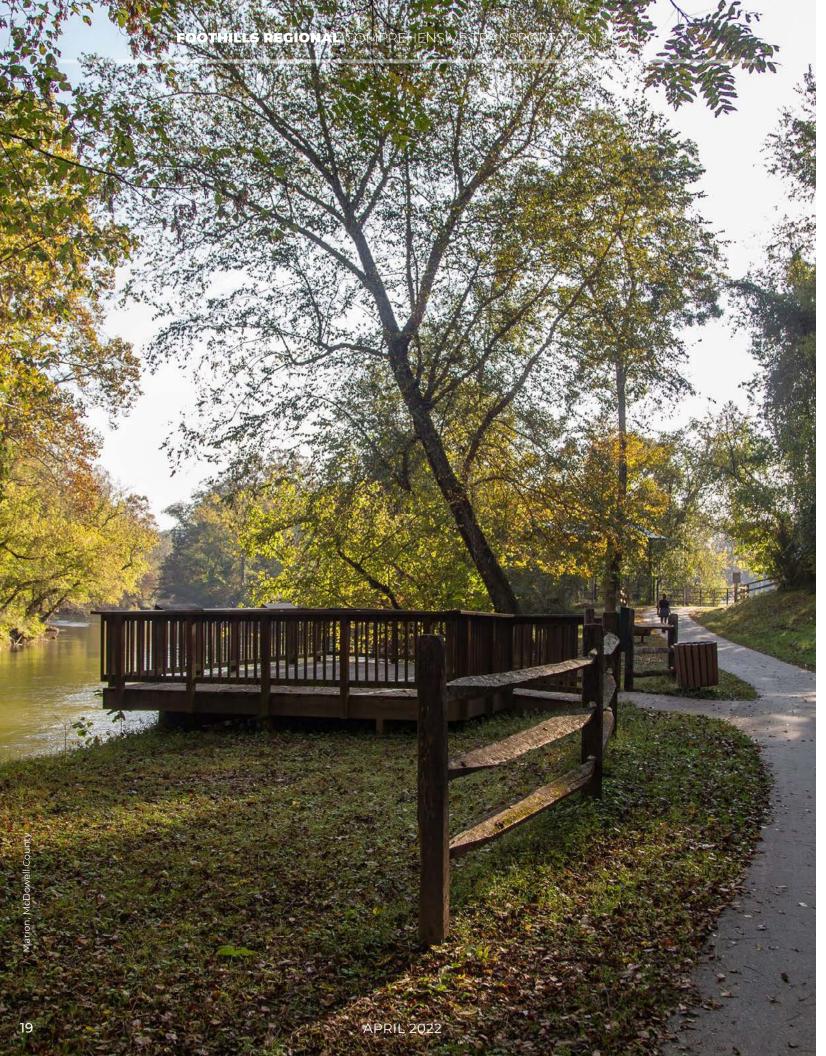
Refer to Transportation Planning Analysis Data section of the <u>Appendix</u> if needed.



Based on the data, the majority of truck freight movement utilized the following roadways:

♀I-40 **♀**U.S. 74

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Chapter THREE CTP Project Proposals

Each mode of travel included in the Foothills Regional Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) have been independently 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 Figure 1.

NCDOT PROJECT DELIVERY PROCESS

CHAPTER THREE CTP PROJECT PROPOSALS

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

Once a project is programmed for funding, NCDOT initiates studies, and the project enters into the Environmental Analysis and Development phase—a process that includes getting feedback from the public and analyzing how a proposed road might affect people living and working in the area as well as its impact on the environment.

Once development is complete and engineers have determined the final design, how and exactly where a road will be built, NCDOT begins acquiring any necessary property to accommodate the project and then awards a construction contract ("Let"). Afterwards, construction begins.

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

CTP PROJECT RECOMMENDATIONS LIST

The following list contains information about the Foothills Regional 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 propose recommended solutions, it may not represent the final location or cross section associated with the improvement and may change over time. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

The list shown below is not in any priority order.

CTP MAPS



The mutually adopted Foothills CTP Maps are found in Figure 1.

Definitions of terms on these maps can be found in the Appendix.

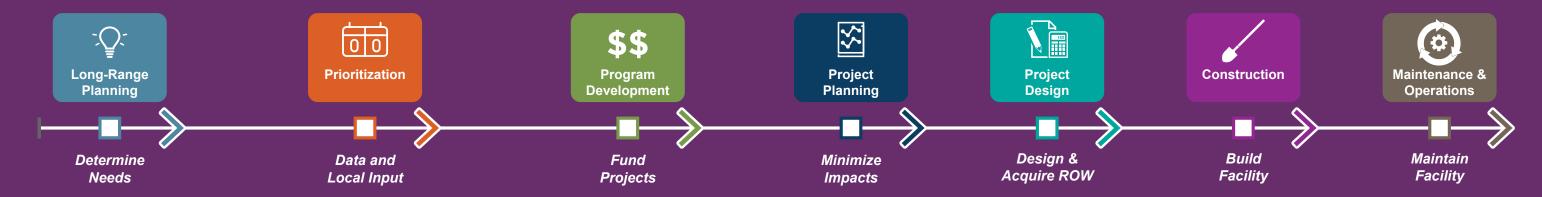
Maps and recommendations are separated and organized by the following areas: Regional Foothills three county area, then McDowell, Polk and Rutherford Counties.

The maps included for each area are:

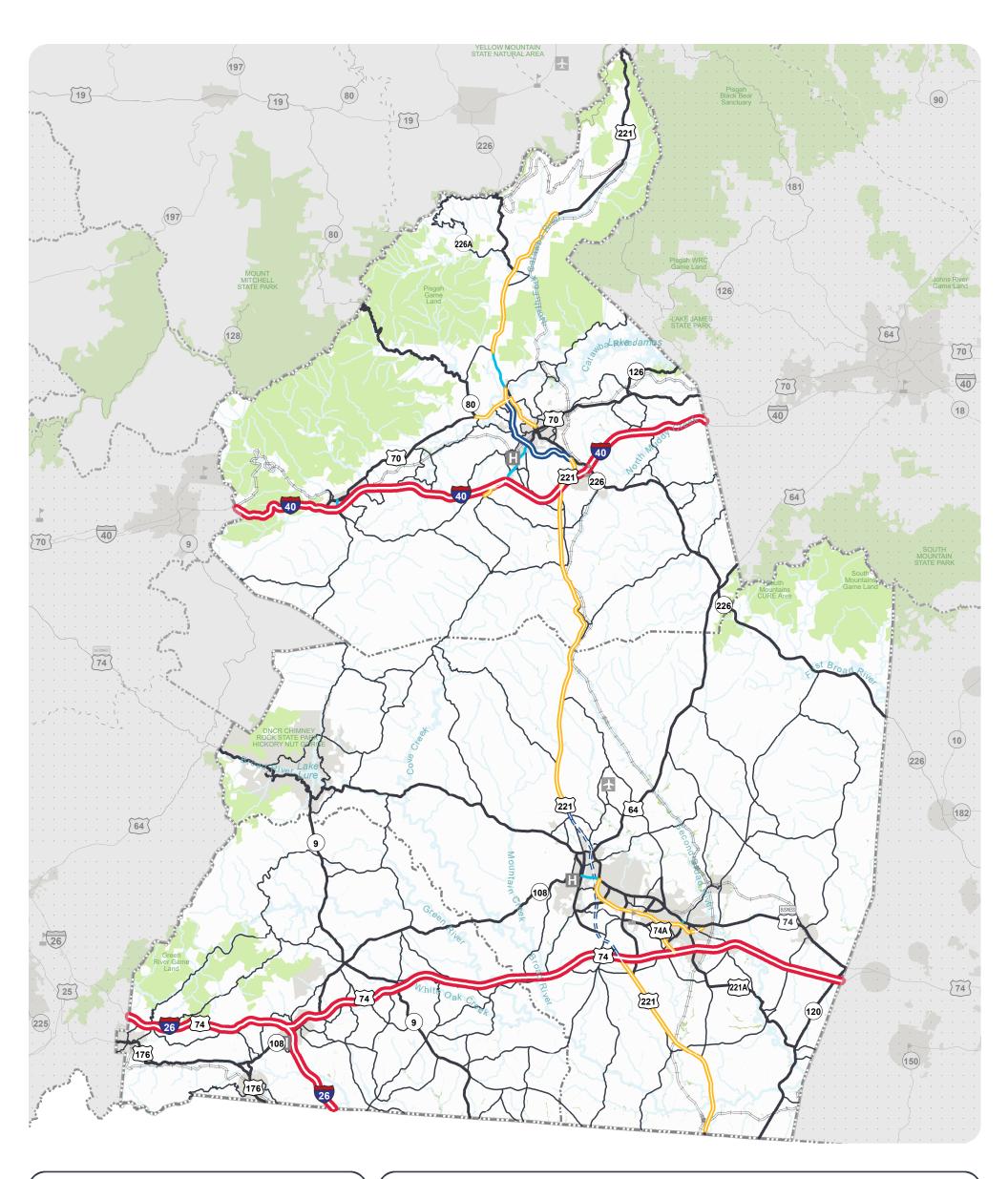
- 1 Facility Types and Control of Access;
- 2 Highway Recommendations:
- **3 Public Transportation Recommendations:**
- 4 Bicycle and Pedestrian Recommendations.

The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps identify an agreement of an identified transportation deficiency and a potential solution.

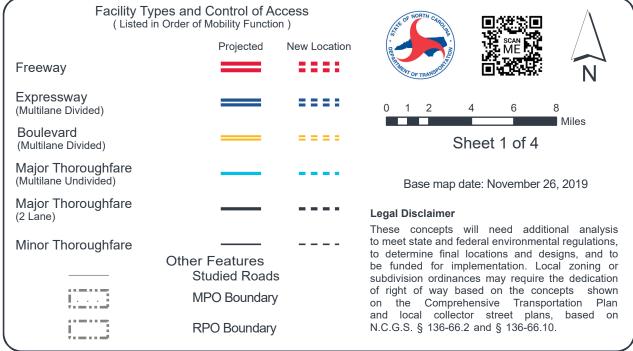
NCDOT PROJECT DELIVERY PROCESS

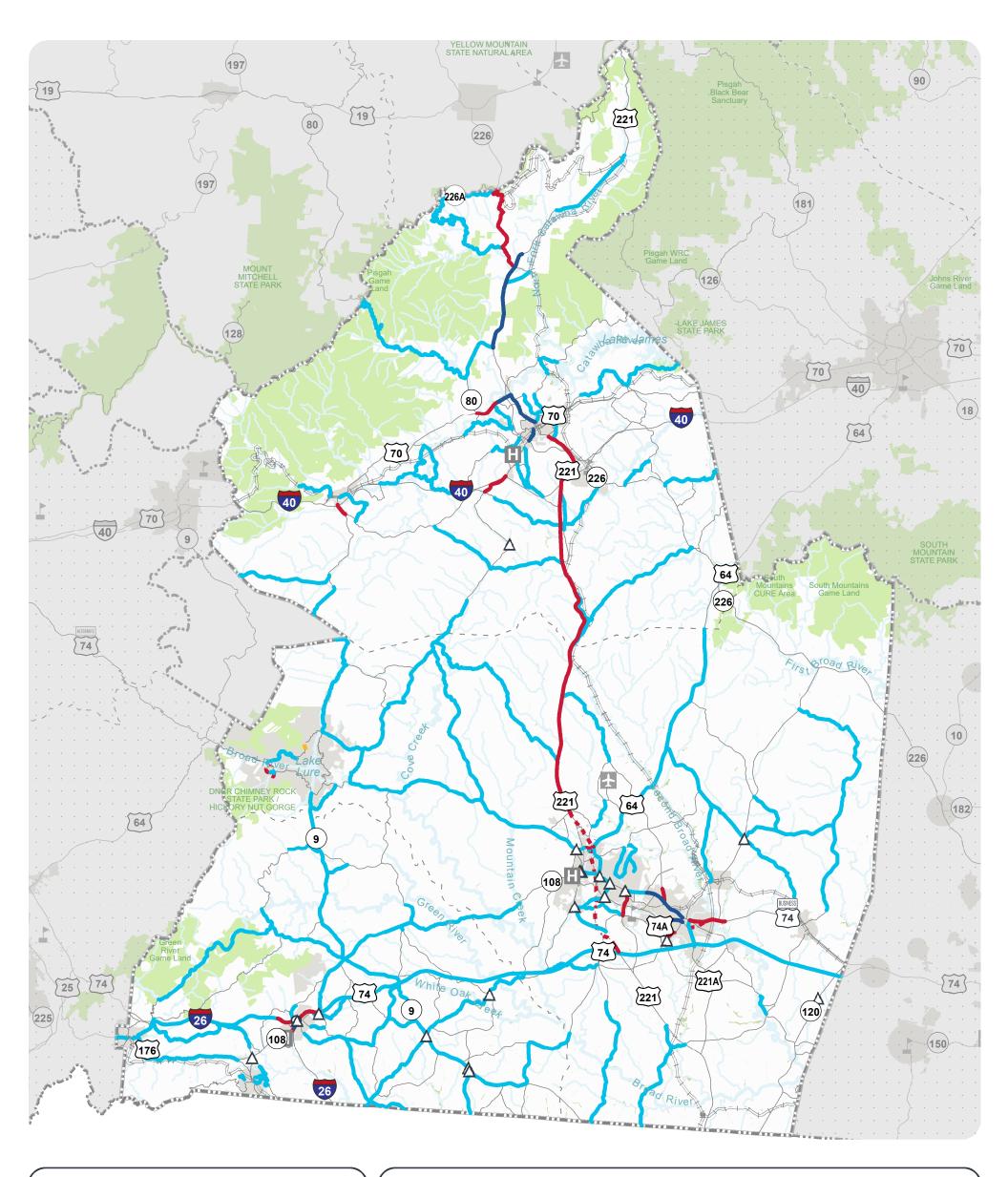


21 APRIL 2022 APRIL 2022 22

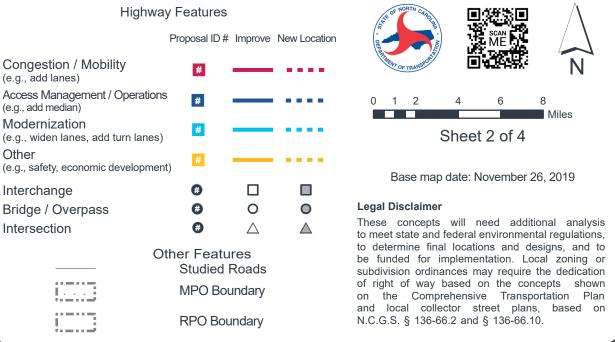


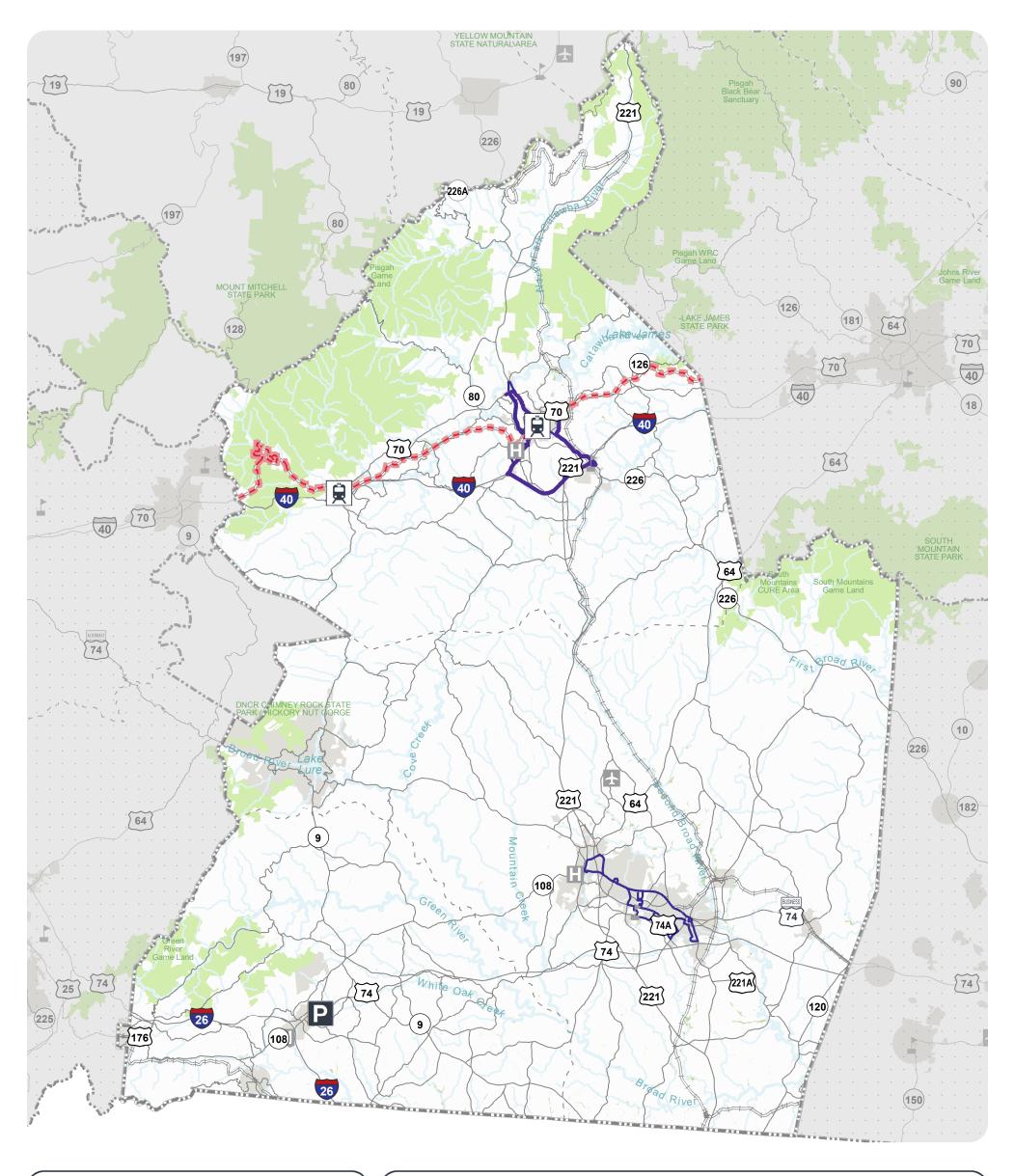




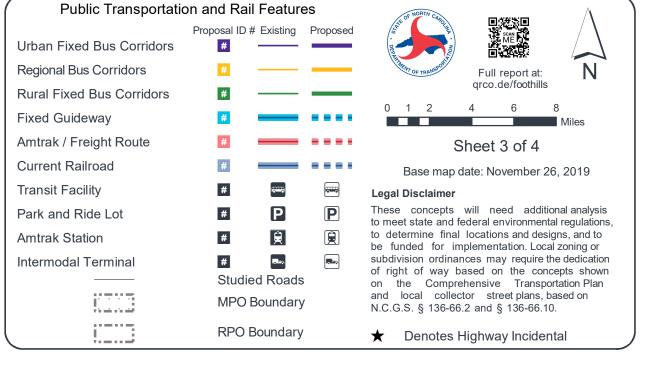


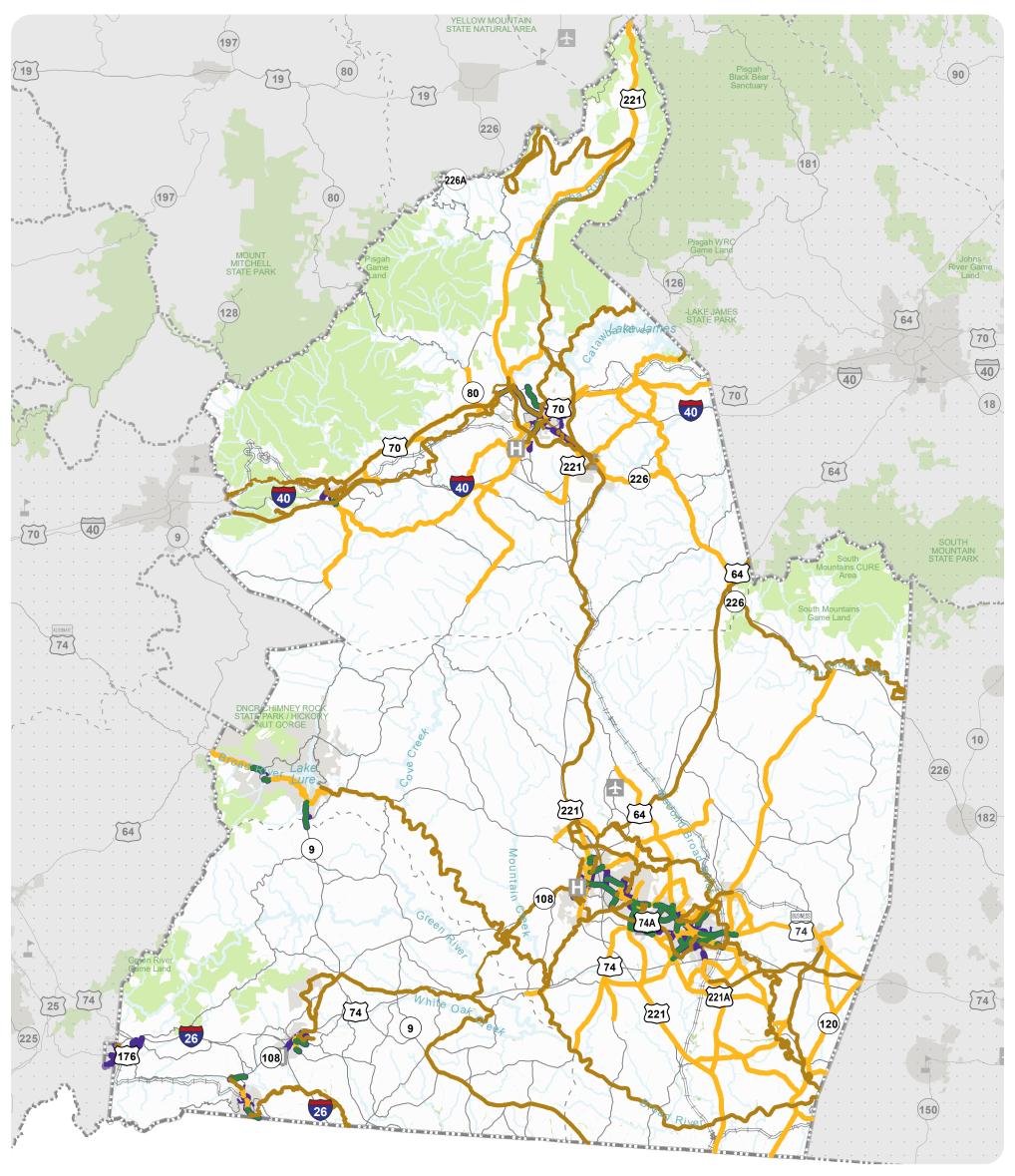




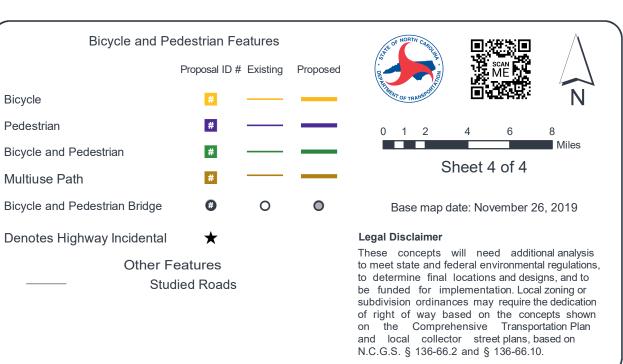


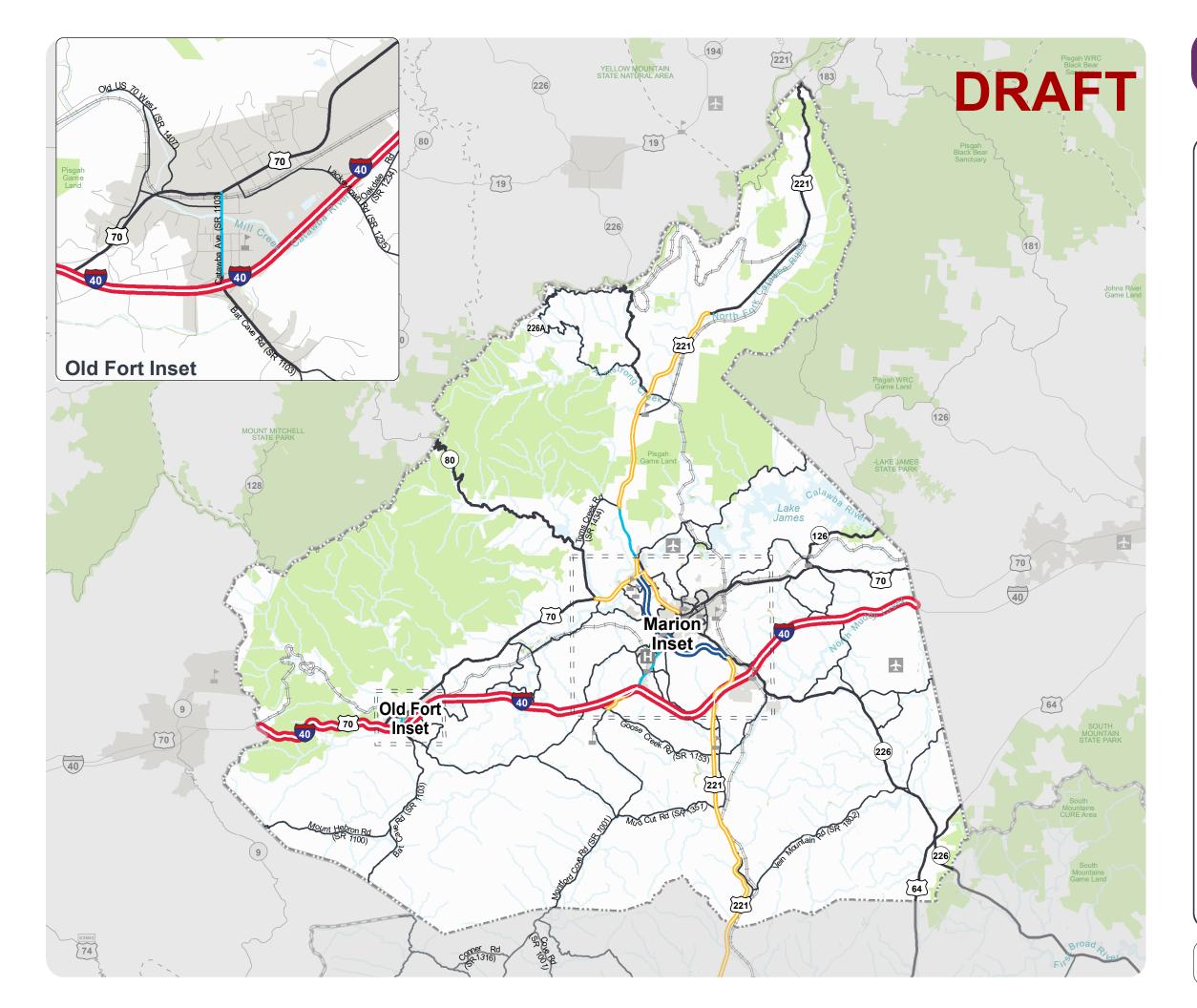












FACILITY TYPES
Facility classifications for mobility and control of access planning through 2045



McDOWELL COUNTY

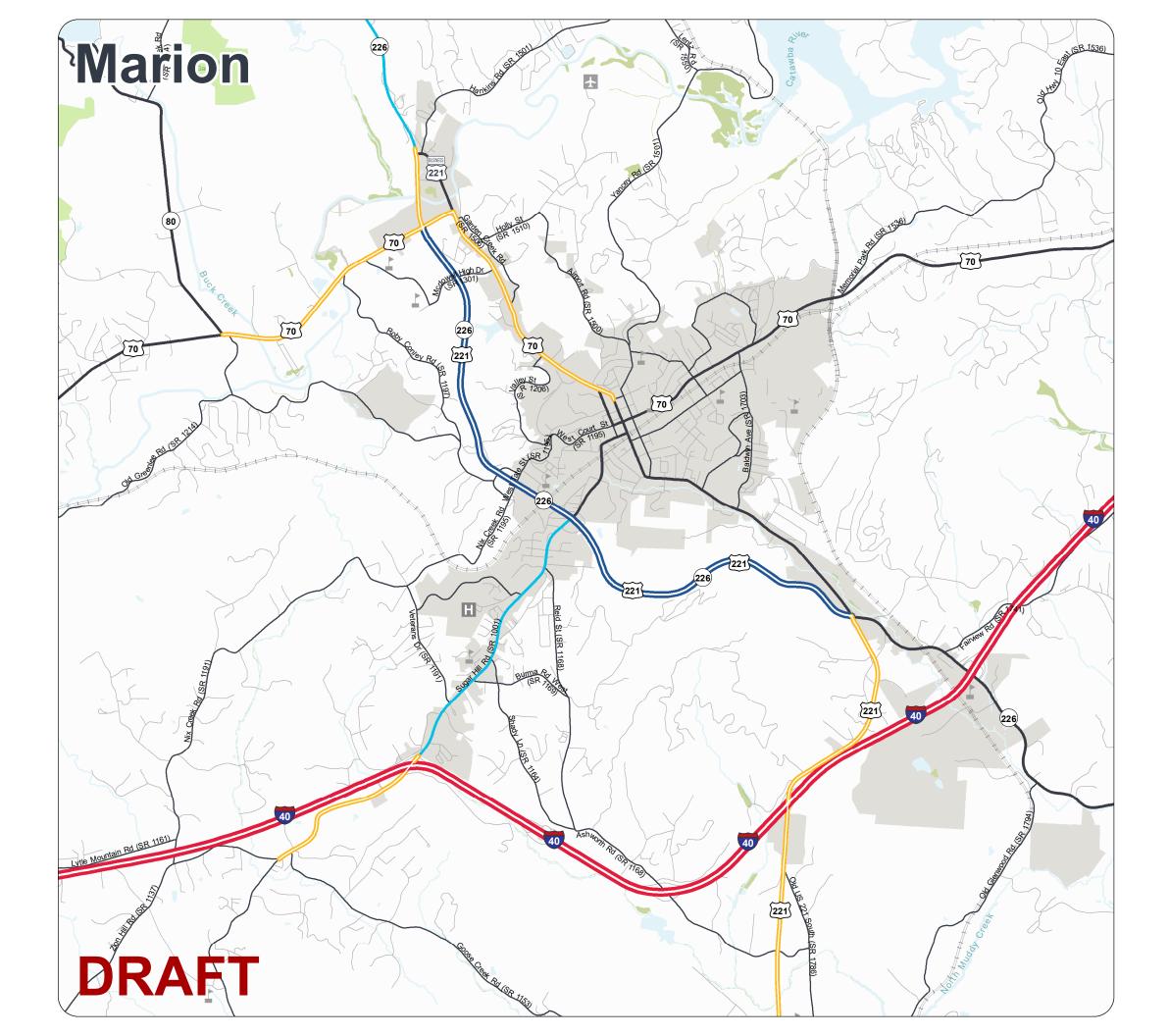
part of the Foothills Regional Comprehensive Transportation Plan

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



Legal Disclaimer

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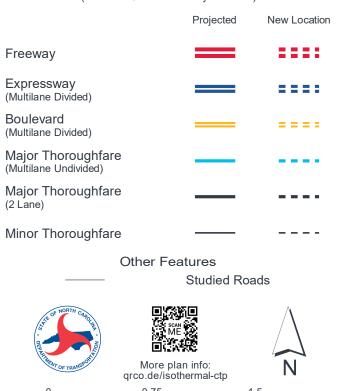
Facility Type Inset
Facility classifications for mobility and control of access planning through 2045



McDOWELL COUNTY Marion Inset

part of the Foothills Regional Comprehensive Transportation Plan

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

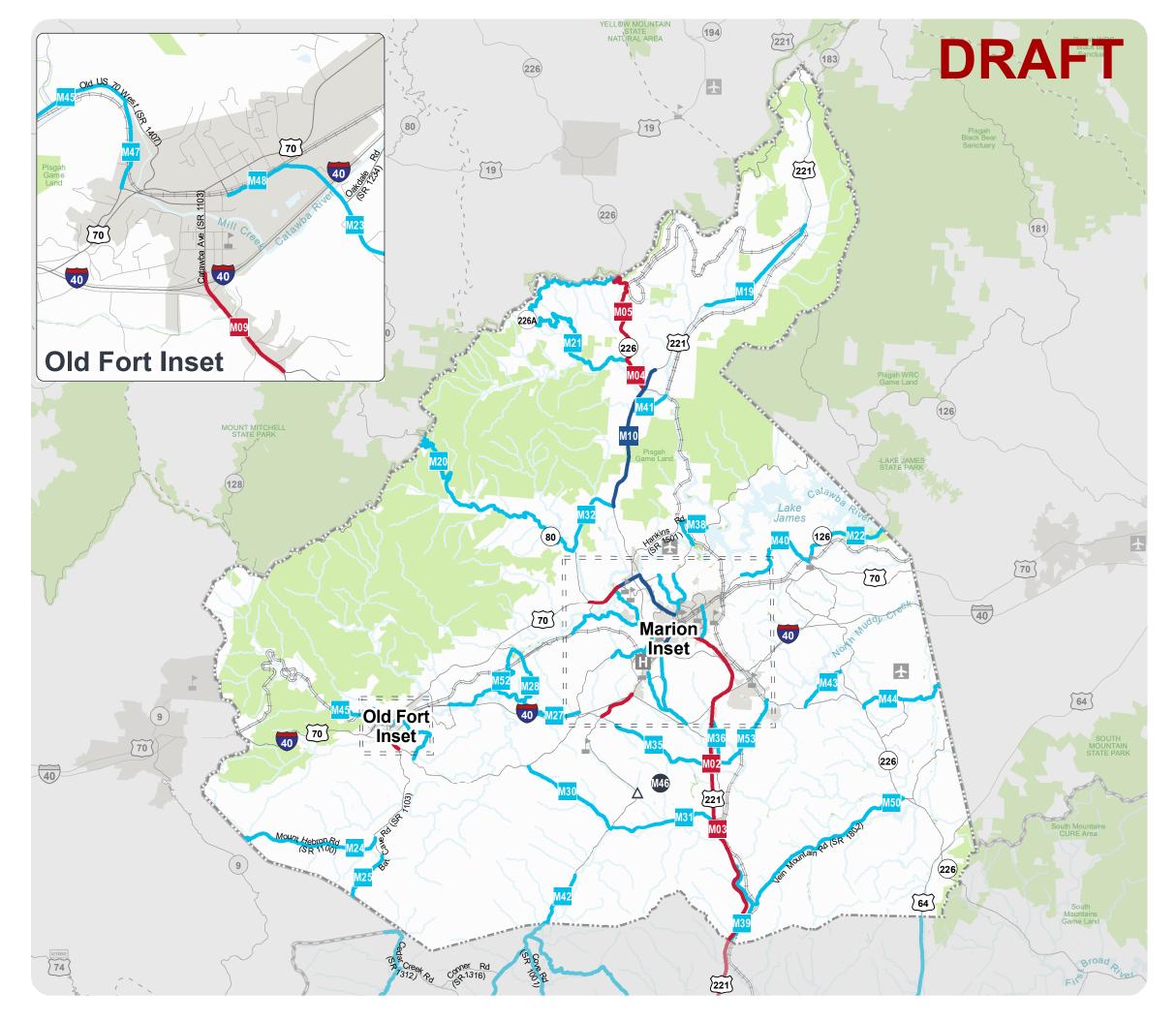


Sheet 1B of 4

Base map date: March 18, 2018

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Highway Recommendations

Proposals that address identified needs through 2045



McDOWELL COUNTY

part of the Foothills Regional Comprehensive Transportation Plan

Highway Features

Proposal ID # Improve New Location

(e.g., add lanes)
Access Management / Operations (e.g., add median)

Congestion / Mobility

Modernization

(e.g., widen lanes, add turn lanes)

Other

(e.g., safety, economic development)

Interchange

Bridge / Overpass

Intersection

Other Features

Studied Roads



More plan

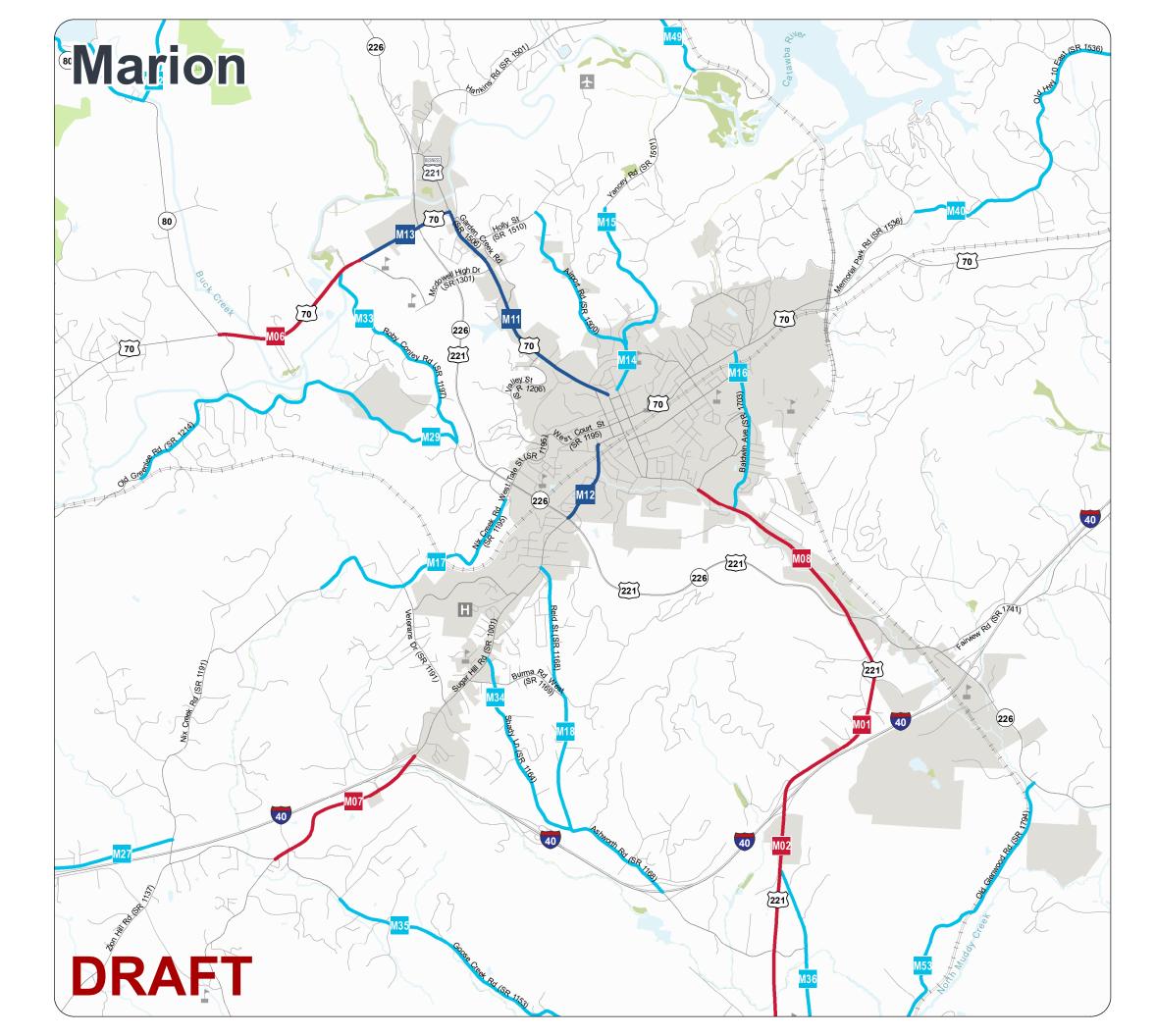
More plan info: qrco.de/isothermal-ctp 4 6



Base map date: March 18, 2018

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Highway Recommendations

Proposals that address identified needs through 2045



McDOWELL COUNTY Marion Inset

part of the Foothills Regional 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

Other Features

Studied Roads

More plan info:
qrco.de/isothermal-ctp

Sheet 2B of 4

Base map date: March 18, 2018

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McDowell County Highway Recommendations



CHAPTER THREE CTP PROJECT PROPOSALS

US-221, R-0204D: 🚍

From: I-40 | To: NC 226 | 1.73 miles

Widen to 4 lanes, divided to improve mobility and traffic flow along the US 221 corridor. This will help improve mobility and safety on uphill portions.



US-221. R-0204E:

From: Firehouse Way (SR 1152) | To: I-40 | 2.35 miles

Widen to 4 lanes, divided to improve mobility and relieve future congestion along the US 221 corridor. Currently programmed in the 2020-2029 STIP for ROW in 2025 and construction in 2029.



US-221, R-2597B:

From: Rutherford County Line | To: Firehouse Way (SR 1152) | 5.73 miles

Widen to 4 lanes, divided to improve mobility along the US 221 corridor. This will help improve mobility and safety on uphill portions.



NC-226, R-5923:

From: US 221 | To: NC 226A | 1.21 miles

Improve to 12-foot lanes with turning lanes at key intersections to improve safety and mobility.



NC-226:

From: NC 226A | To: McDowell/Mitchell Line | 4.05 miles

Modernize roadway: widen lanes to 12 feet wide, add paved shoulder. Add climbing lanes on uphill portions to improve mobility and safety.



US-70: 6 🕏

From: NC 80 | To: McDowell Junior High Rd (SR 1302) | 1.3 miles

Widen to 4 lanes, with median to improve mobility and relieve future congestion; sidepath on one side of road, bike lane and sidewalk on other side.



Sugar Hill Rd: 🔥 🚍

From: Zion Hill Rd (SR 1137) | To: I-40 WB Ramp | 1.35 miles

Widen to 4 lanes with median and bike lanes to improve mobility and relieve future congestion.

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



M08

US 221 Business (Rutherford Rd), U-5835: 🏂 🚍

From: NC 226 | To: Georgia Ave | 1.48 miles

Widen to 3 lanes, with center turn lane to improve mobility and relieve congestion; sidewalk on one side. Currently programmed in the 2020-2029 STIP for ROW in 2023 and construction in 2025.



Bat Cave Rd:

From: Old Fort Sugar Hill Rd (SR 1135) | To: I-40 WB Ramp | 0.62 miles

Widen to 3 lanes, with center turn lane and curb & gutter to relieve congestion; replace bridge over Catawba River; improve intersection with I-40 ramps & Catawba River Rd; add bike lanes on whole length; sidewalk from Catawba River to I-40 WB Ramp.



US-221:

From: Toms Creek Rd (SR 1434) | To: start of 4 lane section of US 221 (NE of DC Johnson Rd) | 5.05

Remove center turn lane and add median and bike lanes to improve mobility and safety.



N Main St (US 70 & 221 Bus.), EB-5755: 🔥 🏌 🚍

From: New St | To: US 70/Main St split (north) | 1.87 miles

Reduce from 5 lanes to 4 (with median); add sidepath to one side, bike lane and sidewalk to other side; improve mobility, safety and multimodal connectivity.



West Henderson St: 🏡 🏌

From: US 221 | To: Burgin St | 0.64 miles

Reduce from 4 lanes to 3 (center turn lane) to improve safety and mobility; add sidewalks and bike lanes throughout; multi-use path from US 221 to Railroad St.



US-70, EB-5755: 🔥 🏌 🚍

From: McDowell Junior High Rd (SR 1302) | To: N Main St (US 221 Bus.) | 0.74 miles

Intersection improvements at McDowell Jr High Rd, US 221 to improve mobility and safety, and relieve congestion; adjust signals; add sidewalk to one side of road.



Fleming Ave & Airport Rd: 🏂 🏌

From: N Garden St | To: Holly St (SR 1510) | 1.69 miles

Modernize Roadway; add bike lanes & sidewalk to improve mobilty, safety and multimodal connectivity.

APRIL 2022











APRIL 2022



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



HIGHWAY RECOMMENDATIONS

HIGHWAY RECOMMENDATIONS

Yancey Rd: 66 🏌

From: Marion Planning Boundary | To: Lentz Rd (SR 1550) | 1.33 miles

Modernize Roadway: Widen lanes from 8 feet to 11 feet wide to improve mobility, safety and multimodal connectivity; sidepath (Fonta Flora State Trail); in Great Trails State network.

M16

CHAPTER THREE CTP PROJECT PROPOSALS

Baldwin Ave: 🔥 🏌 🚍

From: Rutherford Rd (US 221 Bus.) | To: E Court St (US 70) | 1.22 miles

Modernize Roadway: Widen lanes from 8 feet to 11 feet wide to improve mobility, safety and multimodal connectivity; sidewalk to both sides from Peavine Rail Trail to US 70 (Court St); sidepath from Rutherford Rd to Peavine Rail Trail.

Nix Creek Rd:

From: Laurel Crossing Dr | To: US 221 SB Ramp (SR 1328) | 1.95 miles

Modernize Roadway: Widen lanes from 8 feet to 12 feet wide, add paved shoulder and bike lanes to improve safety and mobility.

Reid St & Ashworth Rd: *

From: Henderson St (SR 1001) | To: I-40 | 2.86 miles

Modernize Roadway: Widen lanes from 8 feet to 12 feet wide, add paved shoulder to improve safety and mobility; add sidewalk to both sides on Stroud/Reid Sts from Sugar Hill Rd to Elmer St.

US-221:

From: end of 4-lane section west of North Cove School Rd | To: Old Linville Rd (SR 1560) | 4.54 miles Modernization: 12 foot wide lanes with bike lanes to improve safety, mobility and multimodal connectivity.

NC-80:

From: Toms Creek Rd (SR 1434) | To: McDowell/Yancey Line | 10.21 miles

Modernization: 11 foot wide lanes and paved shoulder to improve safety and mobility.

NC-226A:

From: NC 226 | To: NC 226 | 12.36 miles

Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility.



NC-126:

From: US 70 | To: McDowell/Burke Line | 3.51 miles

Modernize roadway to 11 foot wide lanes. Add bike lanes to improve safety and mobility.

APRIL 2022

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



Lackeytown Rd: 🏠 🏌

From: S Railroad St | To: Old Fort Sugar Hill Rd (SR 1135)/ Wildlife Lake Rd (SR 1237) | 2.4 miles Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility; sidepath from S Railroad St to proposed Old Fort-Mill Creek Greenway; Great Trails State spine (alternate route).

Mount Hebron Rd:

From: Crooked Creek Rd (SR 2788) | To: Bat Cave Rd (SR 1103) | 5.04 miles Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Bat Cave Rd:

From: Buncombe/McDowell Line | To: Davis Town Church Rd (SR 1131) | 1.83 miles Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Columbia Carolina Rd:

From: Old Greenlee Rd (SR 1214) | To: Greenlee Rd (SR 1246) | 0.5 miles Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Lytle Mountain Rd:

From: Nix Creek Rd (SR 1191) | To: Greenlee Rd (SR 1246) | 3.67 miles Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Old Greenlee Rd:

From: Lytle Mountain Rd | To: Columbia Carolina Rd (SR 1228) | 2.29 miles Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Old Greenlee Rd & Henry Mccall Rd:

From: Roby Conley Rd (SR 1197) | To: Fairfield Estates Dr | 3.09 miles Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Old Fort Sugar Hill Rd:

From: Zion Hill Rd (SR 1137) | To: Henderson St (SR 1001) | 3.65 miles Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

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



HIGHWAY RECOMMENDATIONS

HIGHWAY RECOMMENDATIONS



CHAPTER THREE CTP PROJECT PROPOSALS

Mud Cut Rd:

From: Henderson St (SR 1001) | To: US 221 | 3.84 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Toms Creek Rd:

From: US 221 | To: NC 80 | 2.64 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Roby Conley Rd: 🔥 🏌

From: Old Greenlee Rd (SR 1214) | To: US 70 | 1.72 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility; short sidepath section to connect Catawba River Greenway to US 70 (STIP project EB-5916).



Shady Ln:

From: Sugar Hill Rd (SR 1001) | To: Ashworth Rd (SR 1168) | 1.51 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Goose Creek Rd:

From: Old US 221 (SR 1786) | To: Cherokee Way | 4.06 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Old US 221 South:

From: Firehouse Way (SR 1152) | To: US 221 | 1.86 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Glenwood Dr:

From: Old US 221 (SR 1786) | To: Glenwood Loop (SR 1792) | 0.4 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Hankins Rd:

From: Lake James Rd (SR 1552) | To: Lentz Rd (SR 1550) | 1.01 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

APRIL 2022

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



Polly Spout Rd:

From: US 221 | To: US 221 | 3.21 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Old Hwy 10 East:

From: Uptons Landing Rd (SR 1538) | To: NC 126 | 3.62 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



American Thread Rd:

From: US 221 | To: Old US 221 (SR 1558) | 1.28 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Montford Cove Rd:

From: Rutherford/McDowell Line | To: Hensley Rd (SR 1144) | 2.09 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Harmony Grove Rd:

From: NC 226 | To: Gaddy Rd (SR 1755) | 1.91 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Pinnacle Church Rd:

From: McDowell/Burke Line | To: NC 226 | 3.23 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Old US 70 West & W Orchard St (state-maintained portion): 86 1

From: W Orchard St (locally-maintained portion) | To: Mill Creek/railroad bridge | 1.91 miles Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidepath (Fonta Flora State Trail); Great Trails State spine.



Sugar Hill Rd:

Intersection with Dink Cannon Rd | 0.0 miles

Realign intersection such that Sugar Hill Rd northbound traffic no longer has to turn left to stay on Sugar Hill Rd; to improve mobility and safety.

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



HIGHWAY RECOMMENDATIONS

HIGHWAY RECOMMENDATIONS



W Orchard St: *

From: Commerce St | To: 50 ft south of the Town Limits of Old Fort | 0.27 miles

Modernization (local road): 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidepath as part of Fonta Flora State Trail.



S Railroad St:

From: S Spring St | To: Lackeytown Rd (SR 1235) | 0.31 miles

Modernization (local road): add paved shoulder to improve safety and mobility.



Lentz Rd:

From: Hankins Rd (SR 1501) | To: Hankins Rd (SR 1501) | 0.89 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Vein Mountain Rd:

From: NC 226 | To: Polly Spout Rd (SR 1781) | 6.92 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Club House Rd:

From: NC 226 | To: Vein Mountain Rd (SR 1802) | 0.1 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Greenlee Rd:

From: Parker Padgett Rd | To: Columbia Carolina Rd (SR 1228) | 3.36 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



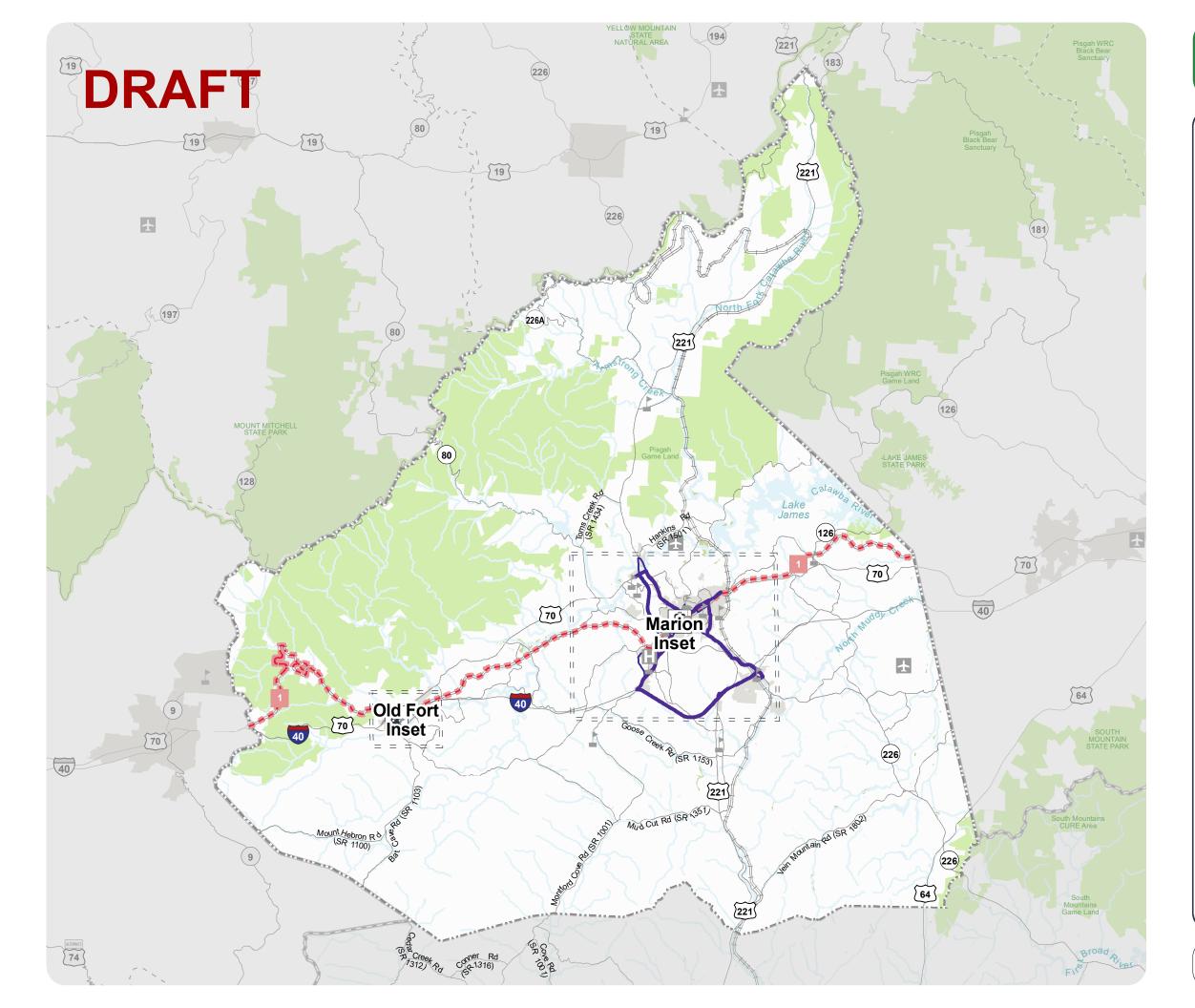
Old Glenwood Rd:

From: Glenwood Dr (SR 1766) | To: NC 226 | 2.72 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

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





Public Transportation & Rail Recommendations

Proposals that address identified needs through 2045



Studied Roads

#

Denotes Highway Incidental *

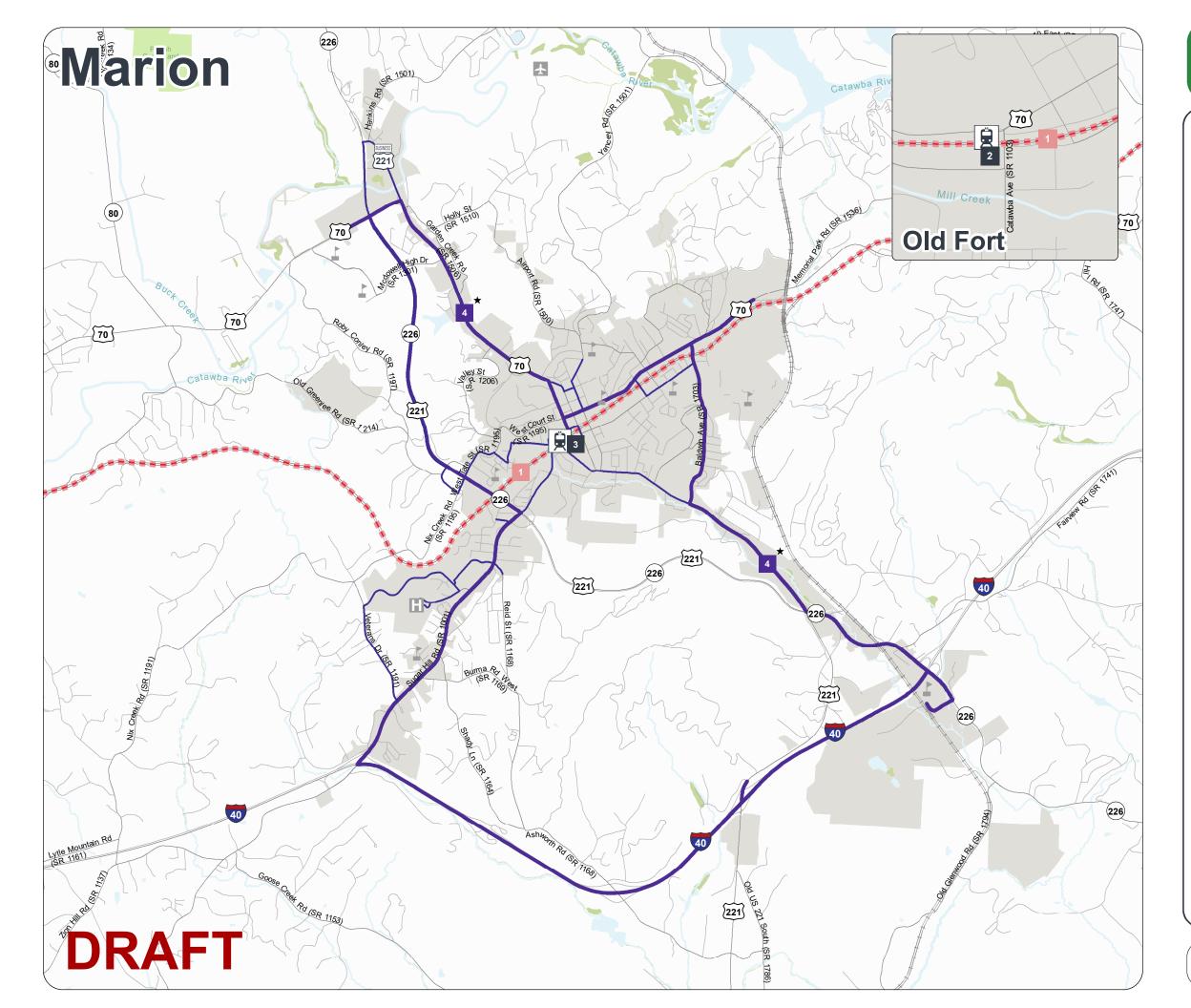
Intermodal Terminal



Base map date: March 18, 2018

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Public Transportation & Rail Recommendation Insets

Proposals that address identified needs through 2045



McDOWELL COUNTY Marion & Old Fort Inset

part of the Foothills Regional Comprehensive Transportation Plan

Public Transportation and Rail Features

Urban Fixed Bus Corridors

Regional Bus Corridors

Rural Fixed Bus Corridors

Fixed Guideway

Amtrak / Freight Route

Current Railroad

Transit Facility

Park and Ride Lot

Amtrak Station

Intermodal Terminal

Studied Roads

Denotes Highway Incidental ★



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Full report at: o.de/isothermal-ctp

0.175

Sheet 3B of 4
Base map date: March 18, 2018

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McDowell County **Public Transportation and Rail** Recommendations



Asheville to Salisbury Passenger Rail restoration:

Asheville to Salisbury via McDowell County | 33.77 miles

Restoration of passenger rail service from Asheville to Salisbury.

Old Fort Railway Station:

Downtown Old Fort | 0.0 miles

New or upgraded railway station to accommodate passenger rail service restoration.

Marion Railway Station:

Downtown Marion | 0.0 miles

New railway station to accommodate passenger rail service restoration.

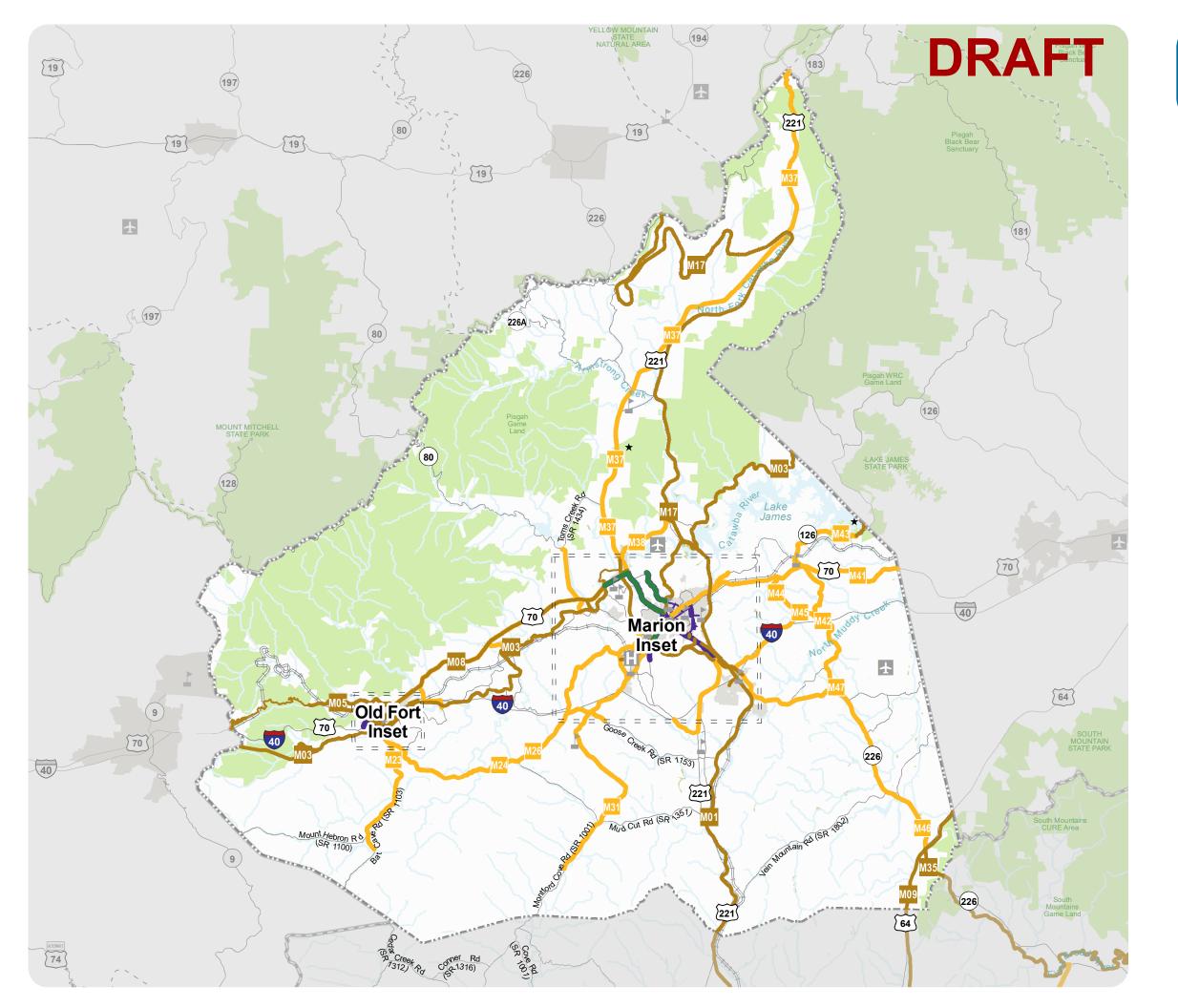
Marion Transit Expansion: 🚍

multiple roads | 15.64 miles

Expansion of Transit Service (new loop).

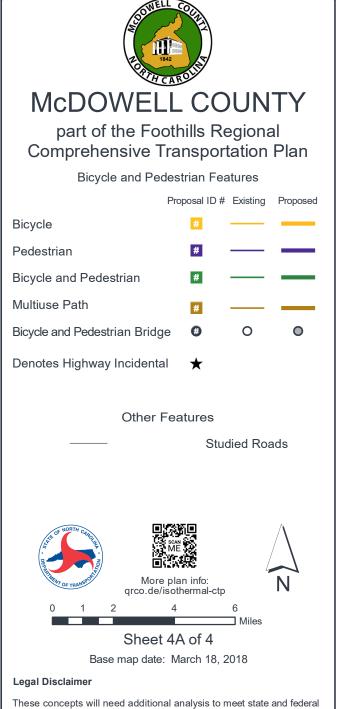
Public Trans/Rail Class: Urban Bus Corridor Regional Bus Corridor Rural Bus Corridor Fixed Guideway Amtrak/Freight Route Park and Ride or Multimodal Amtrak/Light Rail Station or Intermodal Terminal Denotes Highway Incidental





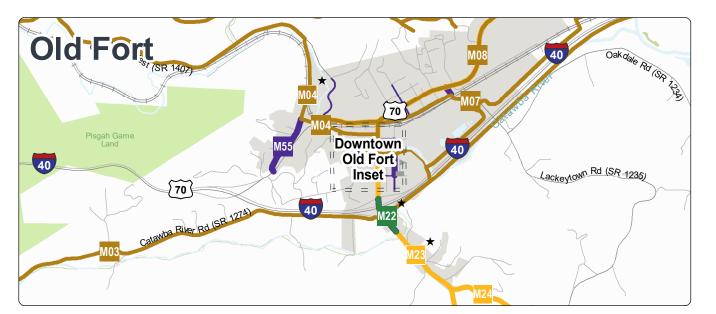
Bicycle & Pedestrian Recommendations

Proposals that address identified needs through 2045

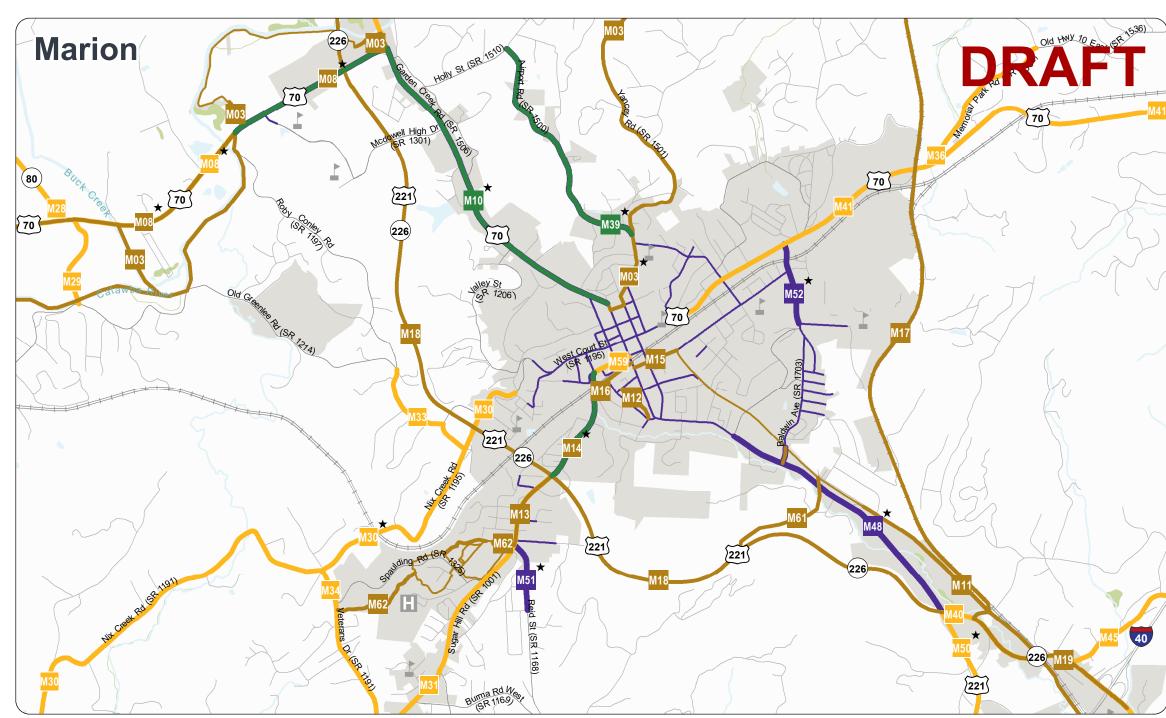


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Bicycle & Pedestrian Recommendation Insets

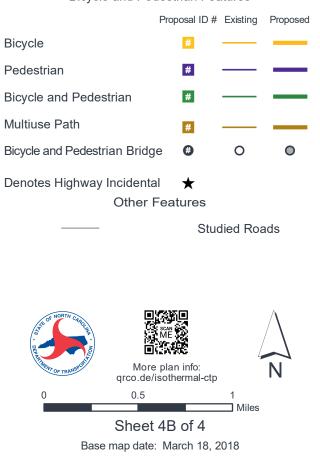
Proposals that address identified needs through 2045



McDOWELL COUNTY Marion & Old Fort Insets

part of the Foothills Regional Comprehensive Transportation Plan

Bicycle and Pedestrian Features



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McDowell County Bicycle and Pedestrian Recommendations



CHAPTER THREE CTP PROJECT PROPOSALS

Thermal Belt - Peavine Connector Trail: 💰 🏌

From: McDowell/Rutherford Line | To: Peavine Rail Trail Southern extension (Taylor Lake Dr) | 9.65

Recommend a multi-use Path, extension of paved rail trail.



Ridgecrest-Point Lookout Greenway: 🔥 🏌

From: Buncombe/McDowell Line on Old US 70 | To: west end of Point Lookout Trail | 0.9 miles Recommend sidepath alongside Old US 70 from Ridgecrest to the west end of Point Lookout Trail.



Fonta Flora State Trail (Catawba River Greenway): 🔥 🏌

From: McDowell/Buncombe Line | To: McDowell/Burke Line | 29.9 miles

Recommend multi-use path parallel to Catawba River (Catawba River Greenway), also recommend sidepath on road segments: Catawba River Rd, Roby Conley Rd, Sam Phillips Dr, N Main St, New St, Garden St, Fleming Ave, Yancey Rd, Lake James Rd.



Fonta Flora State Trail (Point Lookout-Old Fort Greenway), B193042: 🏂 🏌

From: east end of Point Lookout Trail | To: Catawba River Greenway/Old Fort-Mill Creek Greenway 1 3.88 miles

Recommend sidepath on road segments: Old US 70, W Orchard St, Commerce St, Catawba Ave (Commerce St to US 70/N Railroad St), N Railroad St, Lackeytown Rd. Recommend a multi-use path across railroad tracks (N Railroad St to Lackeytown Rd); option for bike lane on non-sidepath side of Catawba Ave.



BICYCLE AND PEDESTRIAN

Andrew's Geyser Greenway Connector, Andrews Geyser Greenway Connector - Spur: 6 1

From: Old US 70/Wolk Creek Dr | To: Cemetery | 2.57 miles

Recommend multi-use path/greenway.





Catawba Ave & Water St Greenway Connectors: 💰 🏌



From: Commerce St/Catawba Ave | To: Mauney Ave pedestrian bridge | 0.45 miles

Recommend sidepath alongside Catawba Ave (Mill Creek Greenway to Commerce St), and Water St. Recommend widen Mauney Ave sidewalk/bridge to multi-use path standards, part of McDowell Greenway Plan. Recommend option for bike lane on Catawba Ave. Add sidewalk on non-sidepath side of Water St.



Old Fort Mill Creek Greenway: 🏠 🏌

From: Catawba Ave/Commerce St | To: Catawba River Greenway at Curtis Creek | 2.19 miles

Recommend multi-use Path/greenway. Refer to Old Fort Ped Plan.



US 70 Sidepath: 🏡 🏌

From: Old US 70 (SR 1407) | To: N Main St (US 70/221 Bus.) | 32.41 miles

Recommend an option for bike lane on a non-sidepath side starting from Old US 70 to N Main St.



Overmountain Victory Trail: 🏡 🏌

From: McDowell/Rutherford Line | To: McDowell/Burke Line | 3.93 miles

Recommend multi-use Path/hreenway.



N Main St (US 70 & 221 Bus.): 💰 🏌

From: New St | To: US 70/N Main St split (north) | 5.61 miles

A sidepath on N/E side of road is recommended as part of the Fonta Flora State Trail. Bike lane and sidewalk to follow along non-sidepath side of road.



Peavine Rail Trail Southern extension, B192890: 💰 🏌

From: The Thermal Belt Rail Trail - Peavine Connector (Taylor Lake Dr) | To: Existing Peavine Trail (Fords Way) | 2.48 miles

Recommend multi- use path. Extend paved rail trail from Jacktown Rd to connect to NC226.



Morgan St Parallel Greenway: 🔥 🏌

From: Claremont Ave | To: Crawford St | 0.22 miles

Recommend multi-use path parallel to the creek between bussinesses on west side of Main St and the housing on east Morgan St.

APRIL 2022

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



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

RECOMMENDATIONS

BICYCLE AND PEDESTRIAN

RECOMMENDATIONS APRIL 2022

Sugar Hill Rd & W Henderson St, EB-5754: 🏡 🏌

From: Stroud St | To: US 221 | 1.32 miles

Add Sidepath, and bike lane on the non-sidepath side of street.

M14

CHAPTER THREE CTP PROJECT PROPOSALS

West Henderson St: 🏂 🏌

From: Railroad St | To: Burgin St | 0.32 miles

Bike lanes and sidewalk are recommended as part of road diet. For sidewalk, fill in gaps where it does not exist on both sides of road. This is part of highway project M12

West Henderson St: 6 1

From: US 221 | To: Railroad St | 1.44 miles

Bike lanes and sidewalk are recommended as part of road diet. For sidewalk it is advised to fill in gaps where it does not exist on both sides of road. All as part of highway project M12.

State St: 6 1

From: Main St (US 221 Bus) | To: Peavine Rail Trail | 0.25 miles

Add multi-use path/greenway to connect Peavine Trail to downtown Marion.



Railroad St: 6 1

From: Henderson St (SR 1001) | To: US 221 | 0.3 miles

A sidepath is recommended.



Marion-Spruce Pine Rail Trail: 6 1

From: Peavine Rail Trail (south extension) | To: McDowell/Mitchell Line | 37.02 miles Add multi-use path/rail to connect Marion to Spruce and Mitchell County.

US 221 Multi-use Paths: 🏠 🏌

From: NC 226/US 221 Bus. (Rutherford Rd) | To: US 221 Bus. (N Main St) | 5.76 miles

Recommend multi-use path/greenway parallel to US221. One on Each side.



NC-226: 66 🏌

From: McDowell Technical Community College Campus | To: Jacktown Rd (SR 1737) | 2.97 miles Recommend sidepath along NC 226, also add bike lane on non-sidepath side of the road.

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



M20

Peavine-UAMC Connector: 6 1



From: Peavine southern extension | To: Universal Advanced Manufacturing Center | 0.4 miles

Add multi-use path/greenway parallel to Young's Fork St.

M21

Lake James Greenway: 🔥 🏌

From: NC 126/Old NC 126 | To: McDowell/Burke Line | 0.53 miles

Recommend multi-use path/greenway along south shore of lake James.

M22

Catawba Ave: 🔥 🏌

From: I-40 WB Ramp | To: Prop. Old Fort Mill Creek Greenway | 0.24 miles

Add bike lanes and sidewalk.

Bat Cave Rd & Catawba Ave: 🔥 🏌

From: Catawba River bridge | To: I-40 WB Ramp | 0.42 miles

Bike lanes and a sidewalk is recommended.

Bat Cave Rd:

From: Davis Town Church Rd (SR 1131) | To: Catawba River bridge | 4.72 miles

Recommend bike lanes

Old Fort Sugar Hill Rd: 🐔

From: Catawba Ave (SR 1103) | To: Zion Hill Rd (SR 1137) | 5.3 miles

Recommend bike lanes.

Greenlee Rd:

From: US 70 | To: Parker Padgett Rd (SR 1240) | 1.09 miles

Recommend bike lanes.

Parker Padgett Rd: 🐔

From: Greenlee Rd (SR 1246) | To: Oakdale Rd (SR 1234) | 0.25 miles

Bike lanes from Isothermal Regional Bike Plan are recommended

Zion Hill Rd:

From: Old Fort Sugar Hill Rd (SR 1135) | To: Sugar Hill Rd (SR 1001) | 3.31 miles Addition of bike lanes is recommended.

Denotes Highway Incidental

BICYCLE AND PEDESTRIAN

RECOMMENDATIONS

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



BICYCLE AND PEDESTRIAN RECOMMENDATIONS

APRIL 2022



CHAPTER THREE CTP PROJECT PROPOSALS

Old Greenlee Rd:

From: Columbia Carolina Rd (SR 1228) | To: US 70 | 0.54 miles Addition of bike lanes is recommended.



NC-80:

From: US 70 | To: Toms Creek Rd (SR 1434) | 1.93 miles Addition of bike lanes is recommended.



Resistoflex Rd:

From: Old Greenlee Rd (SR 1214) | To: US 70 | 0.51 miles Bike lanes are recommended.



W Tate St & Nix Creek Rd:

From: W Cross St/Pinnacle St | To: Zion Hill Rd (SR 1137) | 5.12 miles Recommend bike lanes from US 221 SB ramp to Laurel Crossing Dr.



Montford Cove Rd & Sugar Hill Rd, EB-5754: 💰

From: Mill Creek bridge | To: Stroud St | 10.21 miles Bike lanes are recommended.



Goose Creek Rd:

From: Cherokee Way | To: Sugar Hill Rd (SR 1001) | 0.58 miles Recommend bike lanes.



Old Hwy 10 West: 🐔

From: 221 SB - Tate St Ramp (SR 1328) | To: Roby Conley Rd (SR 1197) | 0.45 miles Recommend bike lanes.

US 221 SB - Tate St Ramp: 🐔

From: Old Hwy 10 W (SR 1214) | To: W Tate St (SR 1195) | 0.19 miles Bike lanes from Isothermal Regional Bike Plan are recommended.

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge Denotes Highway Incidental **BICYCLE AND PEDESTRIAN**



Veterans Dr: 🔥

From: Henderson St (SR 1001) | To: Nix Creek Rd (SR 1195) | 0.95 miles

Bike lanes are recommended.



NC 226 First Broad River Greenway Connector: &

From: Rutherford/McDowell Line | To: Proposed Overmountain Victory Trail | 1.31 miles

Recommend sidepath along NC 226 to connect proposed First River Greenway to the proposed Overmountain Victory Trail.



Memorial Park Rd: 🔥

From: US 70 | To: Uptons Landing Rd (SR 1538) | 0.89 miles Add bike lanes to connect to Mcdowell Memorial Park.



N Main St & US 221: 🐔

From: N Main St/Catawba River | To: McDowell/Burke Line & NC 183 | 20.8 miles

Add bike lanes from Catawba River to US 221 and to the county line.



Hankins Rd: 🔥

From: Lentz Rd (SR 1550) | To: US 221 | 2.38 miles

Addition of bike lanes is recommended.



Airport Rd: 🔥 🏌

From: Holly St (SR 1510) | To: Victory Dr (SR 1504) | 2.68 miles Bike lanes and sidewalk as part of highway project M14



NC-226:

From: Jacktown Rd (SR 1737) | To: US 221 | 0.17 miles

Recommend bike lanes.



US-70:

From: Maple & Park Aves | To: McDowell/Burke Line | 8.74 miles Bike lanes are recommended.

APRIL 2022

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





RECOMMENDATIONS

RECOMMENDATIONS

CHAPTER THREE CTP PROJECT PROPOSALS

Nebo School Rd:

From: US 70 | To: NC 126 | 0.36 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.

Harmony Grove Rd:

From: Gaddy Rd (SR 1755) | To: US 70 | 4.9 miles

Recommend bike lanes.

NC-126:

From: US 70 | To: Old NC 126 | 3.34 miles

Bike lanes are recommended.



Stacy Hill Rd:

From: US 70 | To: Fairview Rd (SR 1741) | 1.78 miles

Recommed bike lanes.



Fairview Rd:

From: NC 226 | To: Harmony Grove Rd (SR 1760) | 3.39 miles

Addition of bike lanes is recommended.



NC-226:

From: Rutherford/Cleveland Line | To: MTCC Campus | 10.6 miles

Bike lanes are recommended.



Gaddy Rd South: 🐔

From: NC 226 | To: Harmony Grove Rd (SR 1760) | 1.29 miles

Addition of bike lanes is recommended.



US 221 Business (Rutherford Rd): 🏌

From: NC 226 | To: Georgia Ave | 1.48 miles

A sidewalk as part of highway project M08 is recommended.

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



Ashworth Rd:

From: I-40 | To: US 221 | 1.01 miles

Bike lanes are recommended



US-221:

From: Ashworth Rd (SR 1168) | To: NC 226 | 2.82 miles

Bike lanes are recomened separate from the STIP projects that would widen US 221.



Reid St: 🏌

From: Henderson St (SR 1001) | To: Elmer St (SR 1186) | 0.36 miles

A sidewalk as part of highway project M18 is recommended.



Baldwin Ave: 🏌

From: Perry St | To: E Court St (US 70) | 0.43 miles

A sidewalk as part of highway project M16 is recommended.



VFW Dr: 🕏

From: US 70 | To: End of road (proposed multi-use path near railroad) | 0.04 miles

Add sidewalk on Old Fort St.



S Mauney Ave: 🏌

From: E Crawford St | To: Mauney Ave sidewalk | 0.1 miles

Add sidewalk on Old Fort St.



W Orchard St: 🏌

From: US 70 | To: Commerce St | 0.32 miles

Add sidewalk on Old Fort St.



Salisbury Ave & Westerman St: 🏌

From: Old Fort Town Limits (near W Crawford St) | To: proposed Mill Creek Greenway | 0.17 miles

Add sidewalk on Old Fort St.

Denotes Highway Incidental

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



BICYCLE AND PEDESTRIAN RECOMMENDATIONS

Denotes Highway Incidental

APRIL 2022

BICYCLE AND PEDESTRIAN RECOMMENDATIONS



W/E Mitchell St: *

From: Westerman St | To: Mauney Ave | 0.21 miles

Add sidewalk on Old Fort St.



Baldwin Ave: 🔥 🏌

From: Rutherford Rd (US 221 Bus.) | To: Peavine Rail Trail | 0.09 miles

Sidepath connector to Peavine Rail Trail; sidewalk on other side of road



West Henderson St: 🐔

From: Burgin St | To: Main St (US 221 Bus.) | 0.21 miles

Bike lanes are recommended.



Hudgins St Pedestrian Bridge: 🏌

From end of W Hudgins St to end of E Hudgins St across US 221 | 0.06 miles

Recommend construction of a new sidewalk and pedestrian bidge to reconnect split segments of W/E hudgins St.



Peavine Rail Trail - US 221 Greenway Connector: 🔥 🏌

From: Peavine Rail Trail (Marion St) | To: US 221 Bypass MUP | 0.67 miles

Multi-use Path/Greenway connection between Peavine Rail Trail and proposed US 221 multi-use paths



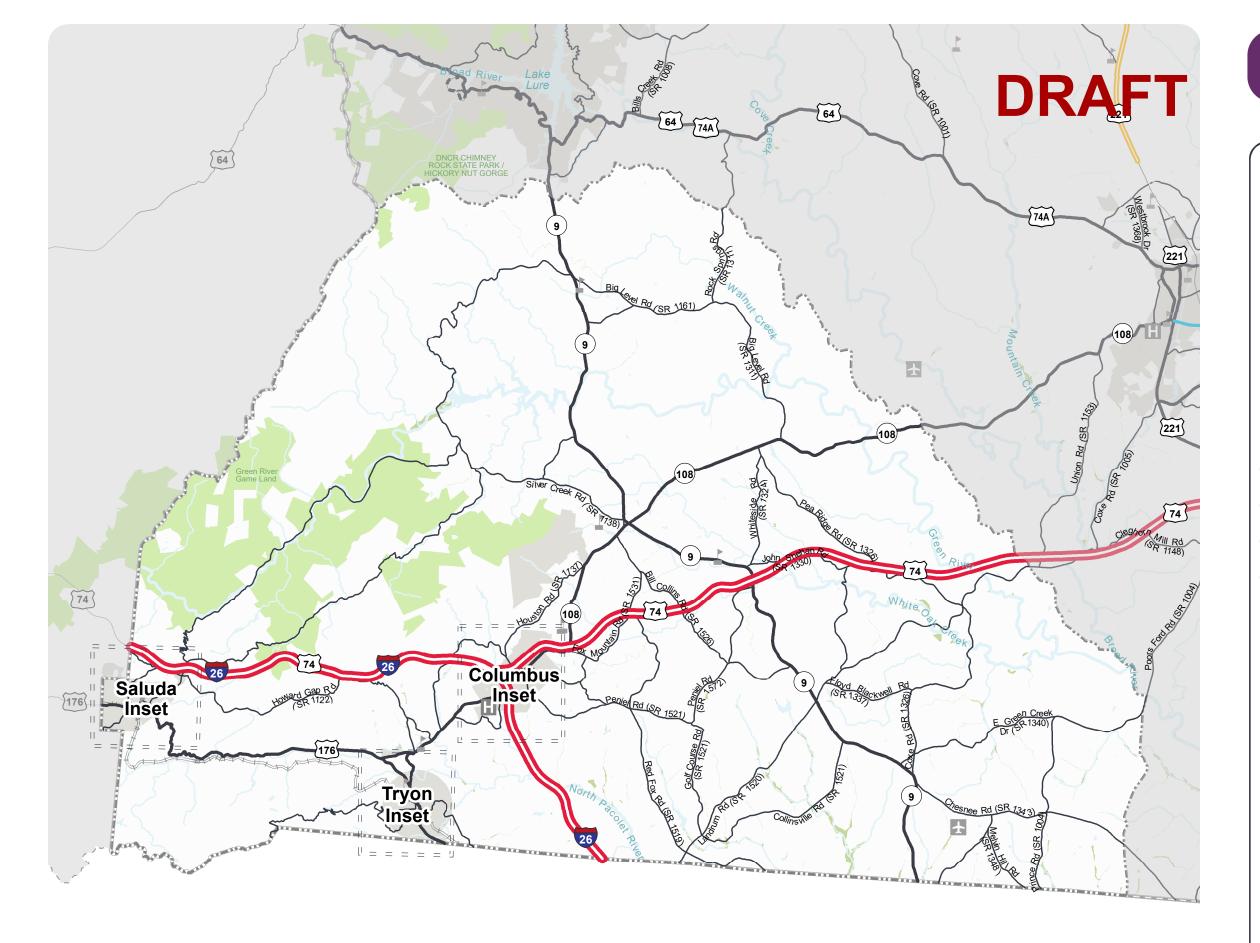
Hospital Greenways: 🖧 🏌

From: Veterans Dr | To: Grace Corpening Dr/Sugar Hill Rd | 0.87 miles

connection to existing paths around hospital/ medical area, connection from Spaulding Dr to Grace Corpening; multi-use path on Grace Corpening Dr to Sugar Hill Rd





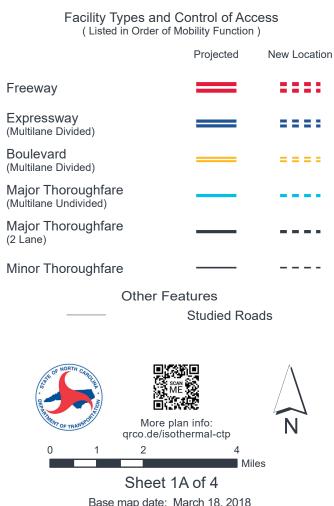


FACILITY TYPES

Facility classifications for mobility and control of access planning through 2045



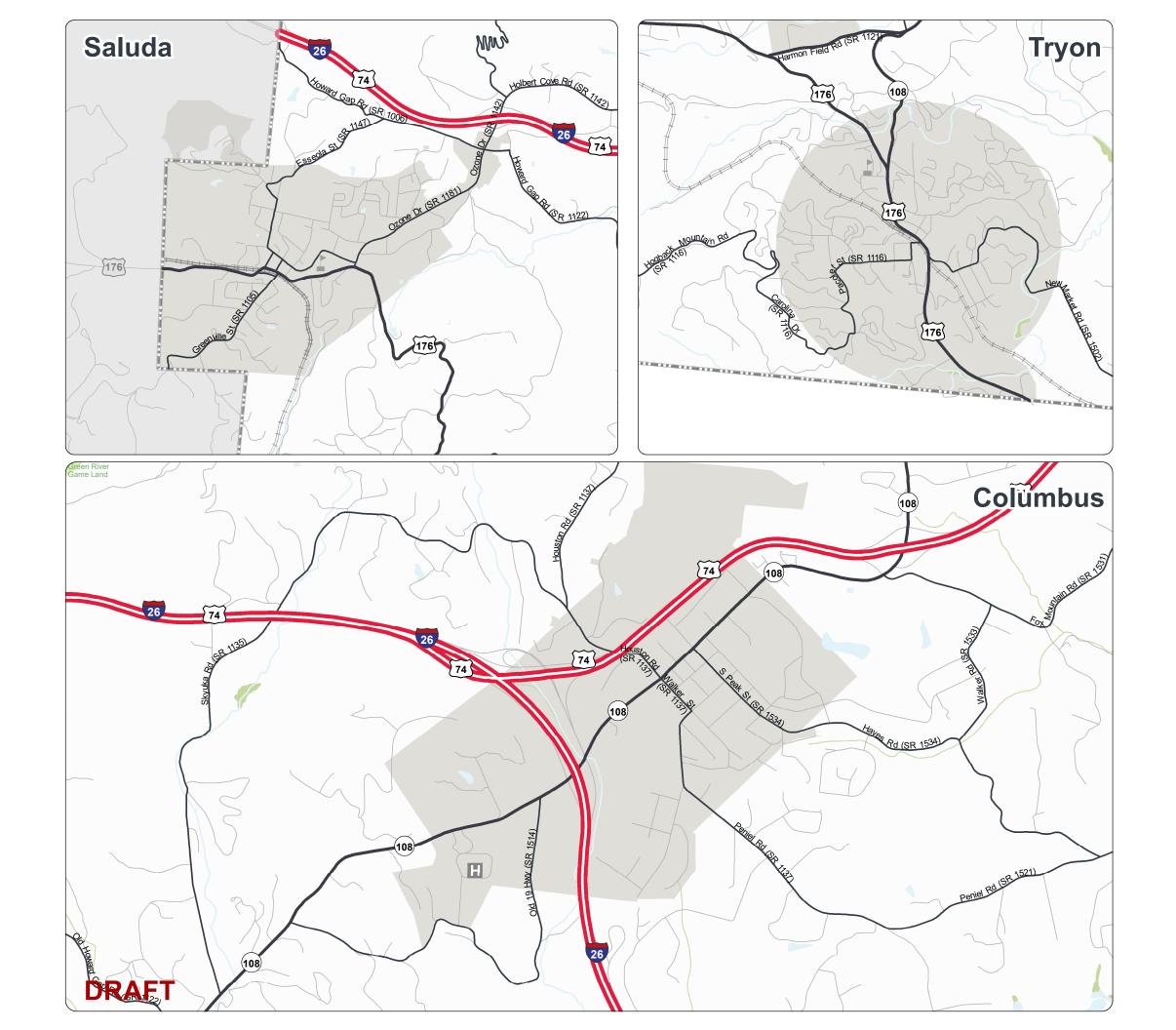
part of the Foothills Regional Comprehensive Transportation Plan



Base map date: March 18, 2018

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Facility Type Insets Facility classifications for mobility and control of access planning through 2045



POLK COUNTY Municipality Insets

part of the Foothills Regional Comprehensive Transportation Plan

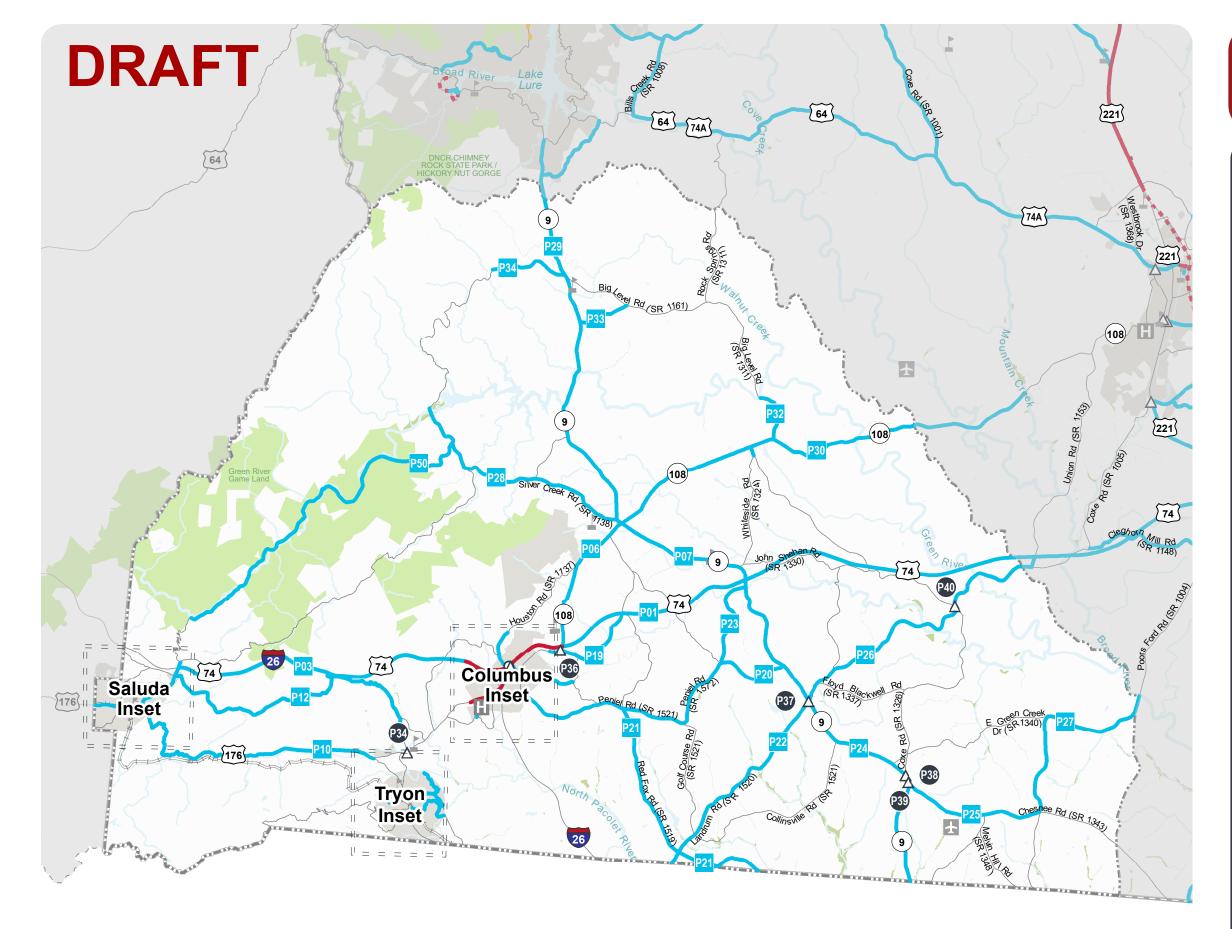
Facility Types and Control of Access (Listed in Order of Mobility Function)

New Location Freeway Expressway (Multilane Divided) Boulevard (Multilane Divided) Major Thoroughfare (Multilane Undivided) Major Thoroughfare (2 Lane) Minor Thoroughfare Other Features Studied Roads More plan info: Sheet 1B of 4

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Base map date: March 18, 2018



Highway Recommendations

Proposals that address identified needs through 2045



part of the Foothills Regional 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) (e.g., safety, economic development) Interchange Bridge / Overpass Intersection

Other Features

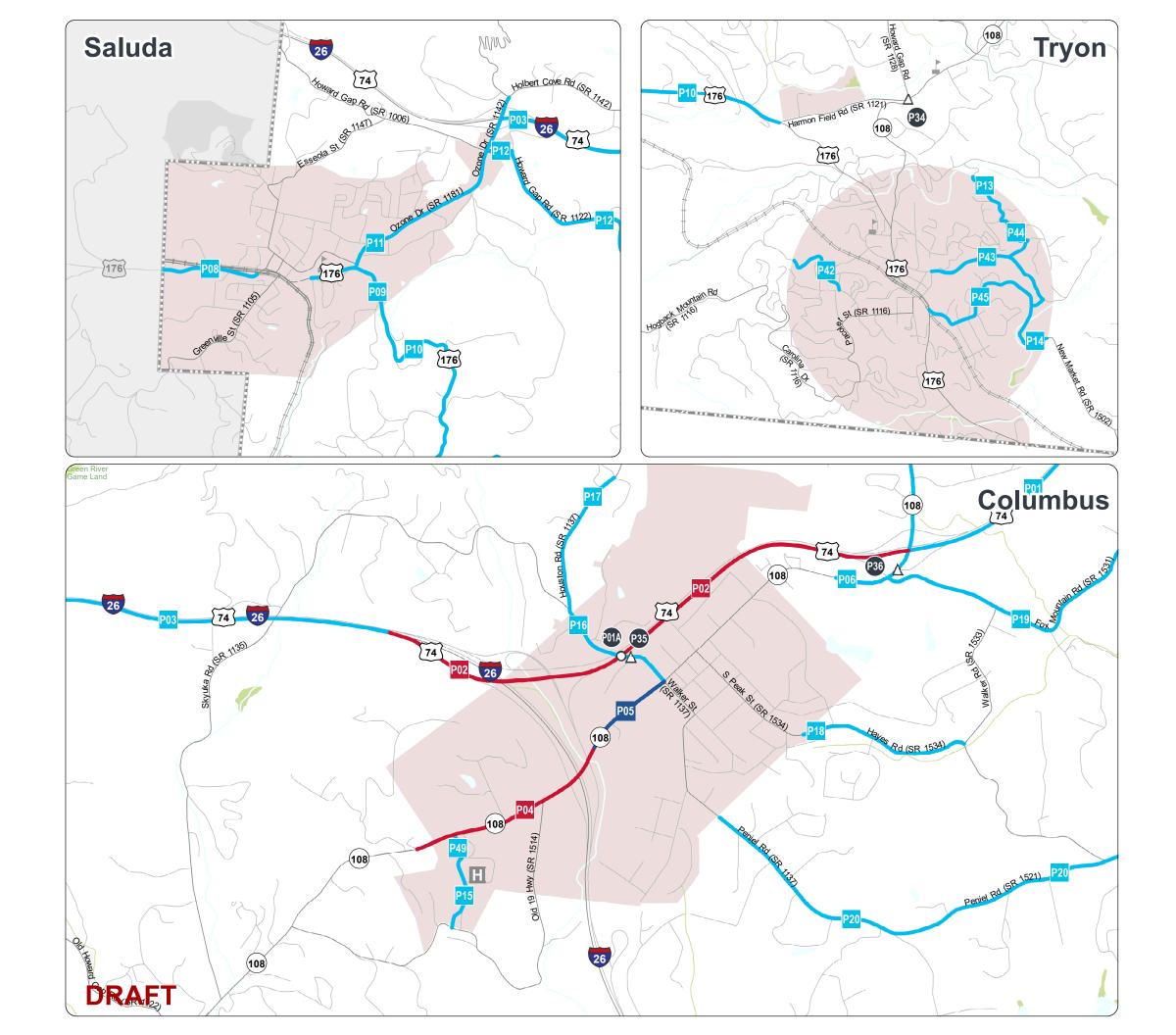
Studied Roads



Base map date: March 18, 2018

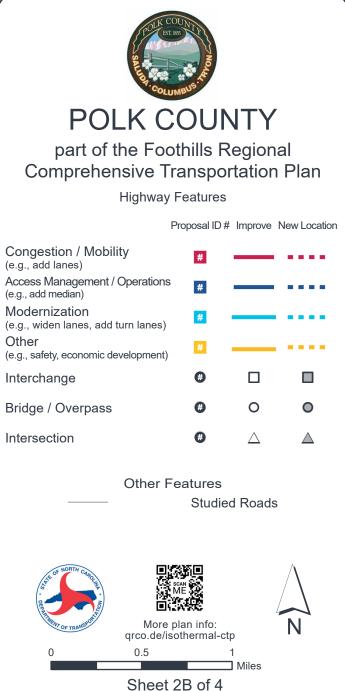
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Highway Recommendation Insets

Proposals that address identified needs through 2045



Base map date: March 18, 2018

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Polk County

Highway Recommendations



CHAPTER THREE CTP PROJECT PROPOSALS

US-74:

From: NC-108 | To: Polk/Rutherford Line | 10.33 miles

Upgrade to Interstate standards: add paved shoulders and upgrade bridges where needed to enhance mobility and safety.



US 74 Eastbound:

From: I-26 (Exit 67) | To: NC-108 | 2.31 miles

Upgrade to Interstate standards: add paved shoulder. Replace or widen existing bridges over Houston road to extend merging lanes on US 74 westbound from NC 108 to I-26 westbound; restore 2-lane ramp from I-26 eastbound to US 74 eastbound to improve mobility.



I-26:

From: Holbert Cove Rd (SR 1142) | To: US 74 | 6.51 miles

Modernization: Intelligent Transportation Systems (ITS) enhancements to improve safety, mobility, and emergency incident management. Extend merge lane from US 74 westbound to the start of the climbing lane.



NC-108, I-4729B: 🏌

From: Columbus Town Limit I To: Weaver St I 0.86 miles

Add center turn lane and sidewalks within Columbus town limits; replace bridge over I-26; reconstruct new, wider roundabouts with I-26 ramps to improve mobility and safety, and relieve congestion. Currently programmed in the 2020-2029 STIP for ROW in 2020 and construction in 2029.



NC-108:

From: I-26 WB Roundabout I To: Walker St/Houston Rd (SR 1137) I 0.39 miles

Access Management to relieve congestion and improve mobility along the corridor, particularly around the Food Lion/Weaver St area due to traffic from the number of driveways and type of businesses.



NC 108: 6 1

From: Columbus east Town Limit | To: NC 9 | 3.51 miles

Modernization: 12-foot lanes, paved shoulder and straighten curves to improve safety and mobility; add Sidepath (part of Great Trails State network).



NC 9, R-5840:

From: US 74 | To: NC 108 | 3.07 miles

Modernization: 12-foot lanes with paved shoulder to improve safety and mobility; maintenance project will replace bridge over S. Branch Little White Oak Creek; 2020-29 STIP - ROW 2022, Con. 2026.



US-176: 🏌

From: Henderson/Polk Line | To: Ervin St (SR 1177) | 0.51 miles

Modernization: add paved shoulder to improve safety and mobility; sidewalk from Pace St to Ervin St.



US-176: 🏌

From: Pearson Falls Rd (SR 1102) | To: Saluda Town Limit | 0.53 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; improve and/or widen existing sidewalk from Pearson Falls Rd to Frost Rd.



US-176:

From: Saluda Town Limit | To: Harmon Field Rd (SR 1121) | 6.19 miles

Modernization: add paved shoulder to improve safety and mobility.



Ozone Dr: 🏌

From: Main St (US 176) | To: Green River Cove Rd (SR 1151) | 1.3 miles

Modernization: add paved shoulder to improve safety and mobility; add sidewalk from Main St to I-26 EB Ramp.

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



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



HIGHWAY RECOMMENDATIONS

HIGHWAY RECOMMENDATIONS

APRIL 2022 APRIL 2022 **CHAPTER THREE** CTP PROJECT PROPOSALS

Howard Gap Rd:

From: Ozone Dr | To: Warrior Dr | 6.77 miles

Modernization: 10-foot lanes and add paved shoulder to improve safety and mobility.

Markham St & Jackson St:

From: Shepard St | To: Tryon Town Limit | 0.37 miles

Modernization (local road): add paved shoulder to improve safety and mobility.

New Market Rd:

From: Tryon Town Limit | To: Vaughn St | 0.37 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

Forest Glen: *

From: Old Hwy 19 (SR 1514) | To: Hospital Dr | 0.21 miles

Modernization:11-foot lanes and add paved shoulder to improve safety and mobility; add sidewalk, recommended as part of Tryon/Columbus Bike/Ped Plan.

Houston Rd:

From: Skyuka Rd (SR 1135) | To: NC 108 | 0.51 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

Houston Rd:

From: Skyuka Mountain Rd (SR 1136) | To: Skyuka Rd (SR 1135) | 0.61 miles Modernization: 12-foot lanes and add paved shoulder to improve safety and

mobility.

Hayes Rd, S Peak St:

From: Columbus town limits | To: Walker Rd (SR 1533) | 0.69 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

Fox Mountain Rd:

From: Red Fox Rd (SR 1519) | To: NC 108 | 1.97 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

Peniel Rd:

From: NC 108 | To: NC 9 | 6.84 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

Red Fox Rd:

From: Collinsville Rd (SR 1521) | To: SC Line (N Pacolet Rd) | 5.31 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

Landrum Rd:

From: SC Line (Landrum Rd) | To: NC 9 | 4.76 miles

Modernization: add paved shoulder to improve safety and mobility.

Hugh Champion Rd:

From: Peniel Rd | To: NC 9 | 2.08 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

APRIL 2022

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

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



HIGHWAY RECOMMENDATIONS

HIGHWAY RECOMMENDATIONS

NC 9: 6 1

From: SC Line (SC 9) | To: US 74 | 8.29 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; Multi-use path (Overmountain Victory Trail) alongside road from Chesnee Rd to Sandy Plains Rd.

CHAPTER THREE CTP PROJECT PROPOSALS

Chesnee Rd: 6 *

From: NC 9 | To: Prince Rd/Poors Ford Rd (SR 1004) | 3.09 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; Multi-use path (Overmountain Victory Trail) alongside road.

Sandy Plains Rd & Coxe Rd: 🎊 🏌

From: NC 9 | To: Polk/Rutherford Line | 6.37 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; add sidepath as part of Overmountain Victory Trail.

Poors Ford Rd:

From: Chesnee Rd (SR 1343) | To: Polk/Rutherford Line | 4.62 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

Silver Creek Rd:

From: NC 9 | To: Palmer Rd (SR 1155) | 5.32 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

NC-9:

From: NC 108 | To: Polk/Rutherford Line | 7.71 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

NC-108:

From: NC 9 | To: NC 108 | 7.14 miles

Modernization: add paved shoulder to improve safety and mobility.

Pea Ridge Rd:

From: NC 108 | To: John Shehan Rd (SR 1324) | 0.2 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

HIGHWAY RECOMMENDATIONS



APRIL 2022





Big Level Rd:

From: Womack Rd (SR 1315) | To: NC 108 | 1.14 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

E Mcguinn Rd:

From: Big Level Rd (SR 1161) | To: NC 9 | 1.11 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

Coopers Gap Rd:

From: NC 9 | To: Owl Hollow Rd (SR 1138) | 1.72 miles

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.



NC 108:

Intersection with Harmon Field Rd & Howard Gap Rd I 0.0 miles

Improve intersection to improve safety and mobility; potential options include installing a traffic signal or realignment of Howard Gap Rd at this intersection.



Houston Rd:

Intersection with White Dr I 0.0 miles

Realign White Dr to improve angle of intersection to improve safety.



NC 108, R-5873:

Intersections with Fox Mountain Rd & US 74 Eastbound ramps I 0.0 miles

Realign US 74 eastbound off-ramp with the US 74 eastbound on-ramp, and install roundabout at this intersection; to improve mobility and safety; 2020-29 STIP - ROW 2024, Con. 2027.



NC 9:

Intersection with Landrum Rd & Sandy Plains Rd I 0.0 miles

Install roundabout to improve safety and mobility.



NC 9:

Intersection with Coxe Rd I 0.0 miles

Realign Coxe Rd to improve angle of the intersection to improve safety.

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



HIGHWAY RECOMMENDATIONS

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NC 9:

Intersection with Chesnee Rd I 0.0 miles

Realign Chesnee Rd to improve angle of the intersection to improve safety.



CHAPTER THREE CTP PROJECT PROPOSALS

Coxe Rd:

Intersection with Sandy Plains Rd & Pea Ridge Rd I 0.0 miles

Install roundabout or realign Coxe Rd and Pea Ridge Rds to improve mobility and safety.



Hogback Mountain Rd:

From: Laurel Ave | To: Tryon Town Limits | 0.43 miles

Modernization (local road): add paved shoulder to improve safety and mobility.



E Howard St:

From: Oak St | To: Vaughn St | 0.78 miles

Modernization (local road): add paved shoulder to improve safety and mobility.



Shepard St:

From: Peake St | To: Jackson St | 0.22 miles

Modernization (local road): add paved shoulder to improve safety and mobility.



New Market Rd:

From: Vaughn St | To: US 176 | 0.83 miles

Modernization (local road): add paved shoulder to improve safety and mobility.



Hospital Dr: 🏌

From: Hospital Dr | To: Hospital Dr | 0.09 miles

Modernization (local road): add paved shoulder to improve safety and mobility.



Vaughn St:

From: Hunting Country Rd | To: E Howard St | 0.08 miles

Modernization (local road): add paved shoulder to improve safety and mobility.



APRIL 2022

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

Peake St:

From: E Howard St | To: Jackson St | 0.15 miles

Modernization (local road): add paved shoulder to improve safety and mobility.

P48

Hospital Dr:

From: Hospital Dr loop | To: NC 108 | 0.12 miles

Modernization (local road): add paved shoulder to improve safety and mobility.

Green River Cove Rd:

From: Silver Creek Rd (SR 1138) | To: 200 feet west of Riversound Dr | 8.37 miles Modernization: 10-foot lanes and add paved shoulder to improve safety and mobility.

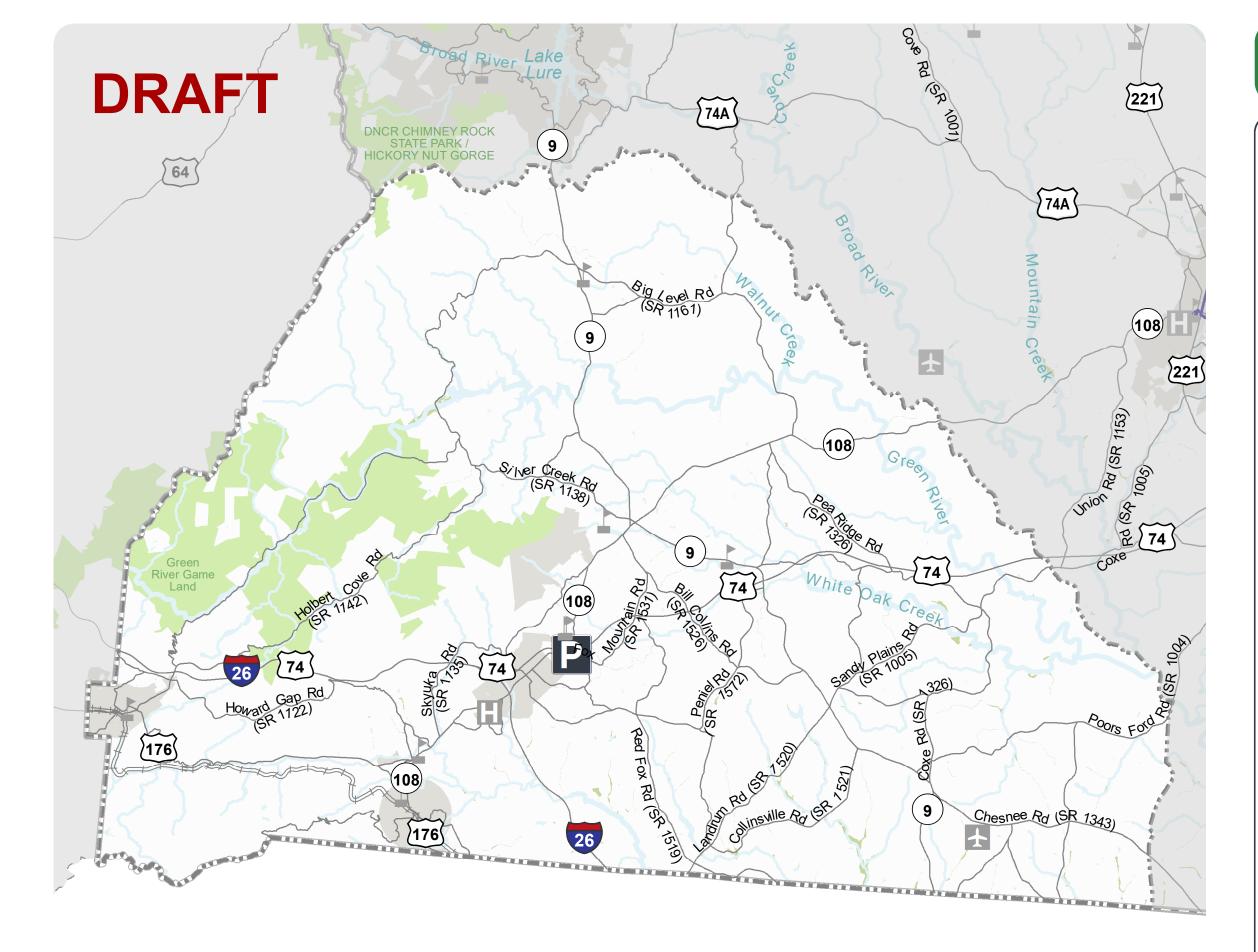
APRIL 2022

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



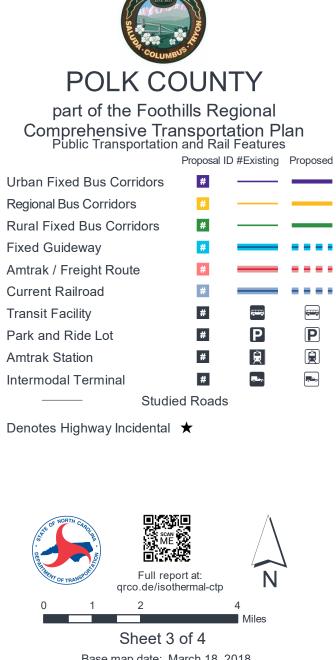
HIGHWAY RECOMMENDATIONS

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Public Transportation & Rail Recommendations

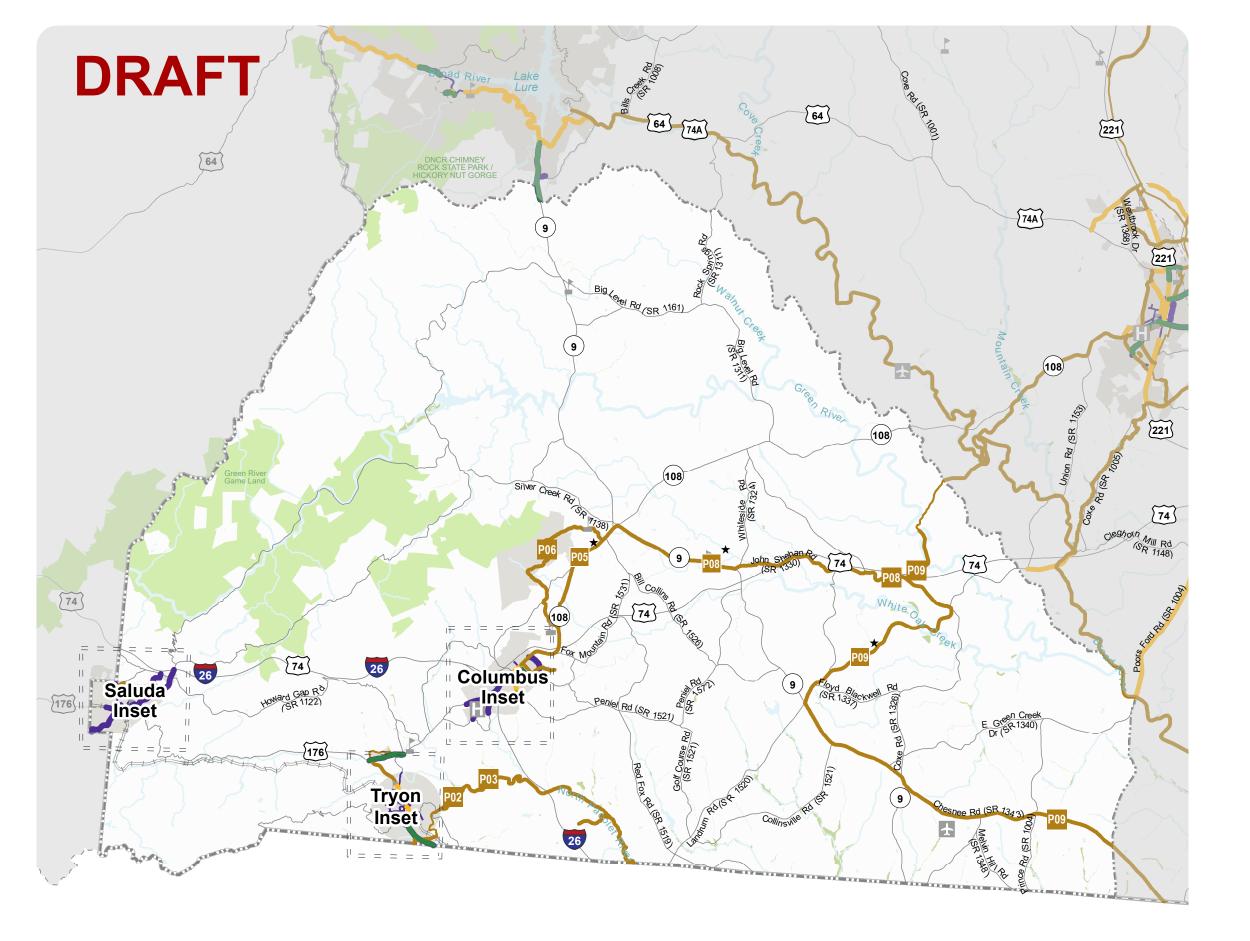
Proposals that address identified needs through 2045



Base map date: March 18, 2018

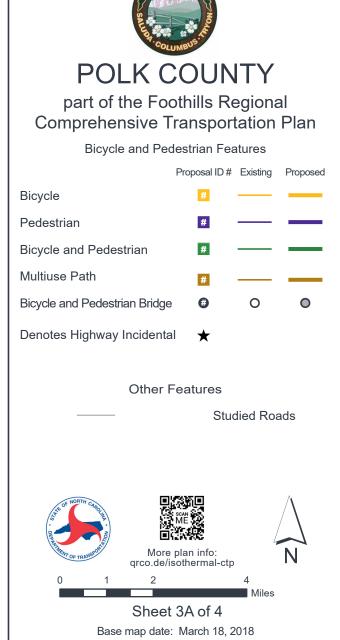
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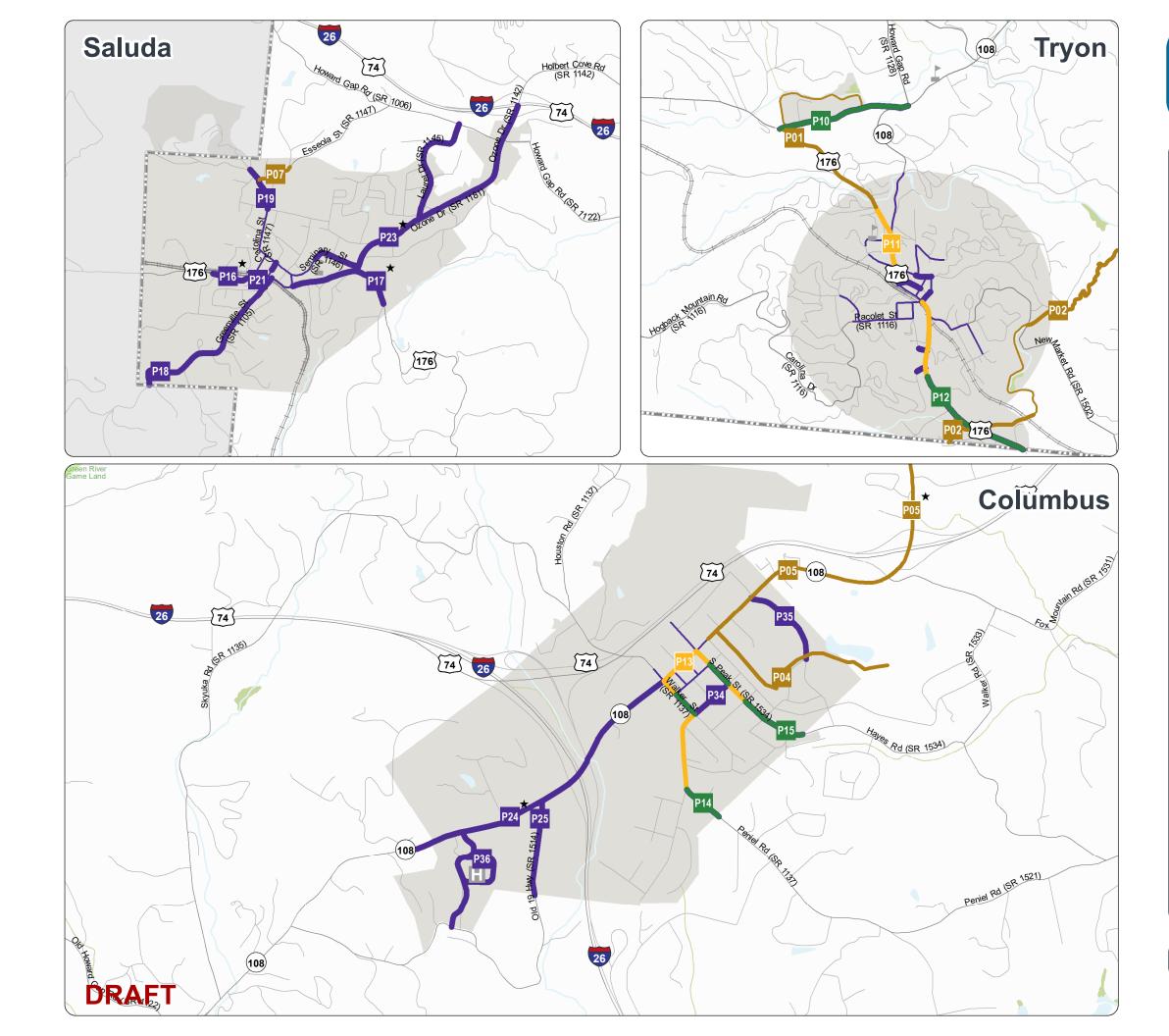
Bicycle & Pedestrian Recommendations

Proposals that address identified needs through 2045



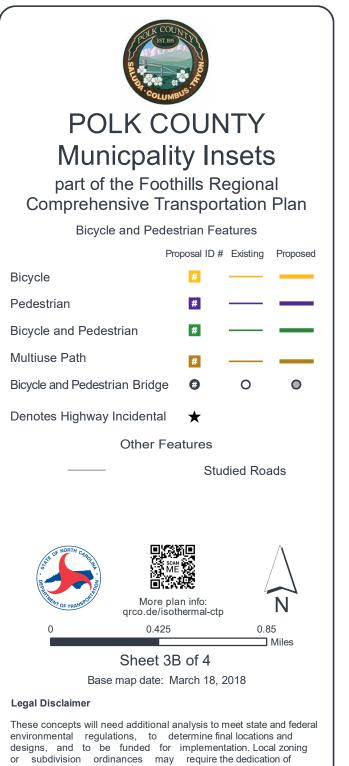
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Bicycle & Pedestrian Recommendation Insets

Proposals that address identified needs through 2045



DRAFT PLAN Plan Date: May 11, 2022

right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on

N.C.G.S. § 136-66.2 and § 136-66.10.



Polk County Bicycle and Pedestrian Recommendations



CHAPTER THREE CTP PROJECT PROPOSALS

US-176: 🔥 🏌

From: Harmon Field Rd (SR 1121) | To: NC 108 | 0.72 miles

A sidepath/greenway is recomened. The segment is identified to be in town limits in the Tryon/Columbus Bike & Pedestrian Plan.



Vaughn Creek Greenway: 🔥 🏌

From: SC Line | To: N Pacolet River | 1.7 miles

A multi-use path/greenway spur connecting to Trade St is recommended.



N Pacolet River Greenway: 🏠 🏌

From: N Pacolet River Greenway | To: SC Line | 6.31 miles

A multi-use path/greenway extension is recommended.



Gibson Park Greenway Connector: 🏠 🏌

From: NC 108 | To: apartment complex off Fox Mtn Rd | 0.88 miles

A multi-use path/greenway is recommended.



NC 108 (Columbus to Mill Spring) Multi-use Path: 🏂 🏌

From: Polk Co. Government Complex | To: NC 9 | 3.51 miles

A greenway/sidepath connecting to Polk County High School & Polk County Middle School. It is supported by Town of Columbus and in the Comprehensive Plan. It will partially fill the gap in Great Trails State network.

NC-108: 🏠 🏌

From: Peak St (SR 1534) | To: Polk Co. Government Complex | 0.63 miles

A greenway/sidepath that'll connect to the High School & Middle School, is recommend as part of highway project P05 as Identified in the Tryon/Columbus Bike & Pedestrian Plan.



Chocolate Drop - White Oak Mtn Greenway: 🖧 🏌

From: NC 108/Polk County High School I To: NC 108/Wolverine Trl I 4.22 miles

A multi-use path/greenway is recommended. It is to follow along Polk County High School, Houston Rd, White Oak Mtn, to Polk County Middle School, then via Laughter Pond Trail (W/SW side) to NC 108.



Esseola St: 🏂 🏌

From: Macedonia Rd | To: Substation Rd (SR 1148) | 0.17 miles

A sidepath is recommended as identified in the Saluda Bike & Ped Plan.



Mill Spring-OVMT Greenway: 🔥 🏌

From: NC 9/NC 108 | To: Proposed Overmountain Victory Trail | 6.8 miles

A sidepath/multi-use path is recommened. It will connect to Overmountain Victory Trail(OVMT), Great Trails State, via NC 9 from NC 108 to John Shehan Rd, John Shehan Rd from NC 9 to Pea Ridge Rd/Tryon International Equestrian Center, Pea Ridge Rd from John Shehan Rd to proposed OVMT.



Overmountain Victory Trail: 6 1

From: Polk/Rutherford Line I To: existing trail (Green River) I 14.77 miles

Overmountain Victory Trail: A multi-use path/greenway is recommended along Green River as part of the Great Trails State network which will follow on road segments: Chesnee Rd, NC 9, Sandy Plains Rd, and Pea Ridge Rd.



Harmon Field Rd, B171824: 💰 🏌

From: US 176 | To: NC 108 | 1.5 miles

Bike lanes and sidewalks are recommened as part of Complete Streets enhancements.

★ Denotes Highway Incidental

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





RECOMMENDATIONS



APRIL 2022

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

US-176: 🔥

From: Country Club Rd (SR 1107) | To: Chestnut St (SR 1116) | 0.37 miles

Bike lanes are recommended.

P12

US-176: 🏡 🏂

From: Chestnut St (SR 1116) | To: SC Line/Ridge Rd | 1.84 miles

Bike lanes are recommended. With addition of sidewalk from just south of Carolina Dr to SC Line as identified in Tryon/Columbus Bike & Ped Plan.

P13

NC-108: 6

From: Houston Rd (SR 1137) | To: Peak St (SR 1534) | 0.18 miles

Bike lanes are recommended as identified in Tryon/Columbus Bike & Ped Plan.

P14

Peniel Rd: 6 7

From: NC 108 | To: Columbus town limits | 1.09 miles

Bike Lanes are recommended as identified in the Tryon/Columbus Bike & Ped Plan. A sidewalk between Ward & Simms St and Holly Hill Dr & Columbus Town Limit is also advised.

P15

S Peak St: 66 🏌

From: NC 108 | To: Columbus town limits | 0.95 miles

Bike lanes are recommended as identified in the Tryon/Columbus Bike & Ped Plan. A sidewalk between Ward & Simms St and Miller St & Columbus Town Limit is also advised.

P16

US-176: 🏌

From: Main St (SR 1178) | To: Ervin St (SR 1177) | 0.17 miles

A sidewalk is recommened as part of highway project P08.

P17

US-176: 🏌

From: Pearson Falls Rd (SR 1102) | To: Frost Rd (SR 1104) | 0.46 miles

A sidewalk is recommended as part of highway project P09.

US-176, B150882: 🏌

From: Cullipher St | To: Pearson Falls Rd (SR 1102) | 0.07 miles

A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P18

Greenville St, B150889: 🏌

From: Polk/Henderson Line | To: US 176 | 0.88 miles

A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P19

Esseola St & Henderson St: 🏌

From: Henderson St | To: E Columbia Ave | 0.16 miles

A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P20

Seminary St, B150887: 🏌

From: Saluda Elementary School I To: Ozone Dr I 0.23 miles

A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P21

Ervin St: 🏌

From: US 176 | To: Greenville Rd (SR 1105) | 0.11 miles

A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P22

Church St: 🏌

From: US 176 | To: Ozone Dr (SR 1181) | 0.04 miles

A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

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



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





BICYCLE AND PEDESTRIAN
RECOMMENDATIONS

APRIL 2022

APRIL 2022



Ozone Dr: 🏌

From: Louisiana Ave | To: I-26 | 0.42 miles

A sidewalk is recommended as part of highway project P11.

Ozone Dr: 🏌

From: US 176 | To: Louisiana Ave (SR 1142) | 0.76 miles

A sidewalk is recommended as part of highway project P11.



NC-108, I-4729B: 🏌

From: Columbus Town Limit I To: Walker St/Houston Rd (SR 1137) I 1.25 miles Add sidewalk as part of 2nd phase of I-26 interchange project (on NC 108)



Old 19 Hwy: 🏌

From: High Rd (SR 1555) | To: NC 108 | 0.38 miles

A sidewalk is recommended.



Macedonia Rd: 🏌

From: Esseola St (SR 1147) | To: Cemetery St | 0.07 miles

A sidewalk on a local street within Saluda is recommended.



Laurel Dr: *

From: Ozone Dr (SR 1181) | To: Howard Gap Rd (SR 1006) | 0.59 miles

A sidewalk on a local street within Saluda is recommended.



Palmer St: *

From: US 176 | To: Oak St | 0.13 miles

A sidewalk on a local street within Tryon is recommended.

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

APRIL 2022



P29

E Howard St: 🏌

From: US 176 | To: Howard St (SR 1504) | 0.09 miles

A sidewalk on a local street within Tryon is recommended.



Oak St: 🏌

From: US 176 | To: Howard St | 0.07 miles

A sidewalk on a local street within Tryon is recommended.



Chestnut St: 🏌

From: Woodland Park I To: US 176 I 0.05 miles

A sidewalk on a local street within Tryon is recommended.



Carolina Dr: 🏌

From: US 176 | To: Chestnut St (SR 1116) | 0.05 miles

A sidewalk on a local street within Tryon is recommended.



★ Forest Glen: 🏌

From: Old Hwy 19 (SR 1514) | To: Hospital Dr | 0.21 miles A sidewalk is recommened as part of highway project P15.



Simms St: 🏌

From: Peniel Rd (SR 1137) | To: S Peak St | 0.18 miles

A sidewalk on a local street within Columbus is recommended.



Park St: *

From: Constance St | To: NC 108 | 0.36 miles

A sidewalk on a local street within Columbus is recommended.



Hospital Dr: 🏌

From: NC 108 | To: Forest Glen; includes entire Hospital Dr loop | 0.56 miles

A sidewalk on a local street within Columbus is recommended.

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

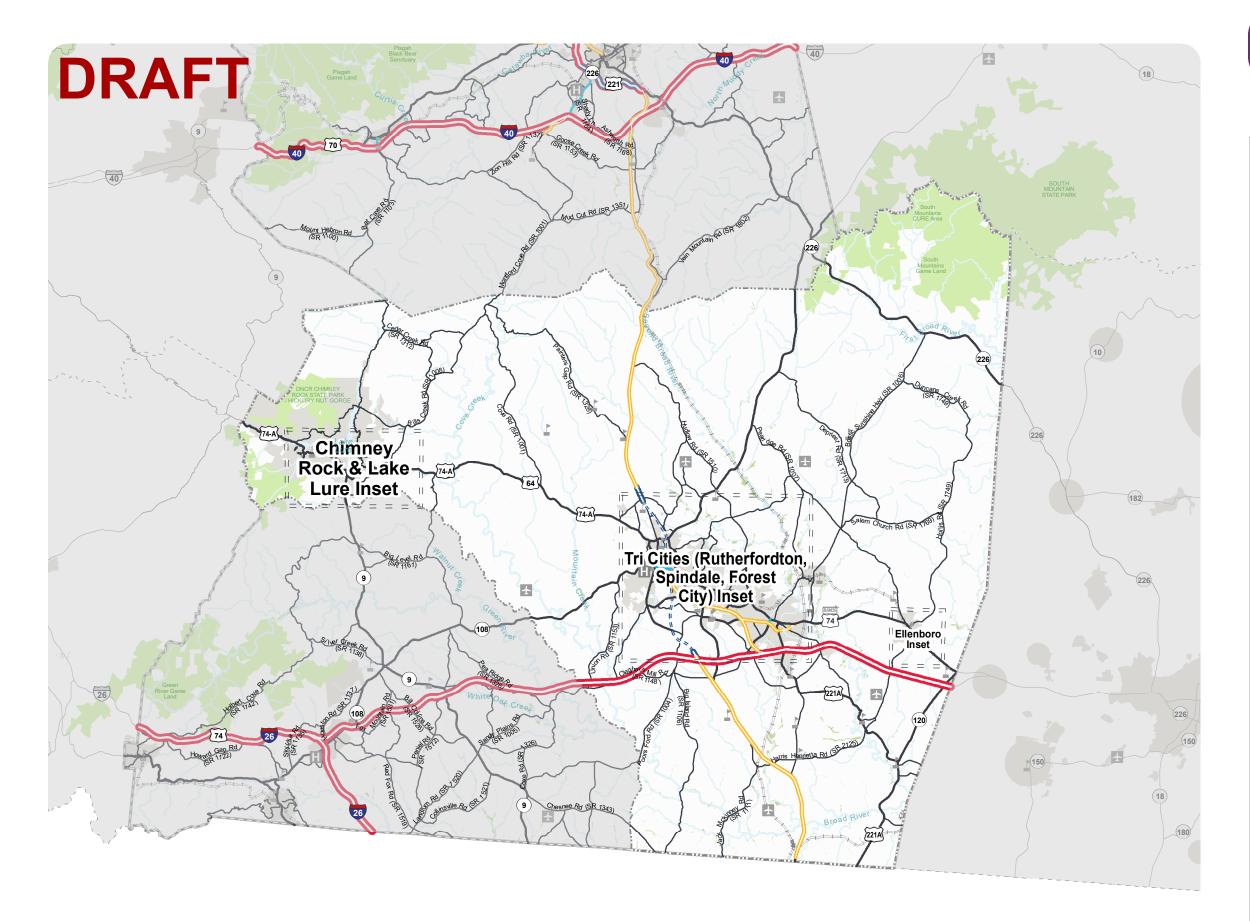


BICYCLE AND PEDESTRIAN RECOMMENDATIONS

★ Denotes Highway Incidental

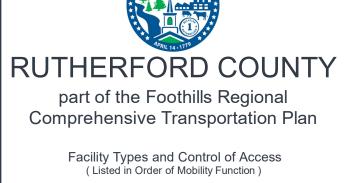
BICYCLE AND PEDESTRIAN RECOMMENDATIONS

APRIL 2022



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2045

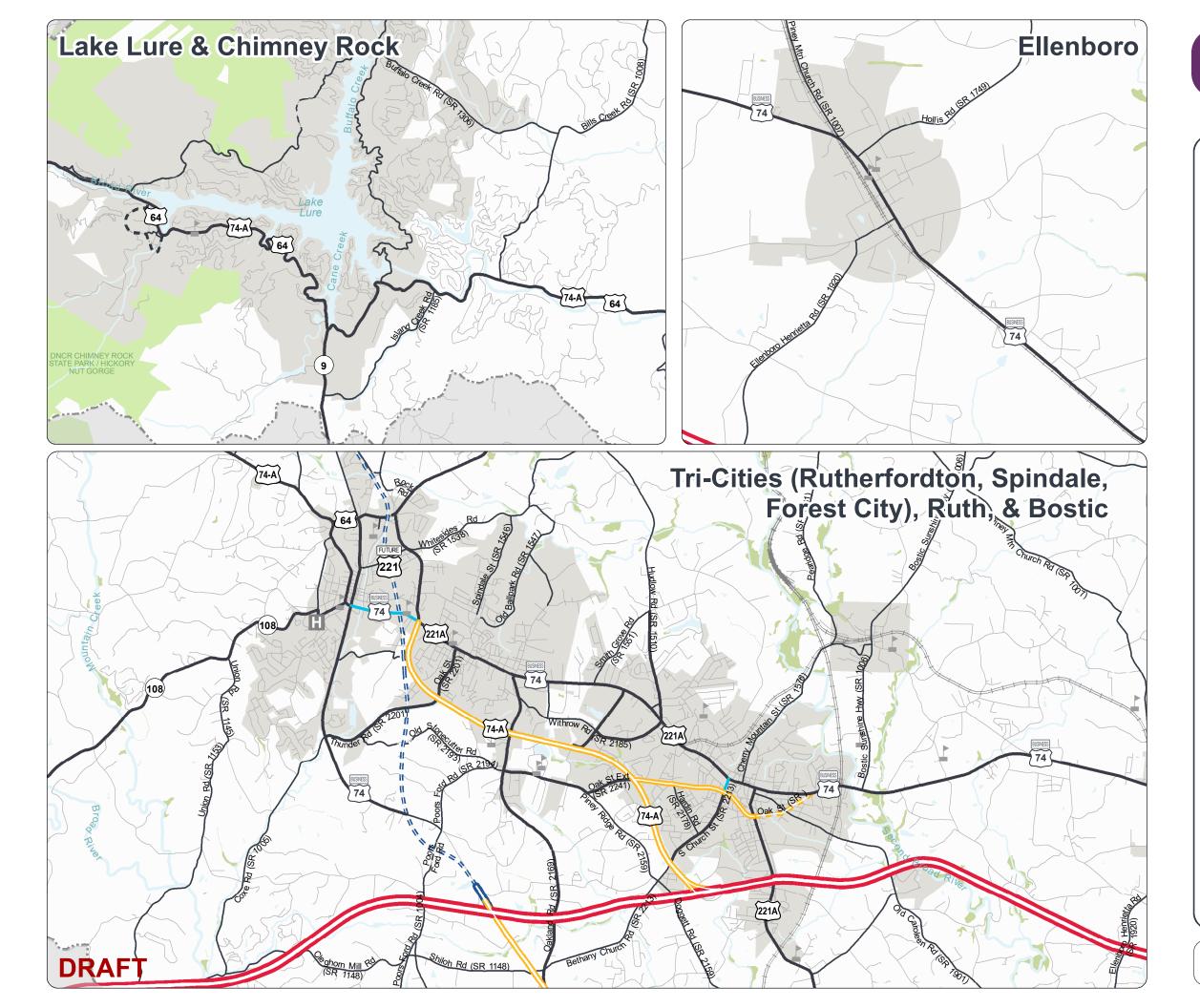


New Location Freeway Expressway (Multilane Divided) Boulevard (Multilane Divided) Major Thoroughfare (Multilane Undivided) Major Thoroughfare (2 Lane) Minor Thoroughfare Other Features Studied Roads More plan info: grco.de/isothermal-ctp Sheet 1A of 4

Base map date: March 18, 2018

Legal Disclaimer

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Facility Type Insets Facility classifications for mobility and control of

access planning through 2045



RUTHERFORD COUNTY Municipality Insets

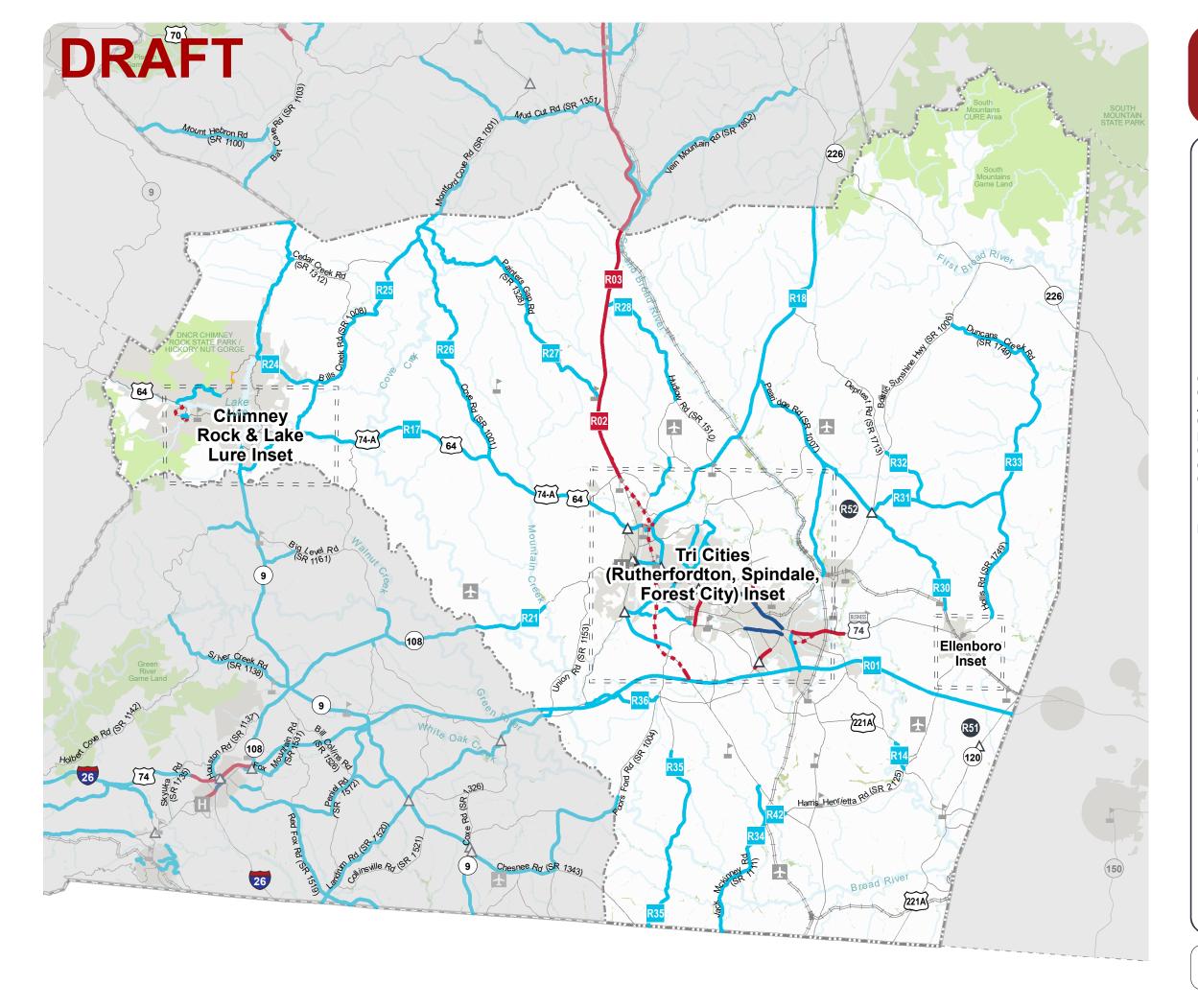
part of the Foothills Regional Comprehensive Transportation Plan

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

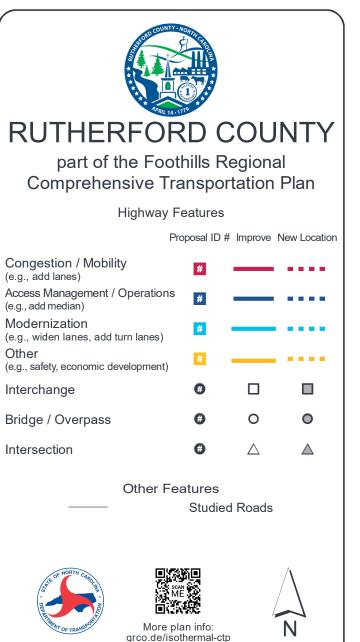
Freeway Expressway (Multilane Divided) Boulevard (Multilane Divided) Major Thoroughfare (Multilane Undivided) Major Thoroughfare (2 Lane) Minor Thoroughfare Other Features Studied Roads More plan info: grco.de/isothermal-ctp Sheet 1B of 4 Base map date: March 18, 2018

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Proposals that address identified needs through 2045

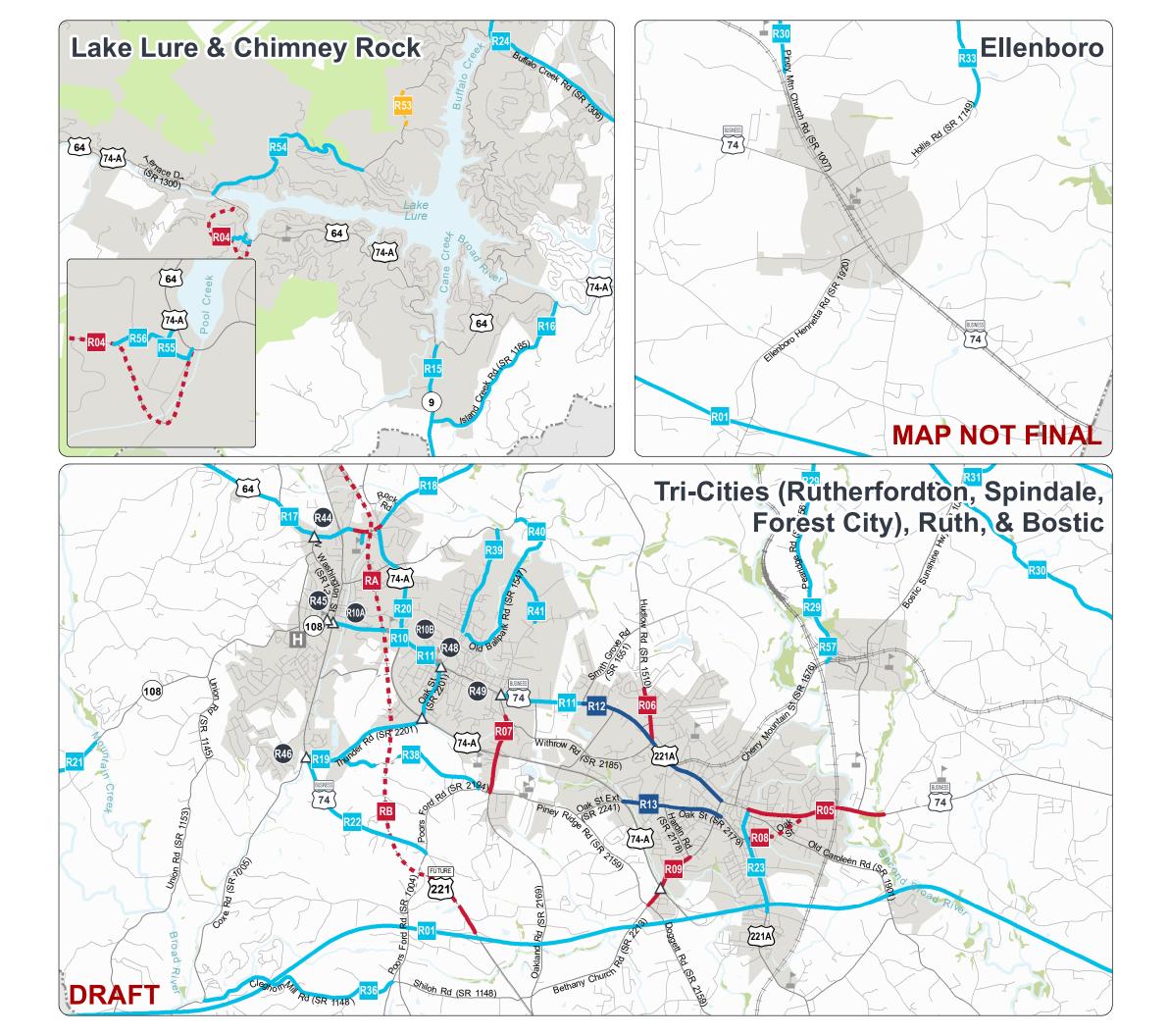


Sheet 2A of 4

Base map date: March 18, 2018

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Highway Recommendation Insets

Proposals that address identified needs through 2045



DRAFT PLAN Plan Date: May11, 2022

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Rutherford County Highway Recommendations



US 74:

From: Polk/Rutherford Line | To: Rutherford/Cleveland Line | 16.8 miles

Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.



US-221, R-2597A:

From: Roper Loop Rd (SR 1366) | To: Nanneytown Rd (SR 1325) | 5.25 miles

Widen to 4 lanes, divided to improve mobility and traffic flow along the US 221 corridor. Currently programmed in the 2020-2029 STIP for ROW in 2029 and construction post year.



US-221, R-2597B:

From: Nanneytown Rd (SR 1325) | To: McDowell County Line | 5.73 miles

Widen to 4 lanes, divided to improve mobility along the US 221 corridor. This will help improve mobility and safety on uphill portions.



Proposed Lake Lure Pkwy:

From: US 64 | To: Arcade St/US 64 | 1.1 miles

New road to connect Chimney Rock State Park to Downtown Lake Lure to improve safety and mobility and relieve congestion through downtown Lake Lure.



US 74 Bus.: 🔥 🏌

From: US 221A (S Broadway St) | To: Old US 74 Hwy (SR 1595) | 1.77 miles

Widen to 3 lanes with center turn lane; add bike lanes and sidewalk to improve safety and mobility, and relieve congestion.



Hudlow Rd: 🏠 🏌

From: Weatherstone Dr (SR 1604) | To: US 221A (Main St) | 0.68 miles

Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.



Oakland Rd: 🔥 🏌

From: Piney Ridge Rd (SR 2159) | To: Withrow Rd (SR 2185) | 1.01 miles

Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.



Oak St [Forest City] (east extension): 🏠 🏌

From: S Broadway St (US 221A) | To: E Main St [Forest City] (US 74 Bus.) | 0.84 miles

New roadway (extension): 4 lane, divided; add bike lanes & sidewalk to improve mobility and relieve congestion.



S Church St [Forest City]/Bethany Church Rd: 6 1

From: Hardin Rd (SR 2178) | To: Piney Ridge Rd (SR 2159) | 0.82 miles

Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.



US 221A (W Main St & Charlotte Rd) & NC 108 (S Washington St): 🔥 🏌

From: Yelton St | To: Maple/Monfredo Sts (NC 108) | 1.19 miles

Modernization: Add bike lanes & sidewalk; includes intersection improvements at Main St [Rutherfordton] & Railroad Ave (US 74-A) to improve safety, mobility and multimodal connectivity; from Park Lane Dr to Cleghorn St part of Great Trails State network.



Charlotte Rd (US 221A)/S Washington St (NC 108):

Intersection with Main St [Rutherfordton] (US 74 Business/Existing US 221) | 0.0 miles

Reconfigure intersection and adjust traffic signals to improve mobility and reduce congestion.



College Ave/Railroad Ave (US 74-A):

Intersection with Charlotte Rd/W Main St [Spindale] (US 221A) | 0.0 miles

Add additional left turn lane to US 74-A westbound to improve mobility and reduce congestion.



US 221A (Main St [Spindale]): 🔥 🏌

From Smith Grove Rd to Ledbetter Rd & Ohio St to Yelton St | 1.44 miles

Modernization: intersection improvements, add median where appropriate; add bike lanes and sidewalk to improve safety, mobility and multimodal connectivity.

APRIL 2022

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





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



HIGHWAY RECOMMENDATIONS

HIGHWAY RECOMMENDATIONS

APRIL 2022

US 221A (Main St [Forest City]): 🔥 🏌

From: S Church St | To: Smith Grove Rd (SR 1551) | 2.25 miles

Access Management: remove center turn lane and add median; driveway consolidation; add bike lanes & sidewalk to improve mobility and multimodal conncetivity.

CHAPTER THREE CTP PROJECT PROPOSALS

Oak St [Forest City]: 🐔

From: College Ave (US 74-A) | To: Young St | 1.28 miles

Access Management; improvements for business access and pedestrian crossings to improve safety and mobility; add bike lanes from Butler Rd to Young St.

US-221A, R-3612: 🔥

From: Ellenboro Henrietta Rd (SR 1920) | To: Melton St (SR 1941) | 1.05 miles

Modernization: 12-foot lanes with paved shoulder to improve safety and mobility.

NC 9: 6 1

From: Polk/Rutherford Line | To: US 64/74-A | 1.24 miles

Modernize Roadway: Widen lanes from 10 feet to 11 feet wide, add bike lanes throughout, and add sidewalks to both sides to improve safety, mobility, and multimodal connectivity.

Island Creek Rd: 🏌

From: NC 9 | To: US 64 | 1.93 miles

Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidewalk from NC 9 to Lake Lure Classical Academy school entrance.

US 64/74-A: 🔥 🏌

From: Bills Creek Rd (SR 1008) | To: Deter St | 13.38 miles

Modernize Roadway: add passing lanes, turn lanes, and add paved shoulder; sidepath (Broad River Greenway) alongside road from Bills Creek Rd to Rock Springs Church Rd.

US 64:

From: Long St (SR 1598) | To: Rutherford/McDowell Line | 13.05 miles

Modernize Roadway: add passing lanes, turn lanes, and add paved shoulder to improve mobility and safety.

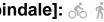
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APRIL 2022

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



Thunder Rd & Oak St [Spindale]: 6 1



From: US 221 | To: E Main St [Spindale] (US 221A) | 2.39 miles

Modernize corridor to improve safety and mobility; road diet on Oak St [Spindale] - reduce lanes from 4 to 3); Intersection improvements at US 74-A & W Main St [Spindale]; multi-use path alongside Thunder Rd or Stonecutter Creek from existing US 221 to US 74-A.

R20

US 74-A: 🏌

From: US 64 | To: US 221A (Charlotte Rd) | 1.57 miles

Modernization: 12 foot wide lanes and add paved shoulder with intersection improvements to improve safety and mobility.

NC-108:

From: Polk/Rutherford Line | To: Sims Sandpit Rd (SR 1193) | 2.66 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R22

US 74 Bus./Existing US 221:

From: Poors Ford Rd (SR 1004) | To: Coxe/Thunder Rds | 2.12 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

US 221A (S Broadway St): 🕏

From: US 74 | To: US 74 Bus. (E Main St [Forest City]) | 1.38 miles

Modernize roadway, adding curb & gutter and sidewalk (where it currently does not exist) to improve safety and mobility.

Cedar Creek Rd & Buffalo Creek Rd:

From: Cedar Creek Rd/Buncombe-Rutherford Line | To: Buffalo Creek Rd/Bills Creek Rd (SR 1008) | 8.41 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Bills Creek Rd:

From: US 64 | To: Cove Rd (SR 1001) | 8.96 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Cove Rd:

From: McDowell/Rutherford Line | To: US 64 | 10.0 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and











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



HIGHWAY RECOMMENDATIONS

HIGHWAY RECOMMENDATIONS

Painters Gap Rd:

From: US 221 | To: Cove Rd (SR 1001) | 10.37 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Hudlow Rd:

From: US 221 | To: Rock Rd (SR 1520) | 4.69 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Pearidge Rd:

From: Brick Rd (SR 1583) | To: Piney Mtn Church Rd (SR 1007) | 3.67 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R30

Piney Mountain Church Rd:

From: Pearidge Rd (SR 1561) | To: Old Hollis Rd (SR 1776) | 10.81 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Salem Church Rd:

From: Hollis Rd (SR 1749) | To: Main St (SR 1006) | 4.86 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

South Mtn Rd:

From: Freewill Baptist Ch Rd (SR 1708) | To: Main St (SR 1006) | 2.31 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Hollis Rd:

From: Main St (SR 1006) | To: Short Rd (SR 1777) | 13.17 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Jack Mckinney Rd:

From: SC Line (Henderson Rd) | To: US 221 | 5.86 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

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



Big Island Rd:

From: Hopper Rd | To: SC Line (Big Island Rd) | 6.78 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Cleghorn Mill Rd:

From: Poors Ford Rd (SR 1004) | To: Coxe Rd (SR 1005) | 2.78 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R37

Coxe Rd:

From: Polk/Rutherford Line (Ken Miller Rd) | To: Union Rd (SR 1153) | 0.18 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Old Stonecutter Rd:

From: Poors Ford Rd (SR 2194) | To: Thunder Rd (SR 2201) | 1.77 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

Spindale St:

From: Whitesides Rd | To: West St | 1.41 miles

Modernization: Add paved shoulder to improve safety and mobility.

Old Ballpark Rd & Old Ross Rd: 🏌

From: Stonecutter St | To: Whitesides Rd | 2.36 miles

Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidewalk from Stonecutter St to Case Branch.

Ledbetter Rd:

From: Shenandoah Dr | To: Old Ballpark Rd | 0.78 miles

Modernization: Add paved shoulder to improve safety and mobility.

Hogan Rd & Harris Henrietta Rd:

From: Jack Mckinney Rd (SR 1111) | To: US 221 | 0.77 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

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



HIGHWAY RECOMMENDATIONS HIGHWAY RECOMMENDATIONS 80 APRIL 2022 APRIL 2022 Rock Rd: 🏠 🏌

From: Oscar Justice Rd (SR 1523) | To: Broyhill Rd (SR 1535) | 1.58 miles Modernization: add paved shoulder to improve safety and mobility



CHAPTER THREE CTP PROJECT PROPOSALS

US 64/74-A (N Washington St/W Mountain St), R-5917:

Intersection with N Washington St & Hickory St I 0.0 miles

Improve intersection by realigning Frady St, Hickory St and N Washington St to create through movement on US 64 or installing roundabout to improve safety and mobility; 2020-29 STIP - ROW 2029, Con. post year.



NC 108 (Maple St/S Washington St), R-5916:

Intersection with S Washington St & Monfredo St I 0.0 miles Install roundabout to improve safety and mobility.



Coxe Rd/Thunder Rd, R-5880:

Intersection with existing US 221 (US 74 Bus.) I 0.0 miles

Improve intersection by adding turn lanes to Coxe & Thunder Rds or installing roundabout to improve safety and mobility; 2020-29 STIP - ROW 2029, Con. post year.



US 74-A (College Ave):

Intersection with Thunder Rd/S Oak St [Spindale] I 0.0 miles

Extend turn lanes and add pedestrian crossings to improve safety and mobility.



W Main St [Spindale] (US 221A):

Intersection with Oak St [Spindale] I 0.0 miles

Add right turn lane on Main St to improve mobility and safety.



Oakland Rd, R-5918:

From: Spinner St I To: E Main St [Spindale] (US 221A) and Ledbetter Rd I 0.2 miles

Realign Oakland Rd to intersect Main St at Ledbetter Rd with either a traffic signal or roundabout to improve mobility and safety; add sidewalk; 2020-29 STIP - ROW 2029, Con. post year.



US 74-A (College Ave):

Intersection with S Church St [Forest City]/Bethany Church Rd I 0.0 miles

Extend turn lanes and add pedestrian crossings to improve safety and mobility.

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



NC 120:

Intersection with Old Mooresboro, Race Path Church, Franklin, & Goode Rds I 0.0 miles Install roundabout to improve safety and mobility.



Bostic Sunshine Hwy:

Intersection with Andrews Mill, Salem Church, & Piney Mountain Rds I 0.0 miles

Install roundabout at intersection with Salem Church and Piney Mountain Church Rd to improve mobility and safety; realign all roads to avoid impacting historic district; add bike lanes to Bostic Sunshine Hwy (south of intersection) & Salem Church Rd.



Old Sand Branch Rd Ext:

From: Carsons Way | To: Old Sand Branch Rd | 0.41 miles

New 2-lane road to connect to Rumbling Bald resort for increased mobility, connectivity, and improve Emergency Response times.

Boys Camp Rd & Village Blvd:

From: US 64 | To: Village Blvd/Carsons Way Ln | 2.14 miles

Modernization (local road): add paved shoulder to improve safety and mobility.

Arcade St: 6 🕏

From: US 64 (west int.) | To: US 64 (east int.) | 0.16 miles

Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add grassy buffer and sidewalks.



Proctor Rd: 6 1

From: Arcade St | To: Proposed Lake Lure Pkwy | 0.15 miles

Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add grassy buffer and sidewalks.

R57

Brick Rd:

From: Church St (SR 1576) | To: Pearidge Rd (SR 1561) | 0.42 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

APRIL 2022













APRIL 2022





HIGHWAY RECOMMENDATIONS

HIGHWAY RECOMMENDATIONS



Union Rd:

From: US 74 | To: Coxe Rd (SR 1005) | 0.23 miles

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



US 221 (Rutherford Bypass), R-2233BB: 🖧 🏌

From: Laurel Hill Rd Bridge I To: Roper Loop Rd (SR 1366); multiple other roads I 4.98 miles

New Location 4-lane expressway (Laurel Hill to Thompson/Broyhill Rds), then widen US 221 to 4-lane "superstreet" design from Thompson/Broyhill to Roper Loop to improve safety and mobility and relieve congestion along the existing US 221 corridor.



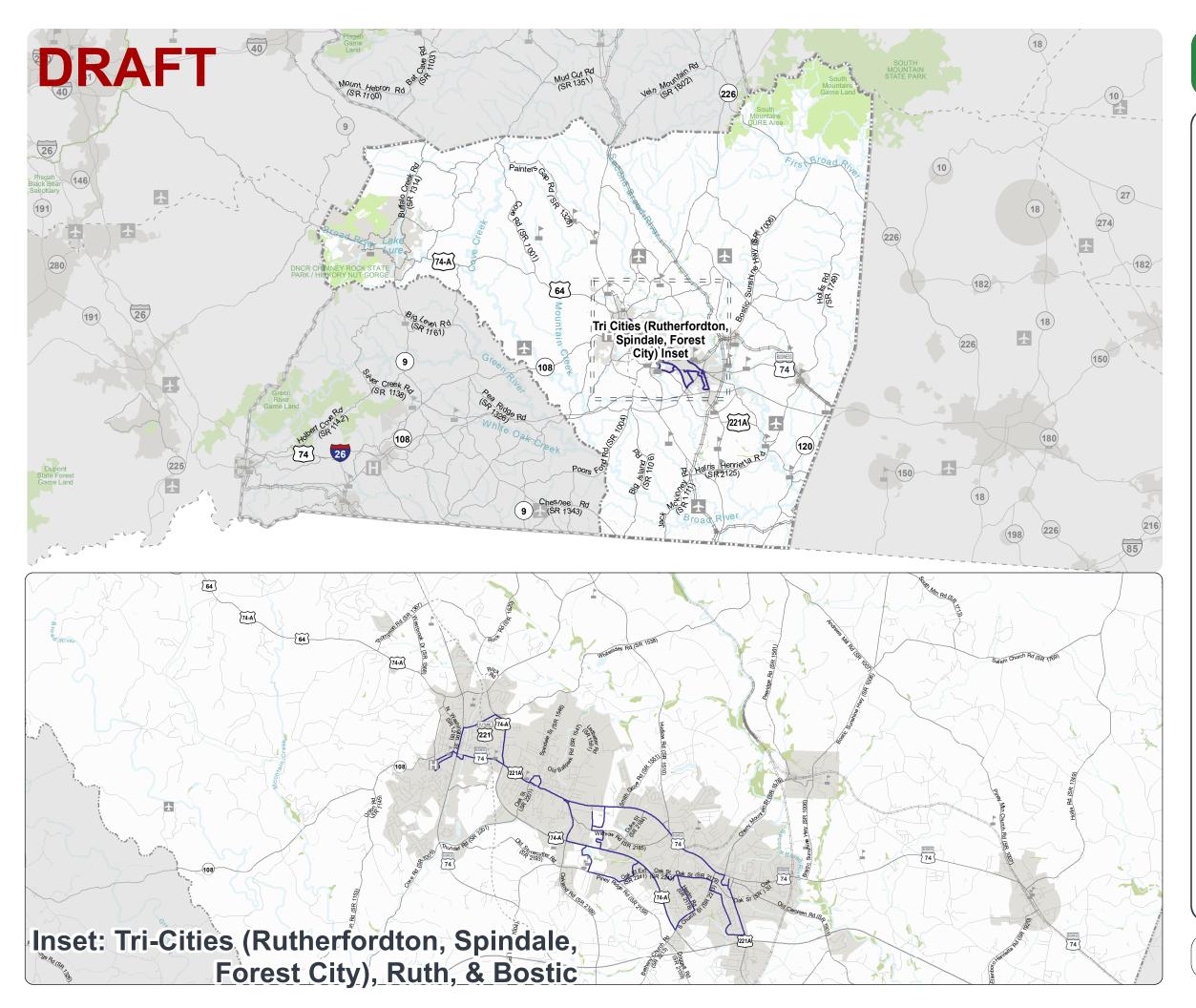
US 221 (Rutherford Bypass), R-2233BA:

From: US 74 WB Ramp | To: Charlotte Rd (US 221A) | 3.81 miles

Widen Existing US 221 from US 74 to Torrington Rd (driveway), then New Location 4-lane expressway to Laurel Hill Rd overpass to improve safety and mobility and relieve congestion along the existing US 221 corridor.

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





PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2045



RUTHERFORD COUNTY part of the Foothills Regional

part of the Foothills Regional 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

Amtrak Station

Intermodal Terminal

Studied Roads

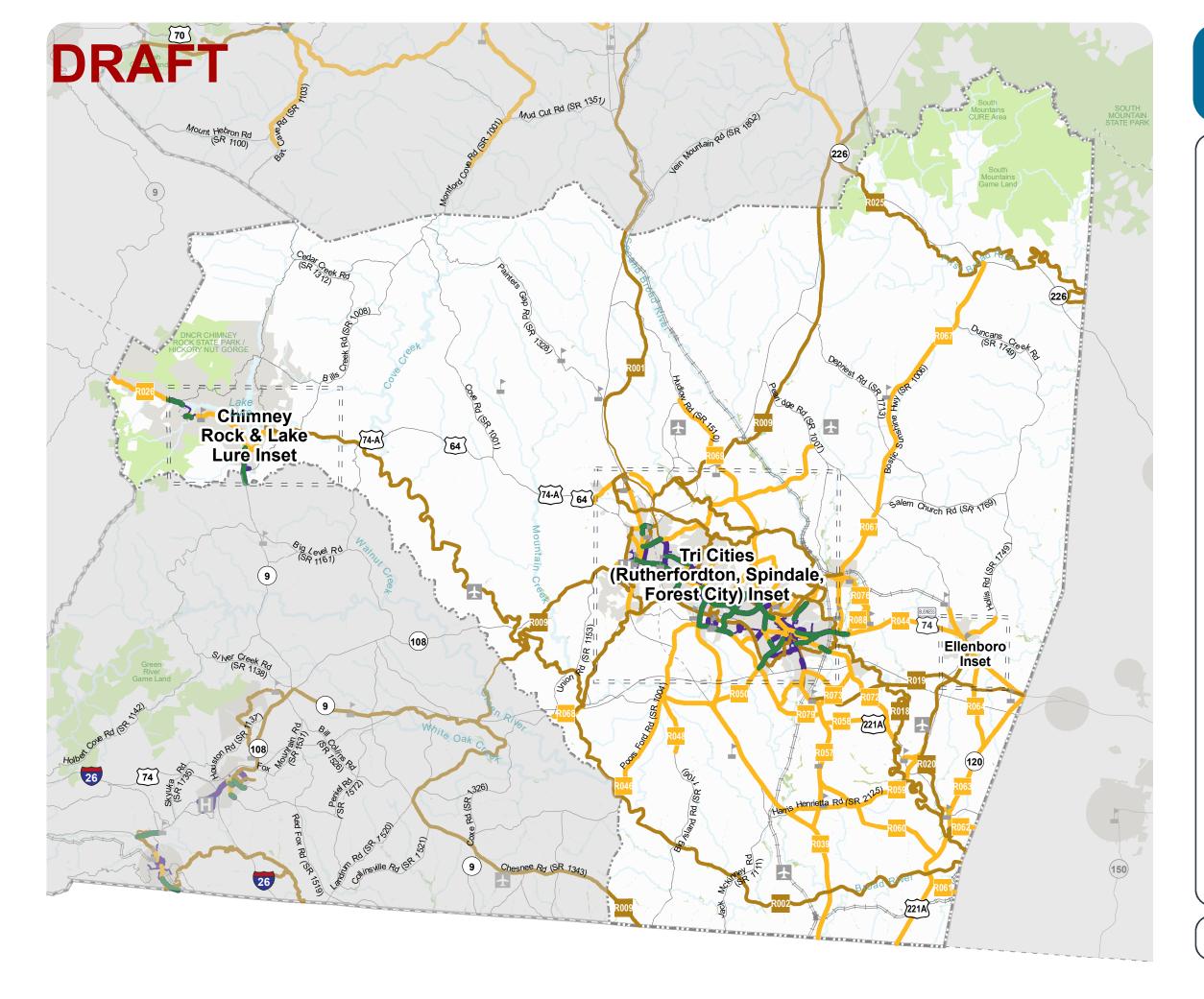
Denotes Highway Incidental



Base map date: March 18, 2018

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Bicycle & Pedestrian Recommendations

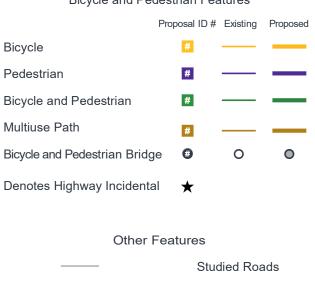
Proposals that address identified needs through 2045



RUTHERFORD COUNTY

part of the Foothills Regional Comprehensive Transportation Plan

Bicycle and Pedestrian Features

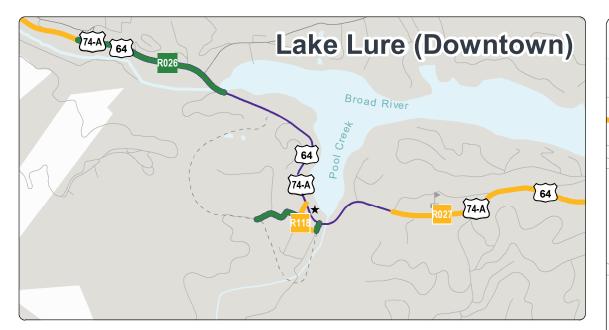


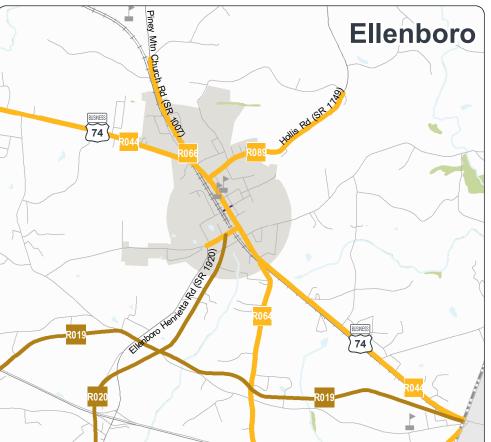


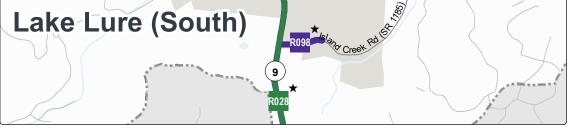
Sheet 4A of 4
Base map date: March 18, 2018

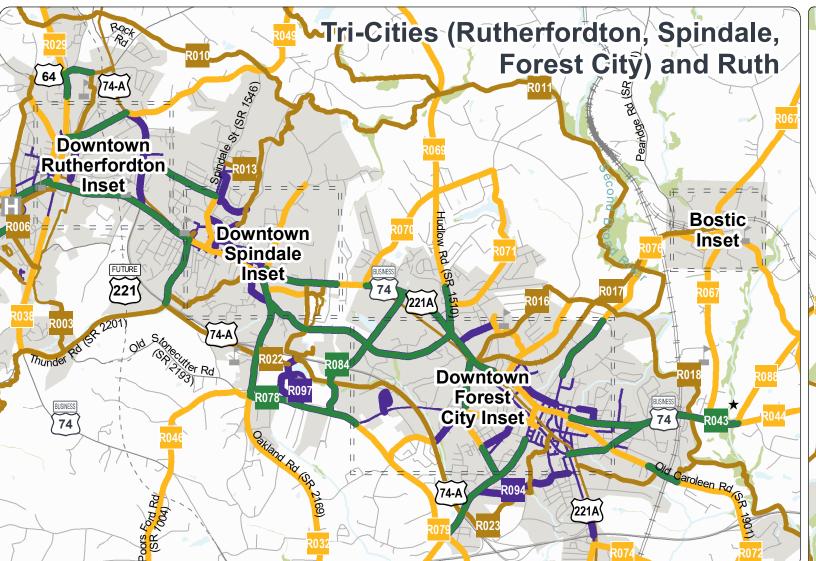
Legal Disclaimer

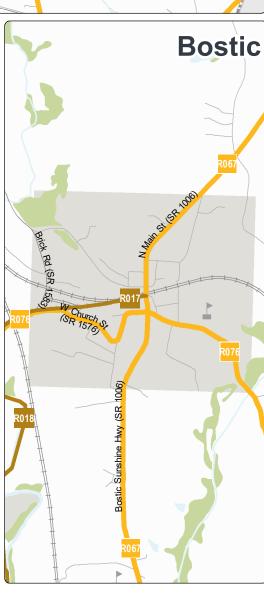
These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.





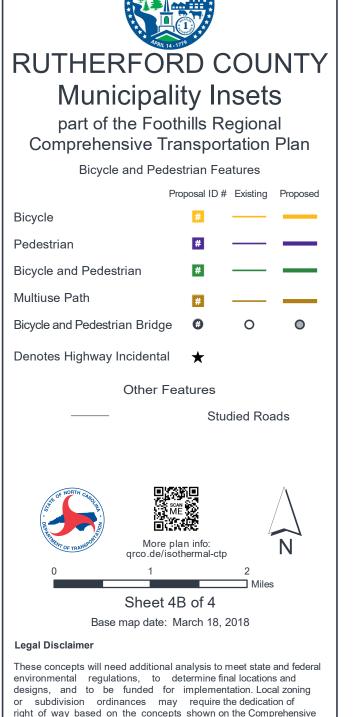






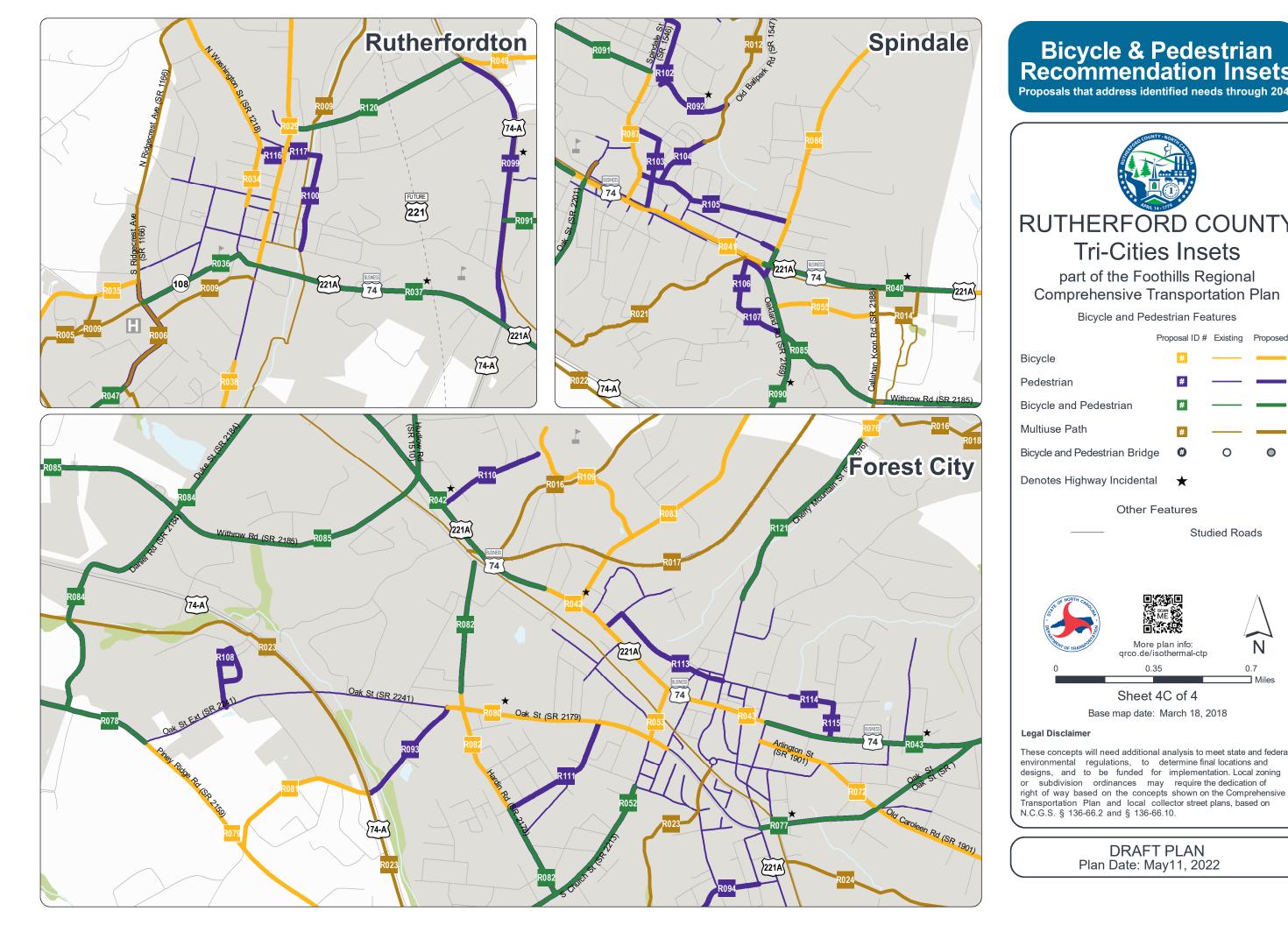
Bicycle & Pedestrian Recommendation Insets

Proposals that address identified needs through 2045



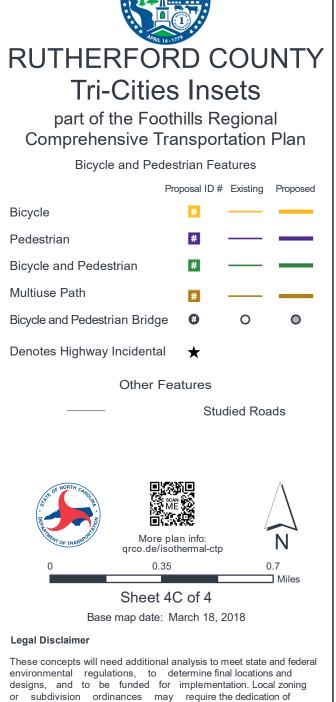
DRAFT PLAN Plan Date: May11, 2022

Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.



Bicycle & Pedestrian Recommendation Insets

Proposals that address identified needs through 2045



Rutherford County Bicycle and Pedestrian Recommendations



CHAPTER THREE CTP PROJECT PROPOSALS

Thermal Belt - Peavine Connector Trail: 🏡 🏌

From: end of existing TBRT (Gilkey) | To: Rutherford/McDowell Line | 6.7 miles

Recommend multi-use Path and a Rail trail extension following the rail line that would connect to Marion & Peavine Rail Trail



Broad River Greenway: & *

From: Lake Lure I To: Cleveland County Line I 42.17 miles

Recommend multi-use path/greenway along the river that'll. Sidepath to go along US 64 from Island Creek Rd to Rock Springs Church Rd (a small section across river on Rock Springs Church Rd).



Cleghorn Creek Greenway, Purple Martin Greenway Extension: 🏠 🏌

From: Broad River Greenway I To: existing Purple Martin Greenway I 6.69 miles

Recommend multi-use path/greenway along the creek to connect Broad River to Rutherfordton with a section of side path that will be along Thunder Rd from Coxe & Main St to Old Stonecutter Rd Bike lane on non-side path side of Thunder Rd.



Thunder Rd: 6 1

From: US 74 Bus/Existing US 221 (S Main St) | To: US 74-A (College Ave) | 1.21 miles A sidepath as part of highway project R19 is recommended.



Crestview Park - Golf Club Greenway: 🏂 🏌

From: NC 108 | To: Cottage Ln | 1.18 miles

Recommend a multi-use path/greenway to connect Rutherford Gold Club, Crestview Park, and Purple Martin Greenway.



West Rutherfordton Greenway Connection: 🏡 🏌

From: Mountain/N Washington Sts | To: Purple Martin Greenway | 2.73 miles

Recommend side path to connect NW & W of Rutherfordton, Hospital, and Purple Martin Greenway; following along N Washington St, N/S Ridgecrest Ave, Edwards St, Frosty Ln, Tanner St. Sidewalk on non-side path side of Edwards St & S Ridgecrest Ave (Edwards St to Tryon Rd).

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



R007

HS-Rail Trail Connector, R-S Central HS Driveway: 🔥 🏌

From: Westbrook Dr/R-S Central HS driveway | To: Thompson Rd/US 221 (via driveway & existing

Recommend side path along R-S Central High Schools' connector roads and (future) former path of US 221, Thompson Rd, and Westbrook Rd. Design to accommodate eventual connection to Thermal Belt Rail Trail and Hollands Creek Greenway.



R-S Central HS/Future MS to TBRT Greenway Connection(s): 6 1

From: R-S Central HS/Future MS | To: Thermal Belt Rail Trail | 0.24 miles

Recommend a multi-use path/greenway connector to connect R-S Central High Schools to the Thermal Belt Trail via new location of Broyhill Rd connecting across US 221. Or via existing location of Broyhill Rd, which is to be removed as part of US 221 Bypass, connecting over US 221.



Overmountain Victory Trail (Polk Co. - Spartanburg Co.):

via Lambs Grill Rd from the SC Line (Parris Bridge Rd) to the Rutherford/Polk Line (Chesnee Rd) I

Recommend a Multi-use Path (Overmountain Victory Trail) alongside Lambs Grill Rd as part of Great Trails State network.

Deter St & US 64: 66 1

US 221) I 2.09 miles

From: south end of Deter St I To: US 64/future US 221 NB Ramp/Railroad Ave/TBRT I 0.36 miles

Recommend Overmountain Victory Trail connector side path to be constructed as part of Rutherford Bypass project via Deter St and relocated US 64.

Overmountain Victory Trail: 🔥 🏌

From: Rutherford-Polk Line/Grays Chapel Church Rd I To: Rutherford/McDowell Line I 20.68 miles Recommend a multi-use path (Overmountain Victory Trail) alongside Lambs Grill Rd as part of Great Trails State network.



Proposed Hollands Creek Greenway: 🏡 🏌

From: Thompson Rd | To: Hudlow Rd | 6.11 miles

Recommend a multi-use path/greenway along Hollands Creek.



Proposed Catheys Creek Greenway: 6 1

From: Rock Rd | To: Second Broad River Greenway | 6.54 miles

Recommend a multi-use path/greenway along Catheys Creek.

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



BICYCLE AND PEDESTRIAN BICYCLE AND PEDESTRIAN RECOMMENDATIONS RECOMMENDATIONS APRIL 2022 APRIL 2022

CHAPTER THREE CTP PROJECT PROPOSALS

Proposed Case Branch Greenway: 🏠 🏌

From: Spencer St | To: Prop. Hollands Creek Greenway | 1.74 miles

Recommend a multi-use path/greenway along Case Branch. The spur to connect to baseball fields at JD Melton Memorial Park.

R013

Proposed Charles Deviney Park Greenway: &

From: Spindale St/Campbell St I To: Prop. Case Branch Greenway (at Maintenance Rd/Old Ballpark Rd) I 0.39 miles

Recommend a multi-use path/greenway to connect to Charles Deviney Park.



Watts Rd - TBRT Greenway Connector: 🏡 🏌

From: Watts Rd | To: Thermal Belt Rail Trail | 0.27 miles

Recommend a multi-use path/greenway connector to Rutherford County Walking Path & TBRT.



Shopping Center Connector: 6 1

From: College Ave (US 74-A)/Spindale Plaza Dr I To: Big Lots/Sav-A-Lot bus stop I 1.35 miles

Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to follow along ICC Dr., Spindale Plaza Dr., Callahan Koon Rd., and Withrow Rd. Bike lane & Sidewalk on non-side path side of Withrow Rd.



Parks Greenway: 🏠 🏌

From: W Main St [Forest City] | To: James Crowe Park/Second Broad River Greenway | 2.18 miles Recommend a multi-use path/greenway along creekbed to connect Forest City Parks.



Bostic Spur: 6 1

From: Thermal Belt Rail Trail | To: Downtown Bostic | 3.23 miles

Recommend a multi-use path/rail trail along old railroad from Forest City to Bostic.



Second Broad River Greenway: 🏂 🏌

From: Catheys Creek Greenway I To: Rutherford/Cleveland Line I 19.53 miles

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Recommend a multi-use path/greenway along river and connect to James Crowe Park and Parks Greenway.

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



Thermal Belt Rail Trail SE Extension: 🏠 🏌

From: existing TBRT | To: NS SF Line/NC 120/Webb Rd/Rutherford-Cleveland Line | 7.81 miles

Recommend multi-use path/rail trail extension following old rail right of way.



Cliffside-Ellenboro Trail:

From: Second Broad River Greenway | To: Henrietta St/Main St [Ellenboro] (US 74 Business) | 6.46 miles

Recommend a multi-use path/rail trail following the old railway right-of-way from Cliffside to Ellenboro (includes existing bridge over US 74). Use side path or on-road bike lanes on Henrietta St in Ellenboro.

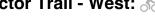


Oak-Oakland Greenway Connector: 🏠 🏌

From: Reservation Dr I To: Thermal Belt Rail Trail at Kentucky St/existing Oakland Rd I 1.1 miles Recommend of multi-use path/greenway following creekbed and a side path along Reservation

Dr.

ICC Connector Trail - West: 🏠 🏌



From: Thunder Rd/College Ave I To: ICC Dr I 1.44 miles

Recommend a multi-use path/greenway parallel to US 74-A.



Brackett's Creek Greenway, ICC Trail Connector - East: 💰 🏌

From: ICC Dr/College Ave I To: Harmon St/Cornwell St/TBRT I 4.43 miles

Recommend a multi-use path/greenway along trails on east side of ICC pond, Brackett's Creek, and parallel to US 74-A from Plaza Dr/Lowes Blvd to S Church St [Forest City]/Bethany Church Rd. Parallel to creekbed from there to Harmon Dr/E Spruce St; side path on Harmon Dr to connect to TBRT.



Copper Mine Branch Greenway: 🔥 🏌

From: Beaver St/Thermal Belt Rail Trail | To: Second Broad River Greenway | 1.99 miles

Recommend multi-use path/greenway along the creek with section of side path along Old Caroleen Rd and Riverside Dr. Bike lane and sidewalk on non-side path side of Old Caroleen Rd.



First Broad River Greenway: 6 1

From: NC 226 at Rutherford/McDowell Linel To: Rutherford/Cleveland Line I 16.09 miles

APRIL 2022

Recommend multi-use path/greenway along Little First Broad River, then along First Broad River. And a side path along NC 226 from Rutherford/McDowell Line to Little First Broad River bridge.

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



BICYCLE AND PEDESTRIAN RECOMMENDATIONS



BICYCLE AND PEDESTRIAN RECOMMENDATIONS



US-64, B150589: 🏂 🏌

From: Henderson/Rutherford Line I To: Chimney Cliffs Dr I 3.23 miles

Recommend Bike Lanes from Lake Lure CTP R027, with sidewalk between Johns Rd & Chimney Cliffs Dr.



US-64:

From: Harris Rd | To: Island Creek Rd (SR 1185) | 4.75 miles

Bike lanes are recommended.



NC 9: 6 1

From: Polk/Rutherford Line I To: US 64/74-A (Memorial Hwy) I 2.48 miles

Bike lanes and sidewalk as part of highway project R15 are recommended.



N Main St [Rutherfordton] (Existing US 221): &

From: US 221A/NC 108 | To: R-S Central HS driveway | 2.79 miles

Bike lanes recommended from Isothermal Regional Bike Plan with an addition of sidewalk from Carnegie Rd to US 64/Mountain St.



Thompson Rd: 🐔

From: US 64 | To: US 221 | 0.97 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



Broyhill Rd:

From: Rock Rd (SR 1520) | To: Thermal Belt Rail Trail | 1.36 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



Oakland Rd: 🔥

From: US 221 | To: Poors Ford Rd/Piney Ridge Rd | 3.2 miles

Recommend Bike lanes from Isothermal Regional Bike Plan and Rutherford County CTP.



★ US-64: 🏂 🏌

From: Washington St (SR 1218) | To: Deter St/OVMT | 0.97 miles

Bike lanes and sidewalk from N Main St to Deter St as part of highway project R17 are recommended.



N Washington St: 🐔

From: Maple Creek Rd (SR 1178) | To: NC 108 | 0.77 miles

Bike lanes are recommended



NC-108: 🔥

From: proposed OVMT | To: Ridgecrest Ave (SR 1166) | 0.54 miles

Bike lanes are recommended.



NC-108, B192961: 🏂 🏌

From: S Ridgecrest Ave (SR 1153) | To: Washington St (SR 1218) | 0.8 miles

Bike lanes and sidewalk is recommended from S Washington St to Main St part of Highway project R10.



US 221A (W Main St & Charlotte Rd) & NC 108 (S Washington St): 🔊 🏌

From: Yelton St | To: Maple/Monfredo Sts (NC 108) | 2.38 miles

Bike lane and sidewalk from Park Lane Dr to Cleghorn St, part of Great Trails State network, as part of highway project R10 are recommended.



US 74 Bus./Existing US 221: 6 1

From: Coxe Rd (SR 1005) | To: Lynch St | 1.41 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



US-221:

From: SC Line I To: Bethany Church Rd (SR 2213) I 9.5 miles

Bike lanes from Isothermal Regional Bike Plan are recommended

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



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



BICYCLE AND PEDESTRIAN RECOMMENDATIONS RECOMMENDATIONS APRIL 2022 APRIL 2022 ★ US 221A (Main St [Spindale]): 6 f



From Smith Grove Rd to Ledbetter Rd & Ohio St to Yelton St I 2.59 miles

Bike lanes and sidewalk from Fairground Rd to Ledbetter Rd & Ohio St to Yelton St are recommended as part of highway project R11.



CHAPTER THREE CTP PROJECT PROPOSALS

US 221A (Main St [Spindale]), R-5918: 6 1

From: Ledbetter Rd (SR 1591) | To: Ohio St | 0.93 miles

Bike lanes and sidewalk, identified in Main St Master Plan, from Ledbetter Rd to Ohio St are recommend.



★ US 221A (Main St [Forest City]): ☆

From: S Church St I To: Smith Grove Rd (SR 1551) I 3.93 miles Bike lane and sidewalk as part of highway project R12 are recommended.



★ US 74 Bus.: 💰 🏌

From: S Broadway St (US 221A) | To: Old US 74 Hwy (SR 1595) | 3.54 miles Bike lanes and sidewalk is recommended as part of highway project R05.

Main St [Forest City] (US 221A/US 74 Bus): 💰

From: S Broadway St (US 221A) | To: S Church St (SR 2213) | 0.38 miles Bike lanes from Isothermal Regional Bike Plan are recommended.



US 74 Bus.:

From: Old US 74 Hwy (SR 1595) I To: Rutherford/Cleveland Line I 7.01 miles Bike lanes from Isothermal Regional Bike Plan are recommended.



Henrietta St:

From: US 74 Business | To: Ellenboro Henrietta Rd (SR 1920) | 0.41 miles Bike lanes from Isothermal Regional Bike Plan are recommended.



Poors Ford Rd:

From: Polk/Rutherford Line I To: Oakland Rd/Piney Ridge Rd I 6.94 miles Bike lanes from Isothermal Regional Bike Plan are recommended.

APRIL 2022



R047

Edwards St: 🔥 🏌

From: Forest Hills Cir I To: Crestview St I 0.65 miles Sidewalk is recommended with the addition of Bike Lanes from Crestview St to Tanner St.



Big Island Rd:

From: Poors Ford Rd (SR 1004) | To: Hopper Rd | 2.15 miles Bike lanes from Isothermal Regional Bike Plan are recommended



Whitesides Rd, B150878:

From: Railroad Ave (US 74-A) | To: Piney Mtn Church Rd (SR 1007) | 7.05 miles Bike lanes from Isothermal Regional Bike Plan are recommended.



Shiloh Rd:

From: US 221 | To: Poors Ford Rd (SR 1004) | 1.69 miles Bike lanes from Isothermal Regional Bike Plan are recommended

Bethany Church Rd: 🐔

From: Piney Ridge Rd (SR 2159) | To: US 221 | 2.18 miles Bike lanes from Isothermal Regional Bike Plan are recommended



S Church St [Forest City]/Bethany Church Rd: & 🛧

From: Hardin Rd (SR 2178) | To: Piney Ridge Rd (SR 2159) | 1.64 miles Bike lanes and sidewalk as part of highway project R09 are recommended.



S Church St [Forest City]: 6 1

From: E Spruce St to Hardin Rd (SR 2178) | 0.96 miles Addition of Bike lanes and sidewalk are recommended.



S Church St [Forest City]:

From: Main St [Forest City] (US 221A) | To: Oak St [Forest City] (SR 2179) | 0.19 miles Bike lanes are recommended.

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



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



BICYCLE AND PEDESTRIAN RECOMMENDATIONS

RECOMMENDATIONS

BICYCLE AND PEDESTRIAN

APRIL 2022

Ellenboro Henrietta Rd: 🐔

From: N Main St [Henrietta] (SR 2134) | To: US 221A | 0.63 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



CHAPTER THREE CTP PROJECT PROPOSALS

Watts Rd:

From: Callahan Koon Rd (SR 2188) | To: Oakland Rd (SR 2169) | 0.43 miles

Bike lanes are recommended.



★ Oak St [Spindale]: ô ∱

From: College Ave (US 74-A) | To: E Main St [Spindale] (US 221A) | 1.44 miles

Bike lanes and sidewalks on both sides of road as part of road diet are recommended as part of highway project R19.



Chase High Rd: 🔥

From: US 221 | To: US 221A | 3.76 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



US-221A, B192898: 🐔

From: Proposed Second Broad River Greenway | To: US 74) | 4.77 miles

Bike Lanes from Isothermal Regional Bike Plan are recommended.

US 221A: 🔥

From: SC Line/Old US 221A Hwy (SR 1993) I To: Whiteline Rd/Haynes Grove Church Rd/Proposed

Cliffside-Ellenboro Trail I 6.43 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



N Main St [Henrietta] & Ellenboro Henrietta Rd: 🔊

From: Dobbinsville Rd/Proposed Cliffside-Ellenboro Trail I To: US 221A I 1.03 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.

Harris Henrietta Rd: 🐔

From: US 221A | To: US 221 | 4.71 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



Ferry Rd: 🔥

From: US 221 | To: Chase High Rd (SR 2210) | 5.06 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



Duke Power Rd: 🚴

From: Cleveland/Rutherford Line I To: US 221A I 0.89 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



Boiling Springs Rd: 🐔

From: Rutherford/Cleveland Line I To: US 221A I 0.43 miles

Bike lanes from Isothermal Regional Bike Plan are recommended

Cliffside St: 💰

From: Boiling Springs Rd (SR 1003) | To: Boiling Springs Rd (SR 1003) | 0.44 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



NC-120: 💰

From: US 221A | To: Rutherford/Cleveland Line | 4.67 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



Race Path Church Rd: 🐔

From: NC 120 | To: US 74 Bus. | 3.08 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



US 221A:

From: SC Line/Old US 221A Hwy (SR 1993) | To: Whiteline Rd/Haynes Grove Church Rd/Proposed Cliffside-Ellenboro Trail | 6.43 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



Piney Mtn Church Rd: 🐔

From: Old Hollis Rd (SR 1776) I To: US 74 Business I 0.93 miles

Bike lanes from Isothermal Regional Bike Plan are recommended

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



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

BICYCLE AND PEDESTRIAN
RECOMMENDATIONS

THE POPTRANE

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

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Bostic Sunshine Hwy, Main St [Bostic], & NC 226: 🚓

From: US 74 Business | To: NC 226/First Broad River bridge | 14.38 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



CHAPTER THREE CTP PROJECT PROPOSALS

Coxe Rd:

From: Union Rd (SR 1153) | To: Proposed Cleghorn Creek Greenway | 1.11 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



Hudlow Rd:

From: Rock Rd (SR 1520) | To: Weatherstone Dr (SR 1604) | 7.42 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.

Hudlow Rd: 6 1

From: Weatherstone Dr (SR 1604) | To: US 221A (Main St) | 0.68 miles

Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve

future congestion



Smith Grove Rd:

From: US 221A | To: Hudlow Rd (SR 1510) | 1.25 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



Lincoln Rd:

From: Hudlow Rd | To: Forest Lake Rd | 0.61 miles Connecting bike lane segments are recommended.

Forest Lake Rd:

From: Hudlow Rd (SR 1510) | To: Rock Corner Rd (SR 1549) | 1.88 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



Old Caroleen Rd: 🏠 🏌

From: S Broadway St (US 221A) | To: US 221A | 4.8 miles

Bike lanes from Isothermal Regional Bike Plan, and sidewalk from Coventry Ln to Copper Branch

Greenway are recommended.

Mt Pleasant Church Rd:

From: Old Caroleen Rd (SR 1901) | To: US 221A | 1.58 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



Pine St:

From: US 221 | To: Mt Pleasant Church Rd (SR 1906) | 1.45 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



Pointer Rd:

From: Piney Ridge Rd (SR 2159) | To: US 221 | 1.25 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



Cherry Mountain St, Church St [Bostic], East High Rd: &

From: Crowe Park Rd | To: US 74 Business | 4.09 miles

Bike lanes from Isothermal Regional Bike Plan are recommended.



★ Oak St [Forest City] (east extension): 🔥 🏌

From: S Broadway St (US 221A) | To: E Main St [Forest City] (US 74 Bus.) | 1.68 miles

Bike lanes and sidewalk on new location roadway are recommended as part of highway project R08.



Piney Ridge Rd: 🔥 🏌

From: Oakland Rd (SR 2169) | To: Oak St Ext (SR 2241) | 2.3 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



Piney Ridge Rd & Doggett Rd: 🔥

From: Oak St Ext (SR 2241) | To: US 221A | 4.62 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



Oak St [Forest City]: 🐔

From: Butler Rd | To: Young St | 0.8 miles

Bike lanes are recommended as part of highway project R13.

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



★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN

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



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BICYCLE AND PEDESTRIAN

Butler Rd: 6 1

From: College Ave (US 74-A) | To: Piney Ridge Rd (SR 2159) | 0.58 miles

Bike lanes from Forest City Bike Plan are recommended

R082

CHAPTER THREE CTP PROJECT PROPOSALS

Hardin Rd: 🏂 🏌

From: Bethany Church Rd (SR 2213) | To: Main Dr (SR 2183) | 2.11 miles

Bike lanes, Sidewalk from Bethany Church Rd to Forest St and Kent Dr to Main Dr, and a

connection to Thermal Belt Rail Trail at Main Dr are recommended.

Horn Bottom Rd, Vance St:

From: Rock Corner Rd (SR 1549) | To: US 221 | 1.08 miles

Bike lanes from Forest City Bike Plan are recommended.

R084

Daniel Rd & Duke St: 🏠 🏌

From: W Main St [Forest City] (US 221A) | To: Piney Ridge Rd (SR 2159) | 3.24 miles

Bike lanes from Forest City Bike Plan is recommended. A sidewalk is also advised.

Shopping Center Connector: 6 1

From: College Ave (US 74-A)/Spindale Plaza Dr I To: Big Lots/Sav-A-Lot bus stop I 1.35 miles

Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to follow along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, and Withrow Rd. Bike lane & Sidewalk on non-side path side of Withrow Rd.

Withrow Rd: 6 1

From: W Main St [Forest City] (US 221A) | To: Oakland Rd (SR 2169) | 4.22 miles

Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to be along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, Withrow Rd. Use of Bike lane & Sidewalk on non-side path side of Withrow Rd.

Ledbetter Rd: 6 1

From: Pennsylvania Ave I To: Shenandoah Dr (SR 1553) I 0.97 miles

Bike lanes from Spindale Bike Plan are recommended.

R087

Spindale St: 6 1

From: West St (SR 1544) | To: Main St [Spindale] (US 221A) | 0.57 miles

Sidewalk is recommended.

Spindale St: 6 1

From: West St (SR 1544) | To: US 221 | 0.02 miles

Sidewalks are recommended.



Old US 74 Hwy: 🐔

From: Pinehurst Rd (SR 1571) | To: US 74 | 1.14 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



Hollis Rd:

From: Short Rd (SR 1777) | To: US 74 Business | 1.35 miles

Bike lanes from Isothermal Regional Bike Plan are recommended



Oakland Rd: 🔥 🏌

From: Piney Ridge Rd (SR 2159) | To: Withrow Rd (SR 2185) | 2.02 miles

Bike lanes and sidewalk as part of highway project R07 are recommended.

Oakland Rd: 🌴 🏌

From: Withrow Rd | To: Spinner St/prop. realigned Oakland Rd | 0.48 miles

Bike Lanes from Isothermal Regional Bike Plan are recommended. A sidewalk from Rutherford County CTP is also advised.

Oakland Rd (realigned): *

From: Spinner St/Existing Oakland Rd I To: E Main St [Spindale] (US 221A) I 0.06 miles

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A sidewalk is recommended as part of highway project R48.



West St: 6 1

From: Spindale St (SR 1546) | To: Railroad Ave (US 74-A) | 1.66 miles

Bike lanes and sidewalk from Spindale Bike Plan are recommended.

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



★ Denotes Highway Incidental **BICYCLE AND PEDESTRIAN RECOMMENDATIONS**

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

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

APRIL 2022

★ Old Ballpark Rd: ★

From: Stonecutter St | To: End of proposed sidewalk | 0.32 miles Sidewalk is recommended as part of highway project R40.

Old Ballpark Rd: *

From: Falcon Ln | To: Stonecutter St | 0.01 miles Sidewalk from local plan is recommended.

Butler Rd: 🏌

From: Oak St Ext (SR 2241) | To: Piney Ridge Rd (SR 2159) | 0.02 miles

Sidewalk from local plan is recommended.

Butler Rd: 🏌

From: Oak St Ext (SR 2241) | To: College Ave (US 74-A) | 0.4 miles

Sidewalk from local plan is recommended.

Brackett Rd: *

From: Washington St (SR 2173) | To: Bethany Church Rd (SR 2213) | 0.54 miles

Sidewalk from local plan is recommended.

Washington St: 🏌

From: Brackett Rd (SR 2177) | To: US 221 | 0.47 miles

Sidewalk from local plan is recommended.

US-221A, B192898: 🏂 🏌

From: US 74 | To: E Main St [Forest City] (US 74 Bus.) | 1.38 miles

A Sidewalk from local plan is recommended as part of highway project R23.

Oakland Rd (existing): 🏌

From: Spinner St | To: Kentucky St/Thermal Belt Rail Trail | 0.14 miles

Sidewalks are recommended.

Icc Loop Rd: 🏌

From: Piney Ridge Rd (SR 2159) | To: Piney Ridge Rd (SR 2159) | 0.8 miles

A sidewalk throughout ICC campus is recommended

Icc Dr: 🏂

From: US 74-A | To: Icc Loop Rd (SR 2246) | 0.22 miles

A sidewalk throughout ICC campus is recommended.



Island Creek Rd: 🏌

From: NC 9 | To: Lake Lure Classical Academy | 0.17 miles

A sidewalk is recommended as part of highway project R16.



US-74-A: 🏌

From: Whitesides Rd (SR 1538) | To: US 221A (Charlotte Rd) | 1.06 miles

A sidewalk is recommended as part of highway project R20.



N Cleghorn St: 🏌

From: US 221 | To: Green St | 0.35 miles

A sidewalk on a local street at Rutherfordton is recommended.



N Oak St [Spindale]: 6 1

From: W Main St [Spindale] | To: Spindale Elementary School | 0.08 miles

Sidepath (local street) to connect Thermal Belt Rail Trail to Elementary School; sidewalk on non-sidepath side of road

N Oak St: 66 1

From: W Main St [Spindale] | To: Spindale Elementary School | 0.07 miles

A side path (local street) to connect Thermal Belt Rail Trail to Spindale Elementary School with a sidewalk on the non-side path side of road is recommended.

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Stonecutter St: 🏌

From: Old Ballpark Rd (SR 1547) | To: Spindale St (SR 1546) | 0.3 miles

A sidewalk on a local street at Spindale is recommended

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

APRIL 2022



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



BICYCLE AND PEDESTRIAN RECOMMENDATIONS

RECOMMENDATIONS

BICYCLE AND PEDESTRIAN

Church St: *

From: Steward St (SR 1593) | To: Old Ballpark Rd (SR 1547) | 0.39 miles

A sidewalk on a local street at Spindale is recommended.

Spencer St: 🏌

From: Mill St I To: Eastwood St I 0.25 miles

A sidewalk on a local street at Spindale is recommended.

Poplar St: 🏌

From: Spindale St (SR 1546) | To: Florida Ave | 0.24 miles

Sidewalk on local street (Spindale)

Florida Ave: 🏌

From: Poplar St I To: Ledbetter Rd (SR 1591) I 0.42 miles A sidewalk on a local street at Spindale is recommended.

Kentucky St: 🏌

From: Oakland Rd (SR 2169) | To: Kansas St | 0.2 miles A sidewalk on a local street at Spindale is recommended.

Edwards St: 🏌

From: Kentucky St I To: Oakland Rd (SR 2169) I 0.22 miles

A sidewalk on a local street at Spindale is recommended.

Ryans Dr: 🏌

From: Plaza Dr I To: Plaza Dr I 0.18 miles

A sidewalk on local street at Forest City is recommended.

Plaza Dr: 🏌

From: Oak St Ext (SR 2241) | To: Lowes Blvd | 0.23 miles

A sidewalk on local street at Forest City is recommended.

Learning Pkwy: 🐔

From: Horn Bottom Rd (SR 1585) | To: End of road | 0.6 miles

A segment of bike lane on Rock Rd on the other side of road than side path from Pineview Dr to Broyhill Rd is recommended.

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

Turner St: 🏌

From: US 221 | To: Mcdaniel St | 0.39 miles

A sidewalk on a local street at Forest City is recommended.



Forest St: 🏌

From: Reid St I To: Hamilton St I 0.47 miles

A sidewalk on a local street at Forest City is recommended.



Mcnair Dr: 🏌

From: US 221 | To: End of road | 0.07 miles

A sidewalk on a local street at Forest City is recommended.



W Trade St: 🏌

From: Church St (SR 1576) | To: Mcnair Dr | 0.44 miles A sidewalk on a local street at Forest City is recommended.



E Trade St: *

From: Church St (SR 1576) | To: DEAD-END | 0.16 miles A sidewalk on a local street at Forest City is recommended.



Elizabeth Ave: 🏌

From: US 74 | To: Eastover Dr | 0.13 miles

A sidewalk on a local street at Forest City is recommended.



W 6th St: 🏌

From: US 221 | To: Washington St (SR 1218) | 0.09 miles

A sidewalk on a local street at Rutherfordton is recommended.



E 7th St, Proposed E 7th St: 🏌

From: US 221 | To: N Cleghorn St | 0.13 miles

A sidewalk on a local street at Rutherfordton is recommended. An extension of sidewalk through park is also advised.

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

BICYCLE AND PEDESTRIAN RECOMMENDATIONS



BICYCLE AND PEDESTRIAN RECOMMENDATIONS

APRIL 2022

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* Arcade St: 🔥 🏌

From: US 64 (west int.) | To: US 64 (east int.) | 0.19 miles

Bike lanes on a local street are recommended in accordance with Lake Lure Downtown Master Plan. A sidewalk between Bottomless Pools Dr & US 64/74-A is also advised.



★ Proctor Rd: 🏂 🏌

From: Arcade St | To: Proposed Lake Lure Pkwy | 0.3 miles

Bike lane and sidewalk are recommended as part of highway project R56.



Green St, B150878: 🔥 🏌

From: N Main St (existing US 221) | To: Railroad Ave (US 74-A) | 1.36 miles

Bike lanes and a sidewalk, on a local road, from Isothermal Regional Bike Plan are recommended.



Cherry Mountain St: & *

From: Luckadoo St | To: Crowe Park Rd | 1.44 miles

Bike lanes and a sidewalk from Isothermal Regional Bike Plan are recommended.



★ Hudlow Rd: 🔥 🏌

From: Weatherstone Dr (SR 1604) | To: US 221A | 0.96 miles

Bike lanes and sidewalk as part of of highway project R06 are recommended.



Ledbetter Rd: 🔥 🏌

From: E Main St (US 221A) | To: Pennsylvania Ave | 0.14 miles

Bike lanes and sidewalk from Spindale Bike Plan are recommended.

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



BICYCLE AND PEDESTRIAN RECOMMENDATIONS APRIL 2022 **APRIL 2022** 108

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 Foothills Regional CTP.

Area	Dates	Type
McDowell County		Adoption
Marion		Adoption
Old Fort		Adoption
Polk County		Adoption
Saluda		Adoption
Columbus		Adoption
Tryon		Adoption
Rutherford County		Adoption
Forest City		Adoption
Lake Lure		Adoption
Rutherfordton		Adoption
Spindale		Adoption
Bostic		Adoption
Chimney Rock Village		Adoption
Ellenboro		Adoption
Foothills RPO		Endorsement
N.C. Board of Transportation		Adoption

Adoption and endorsement resolutions are available in the Approval Resolutions section of the <u>Appendix</u>. Any future amendments must be adopted by the corresponding municipality (if applicable) and county impacted by the change.

UNADDRESSED DEFICIENCIES

This section identifies any deficiencies that were identified during the development of the plan, but, for varying reasons, recommendations were not made.

- **9** In Polk County, N.C. 108 from Harmon Field/Howard Gap Roads to Columbus is expected to be near capacity by 2045. It was determined that the best course of action would be to monitor traffic issues on N.C. 108 and make no recommendation at this time.
- ♥ In Tryon, Trade St (U.S. 176) from N.C. 108 to Oak/Pacolet Streets is expected to be near capacity by 2045. Given the low speeds and Trade Street's nature as the main street through town, it was determined that there was no need for any recommendation to be made at this time.

More detail can be found in the Unaddressed Deficiencies section of the Appendix.

DISCLAIMER

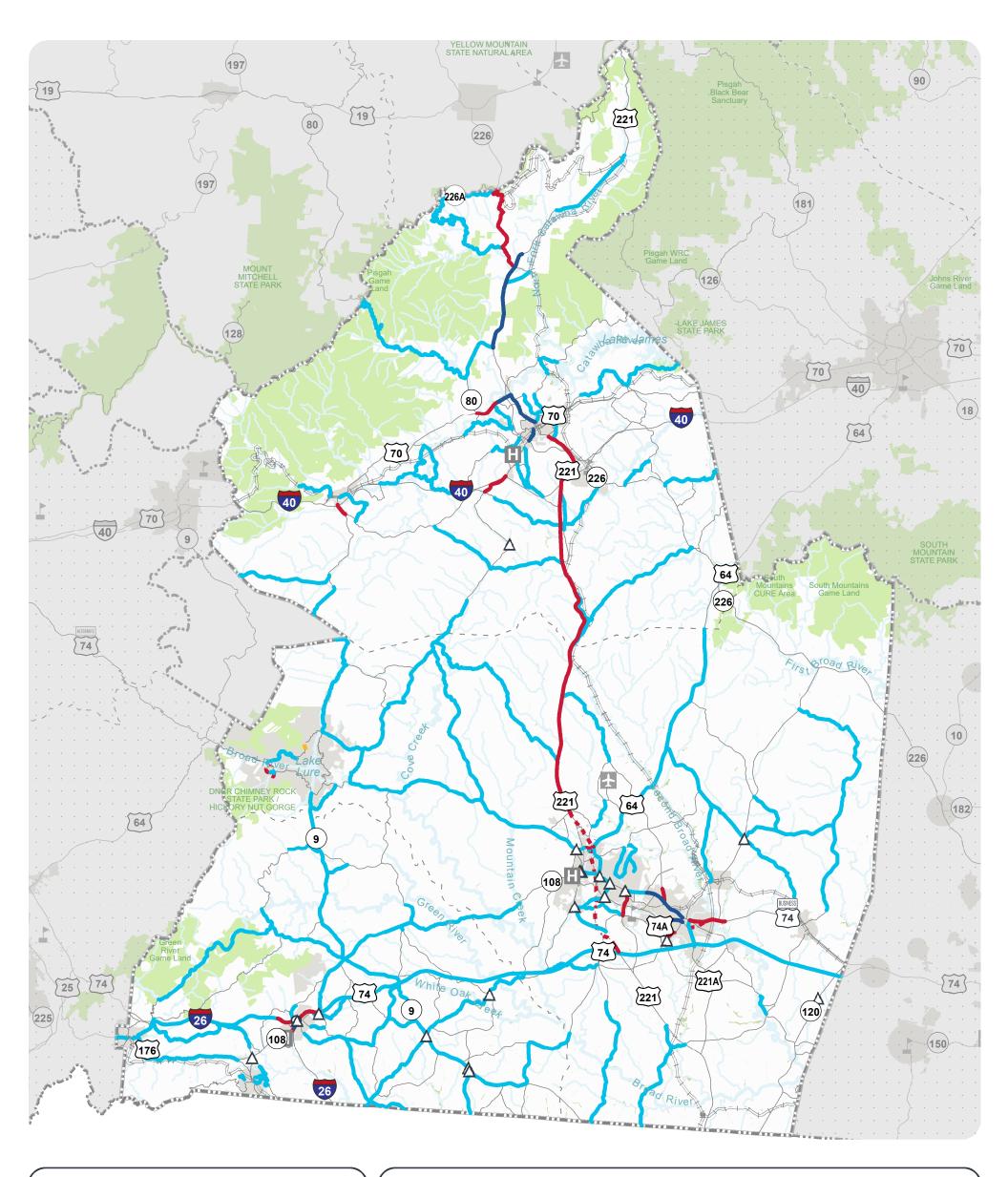
This report documents the work of the Foothills Regional Comprehensive Transportation Plan study.

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

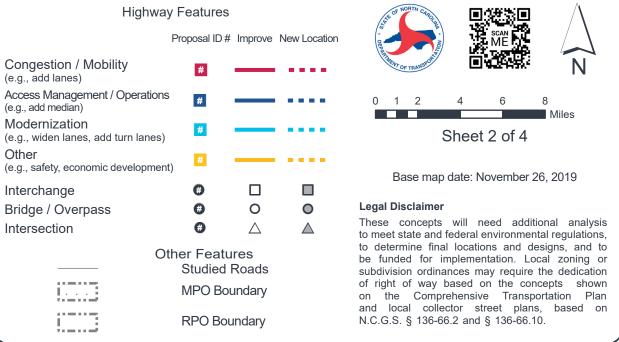
- Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
- Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
- Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue, use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

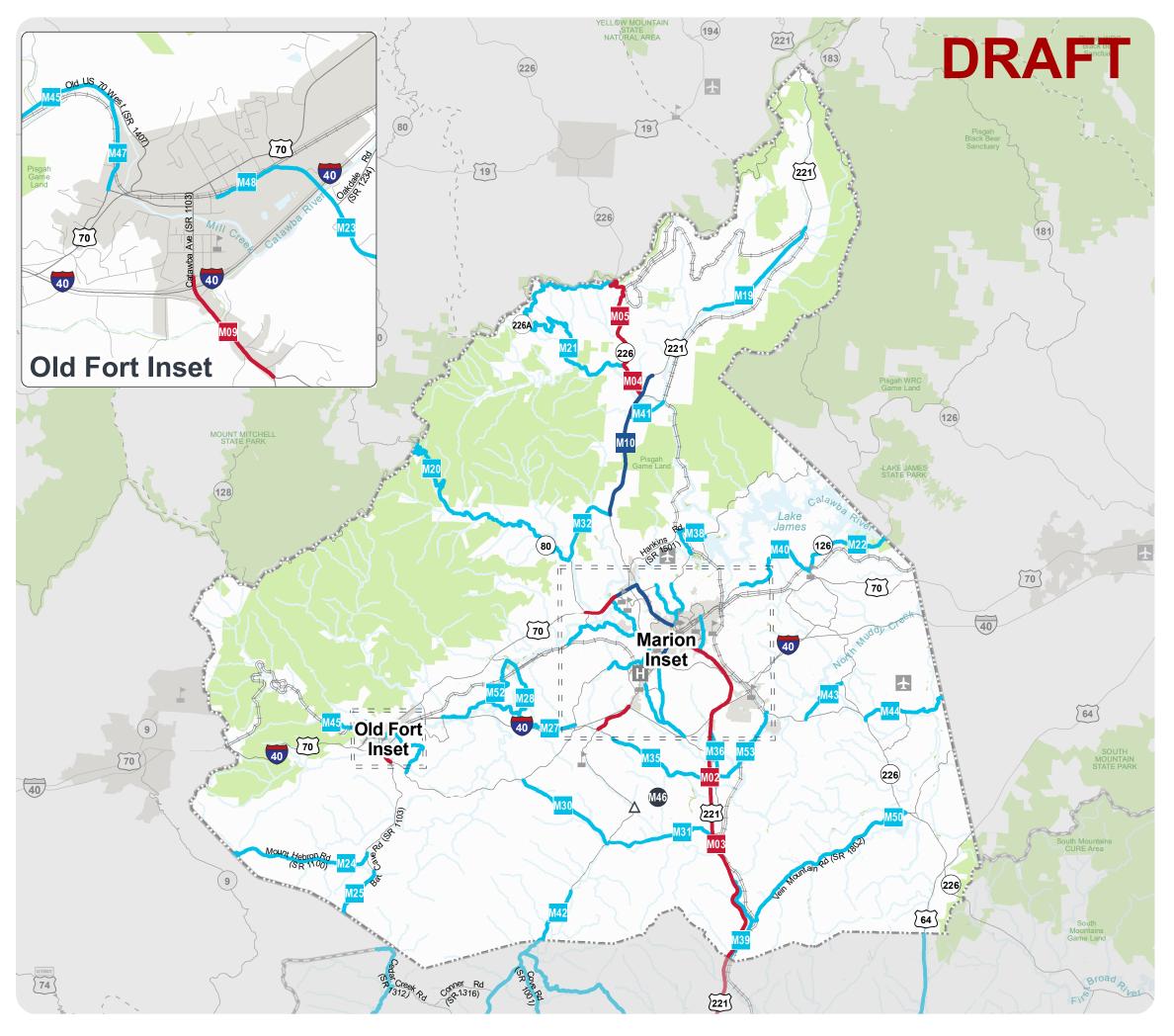
Primary sources from which this data was compiled must be consulted for verification of information contained in this report.

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Proposals that address identified needs through 2045



McDOWELL COUNTY

part of the Foothills Regional Comprehensive Transportation Plan

Highway Features

Proposal ID # Improve New Location

(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)

Congestion / Mobility

Interchange

Bridge / Overpass

Intersection

#

Other Features

Studied Roads

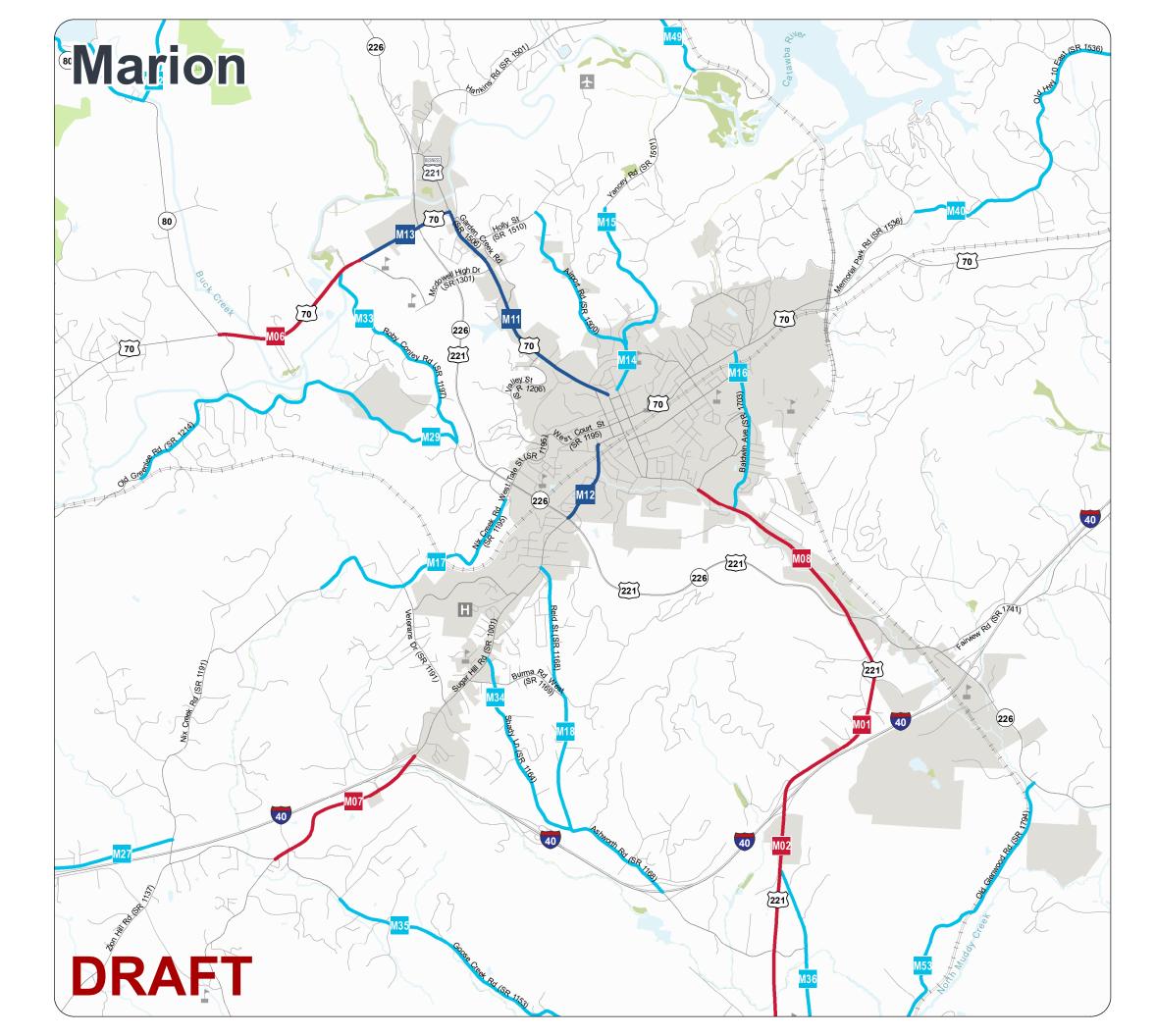


Sheet 2A of 4

Base map date: March 18, 2018

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.



Proposals that address identified needs through 2045



McDOWELL COUNTY Marion Inset

part of the Foothills Regional 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

Other Features

Studied Roads

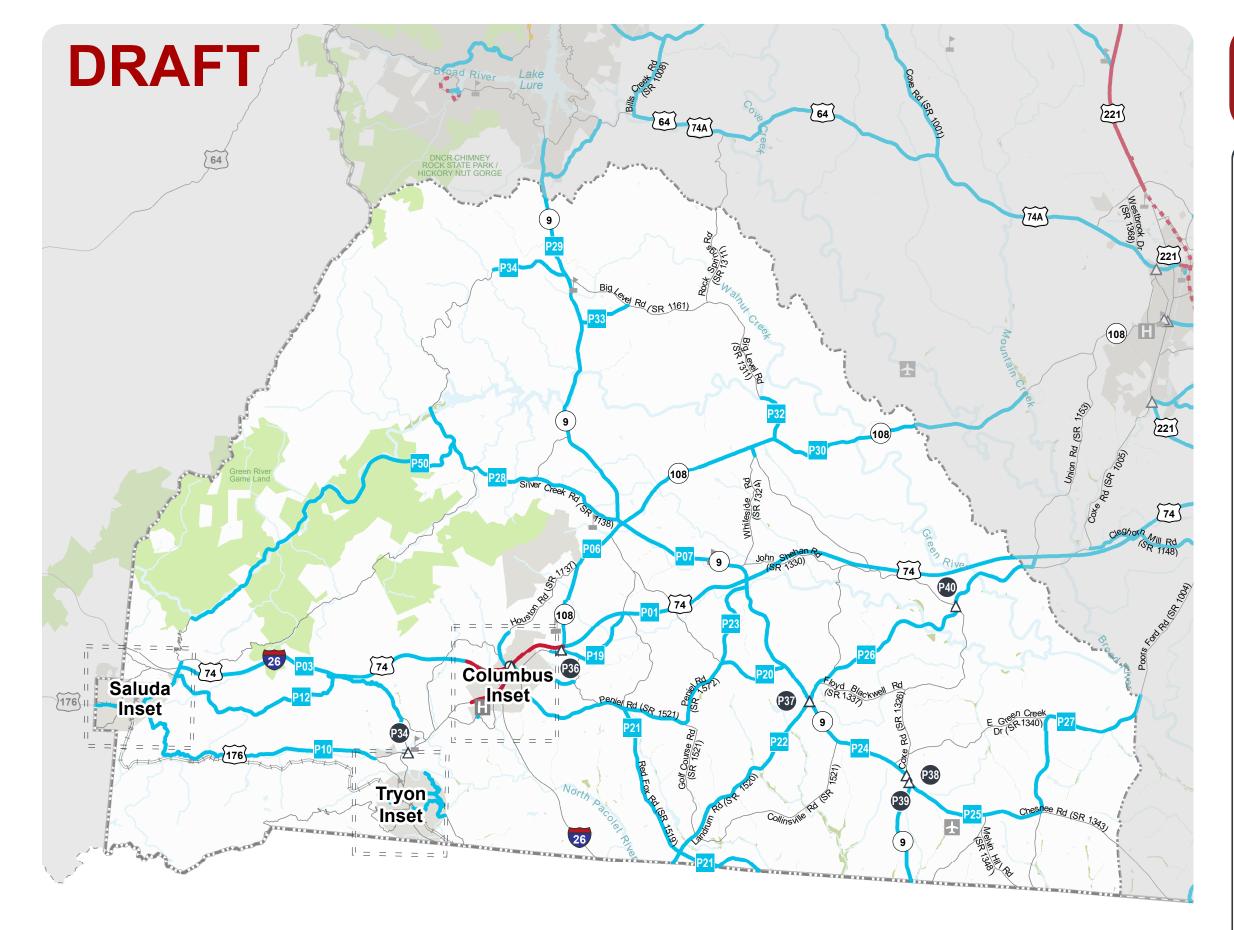
More plan info:
qrco.de/isothermal-ctp

Sheet 2B of 4

Base map date: March 18, 2018

Legal Disclaimer

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Proposals that address identified needs through 2045



part of the Foothills Regional 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) (e.g., safety, economic development) Interchange Bridge / Overpass Intersection

Other Features

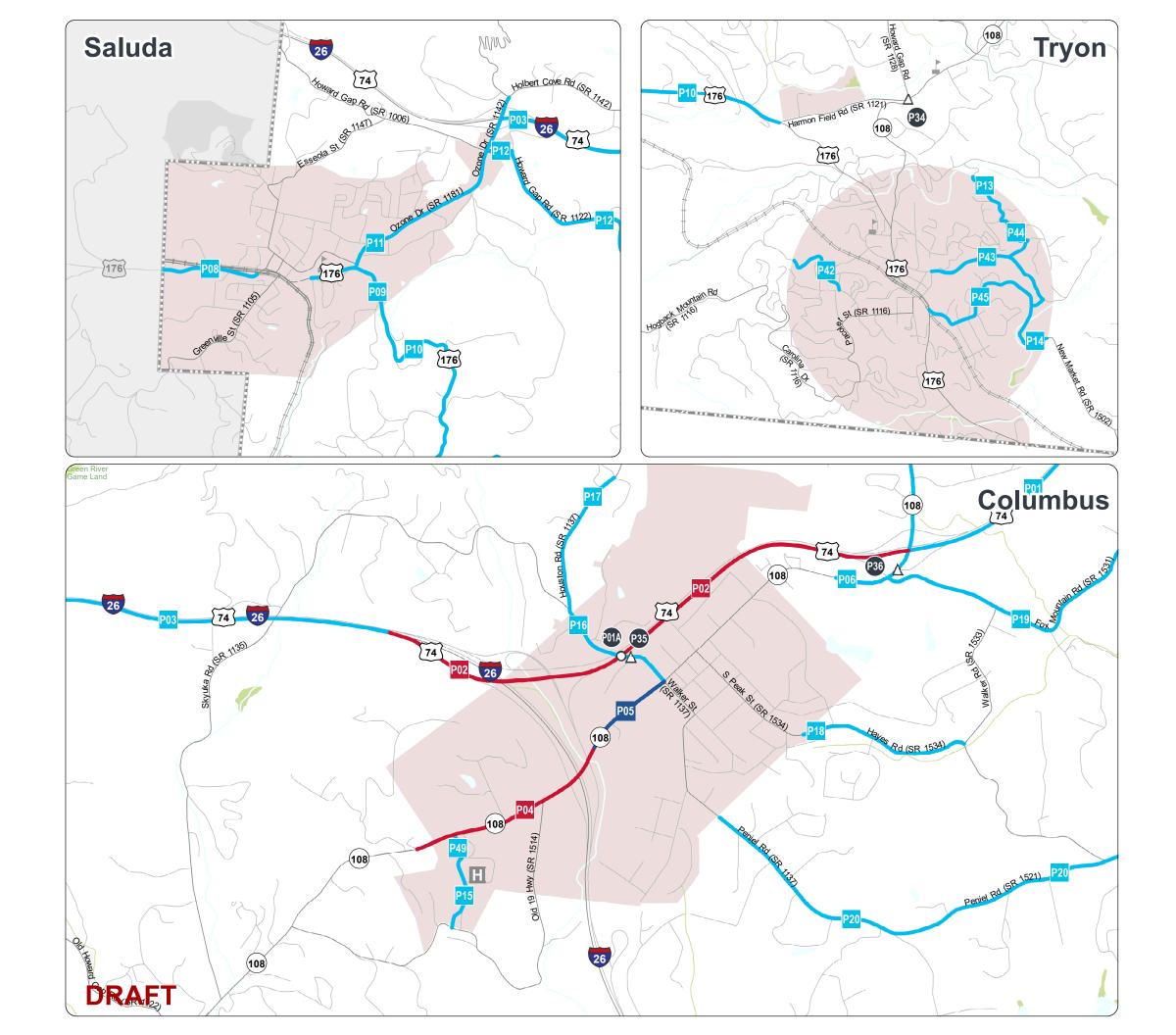
Studied Roads



Base map date: March 18, 2018

Legal Disclaimer

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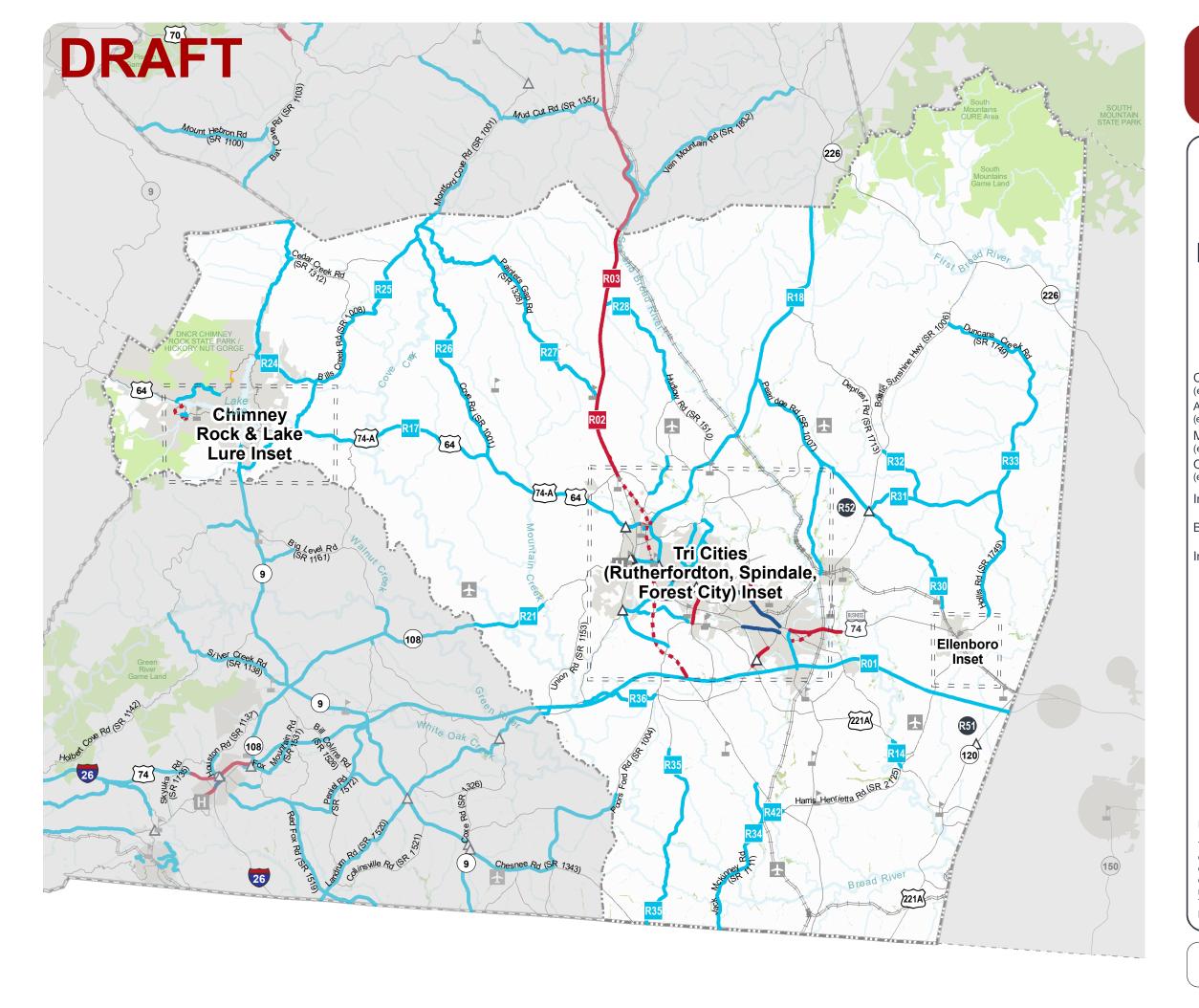
Highway Recommendation Insets

Proposals that address identified needs through 2045



Legal Disclaimer

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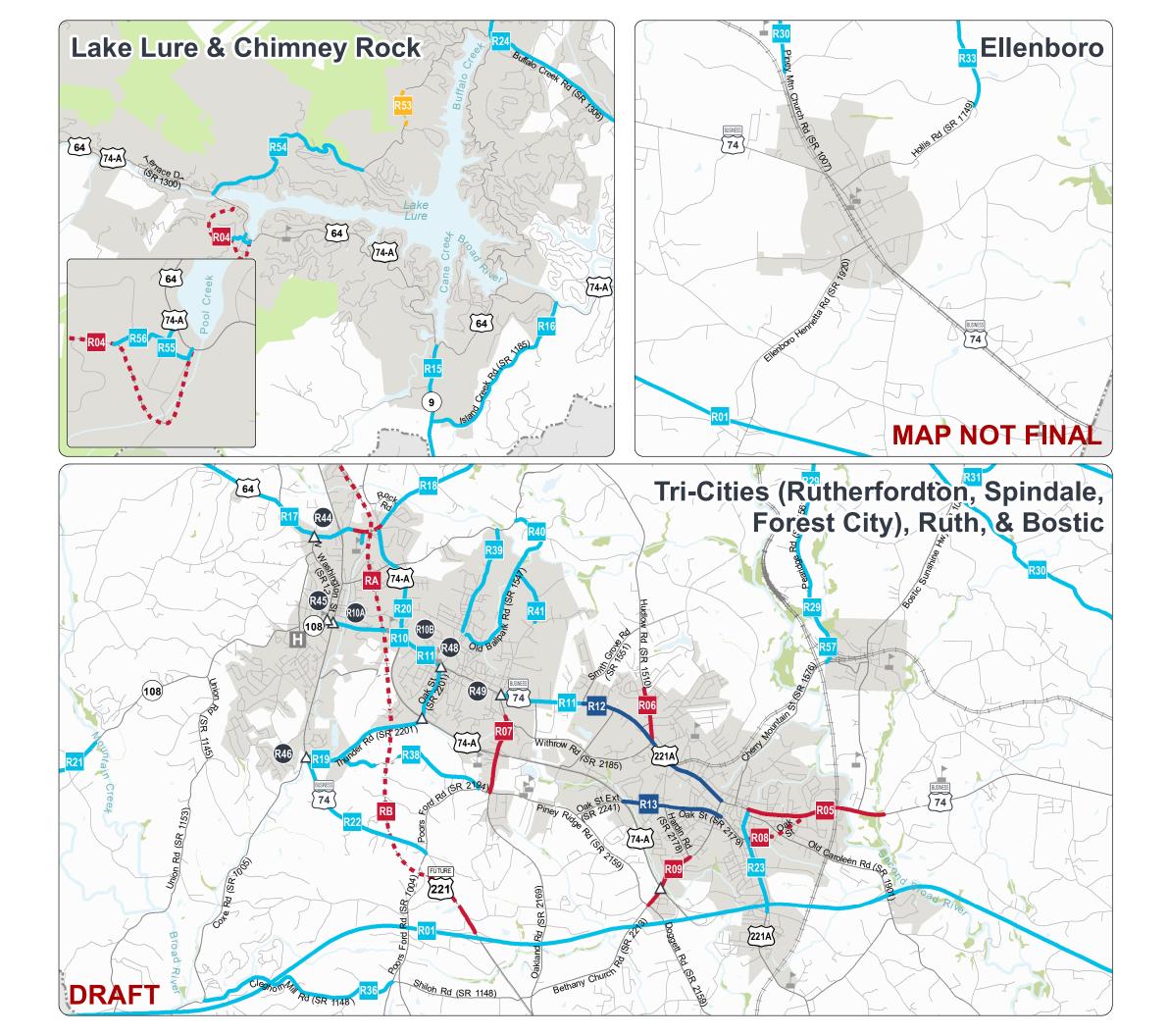
Proposals that address identified needs through 2045



Sheet 2A of 4
Base map date: March 18, 2018

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.



Highway Recommendation Insets

Proposals that address identified needs through 2045



These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

Rutherford County Highway Recommendations

Map ID	<u>Local ID</u>	Improvement Type	Recommendation Name	<u>Limits</u>	Length in Miles	Modes	<u>Description</u>	<u>Identified Need</u>
R01	RUTH20003-H	Modernization	US 74	From: Polk/Rutherford Line To: Rutherford/Cleveland Line	16.8	н	Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.	US 74 between I-26 and I-85 is a Strategic Transportation Corridor in the state. This Strategic Transportation Corridor is envisioned to be a freeway cross-section with a minimum of 4 lanes, a median, and interchange-only access.
R02	R-2597A	Congestion	US-221	From: Roper Loop Rd (SR 1366) To: Nanneytown Rd (SR 1325)	5.25	Н	Widen to 4 lanes, divided to improve mobility and traffic flow along the US 221 corridor. Currently programmed in the 2020-2029 STIP for ROW in 2029 and construction post year.	US 221 is a regionally significant corridor connecting I-40 to US 74. It has high truck traffic (10-15%) and lacks essential passing and turn lanes which can significantly increase travel times causing congestion at intersections.
R03	R-2597B	Congestion	US-221	From: Nanneytown Rd (SR 1325) To: McDowell County Line	5.73	н	Widen to 4 lanes, divided to improve mobility along the US 221 corridor. This will help improve mobility and safety on uphill portions.	US 221 is a regionally significant corridor connecting I-40 to US 74. There is significant truck traffic (1 15%) along this corridor. Currently, US 221 lacks essential passing and turn lanes which can significantly increase travel times causing congestion at intersections.
R04	RUTH20011-H	Congestion	Proposed Lake Lure Pkwy	From: US 64 To: Arcade St/US 64	1.1	Н	New road to connect Chimney Rock State Park to Downtown Lake Lure to improve safety and mobility and relieve congestion through downtown Lake Lure.	y US 64/74-A through Lake Lure is congested due to the topography of the road, tourism, and season traffic.
R05	RUTH20010-H	Congestion	US 74 Bus.	From: US 221A (S Broadway St) To: Old US 74 Hwy (SR 1595)	1.77	Н,В,Р	Widen to 3 lanes with center turn lane; add bike lanes and sidewalk to improve safety and mobility, and relieve congestion.	E Main St [Forest City] is projected to be nearing or over capacity. This creates congestion and inhib mobility along this corridor, and there are no multimodal facilities to allow travel from downtown across the river.
R06	RUTH40014-H	Congestion	Hudlow Rd	From: Weatherstone Dr (SR 1604) To: US 221A (Main St)	0.68	Н,В,Р	Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.	Hudlow Rd is projected to be near capacity. This road experiences congestion, particularly near the intersection with Main St, and mobility is inhibited as a result.
R07	RUTH40022-H	Congestion	Oakland Rd	From: Piney Ridge Rd (SR 2159) To: Withrow Rd (SR 2185)	1.01	Н,В,Р	Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.	Oakland Rd is projected to be near capacity, which causes congestion and inhibits mobility along the corridor.
R08	RUTH40027-H	Congestion	Oak St [Forest City] (east extension)	From: S Broadway St (US 221A) To: E Main St [Forest City] (US 74 Bus.)	0.84	Н,В,Р	New roadway (extension): 4 lane, divided; add bike lanes & sidewalk to improve mobility and relieve congestion.	Oak St [Forest City] is a major east-west corridor, parallel to Main St which is nearing or over capacit The connector between Oak and Main, S Broadway St, is also nearing or over capacity. A road bypassing downtown Forest City is needed to relieve congestion on these roads.
R09	RUTH40026-H	Congestion	S Church St [Forest City]/Bethany Church Rd	From: Hardin Rd (SR 2178) To: Piney Ridge Rd (SR 2159)	0.82	H,B,P	Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.	Bethany Church Rd and S Church St [Forest City] are projected to be over capacity, which causes congestion and inhibits mobility.
R10	RUTH20009-H	Modernization	US 221A (W Main St & Charlotte Rd) & NC 108 (S Washington St)	From: Yelton St To: Maple/Monfredo Sts (NC 108)	1.19	Н,В,Р	Modernization: Add bike lanes & sidewalk; includes intersection improvements at Main St [Rutherfordton] & Railroad Ave (US 74-A) to improve safety, mobility and multimodal connectivity; from Park Lane Dr to Cleghorn St part of Great Trails State network.	This corridor will be impacted by the Rutherfordton Bypass; there is currently congestion at the intesections with Main St [Rutherfordton] and at US 74-A.
R10A	RUTH20012-H	Bridge/Intersection	Charlotte Rd (US 221A)/S Washington St (NC 108)	Intersection with Main St [Rutherfordton] (US 74 Business/Existing US 221)	0	Н	Reconfigure intersection and adjust traffic signals to improve mobility and reduce congestion.	This intersection is currently a four-way split phase traffic signal, which limits the flow of traffic. Intersection improvements are needed to improve mobility and relieve congestion.
R10B	RUTH20013-H	Bridge/Intersection	College Ave/Railroad Ave (US 74-A)	Intersection with Charlotte Rd/W Main St [Spindale] (US 221A)	0	н	Add additional left turn lane to US 74-A westbound to improve mobility and reduce congestion.	Charlotte Rd/Main St [Spindale] is a major corridor; the intersection at US 74-A (Railroad Ave/Collegenee), currently experiences congestion and inhibited mobility.
R11	RUTH20008-H	Modernization	US 221A (Main St [Spindale])	From Smith Grove Rd to Ledbetter Rd & Ohio St to Yelton St	1.44	Н,В,Р	Modernization: intersection improvements, add median where appropriate; add bike lanes and sidewalk to improve safety, mobility and multimodal connectivity.	Main St in Spindale is projected to be nearing capacity, which creates congestion and inhibits mobil There are numerous businesses along this corridor, and turning movements creates more congestion and poses a safety risk.
R12	RUTH20007-H	Access Management	US 221A (Main St [Forest City])	From: S Church St To: Smith Grove Rd (SR 1551)	2.25	Н,В,Р	Access Management: remove center turn lane and add median; driveway consolidation; add bike lanes & sidewalk to improve mobility and multimodal conncetivity.	Main St is projected to be over capacity, which creates congestion and inhibits mobility. There are numerous businesses along this corridor, and turning movements creates more congestion and pos a safety risk.
R13	RUTH40023-H	Access Management	Oak St [Forest City]	From: College Ave (US 74-A) To: Young St	1.28	Н,В	Access Management; improvements for business access and pedestrian crossings to improve safety and mobility; add bike lanes from Butler Rd to Young St.	Oak St [Forest City] is a five-lane facility serving as a key east-west connection across Forest City; eas of Young St it has a median. For safety purposes and allowing better access, a median and multimod elements are needed.
R14	R-3612	Modernization	US-221A	From: Ellenboro Henrietta Rd (SR 1920) To: Melton St (SR 1941)	1.05	Н,В	Modernization: 12-foot lanes with paved shoulder to improve safety and mobility.	US 221A averages a road width of 22-feet wide (two 11-foot wide lanes) and contains tight curves. The horizontal and veritcal alignment causes impacts to mobility and safety.
R15	RUTH30001-H	Modernization	NC 9	From: Polk/Rutherford Line To: US 64/74-A	1.24	H,B,P	Modernize Roadway: Widen lanes from 10 feet to 11 feet wide, add bike lanes throughout, and add sidewalks to both sides to improve safety, mobility, and multimodal connectivity.	NC 9 from the Polk County Line to US 64/74-A in Lake Lure is currently 20 feet wide (two 10 foot wid lanes), which is not up to modern design standards, thus impacting mobility and safety. NC 9 also lad multimodal facilities to connect to downtown.
R16	RUTH40010-H	Modernization	Island Creek Rd	From: NC 9 To: US 64	1.93	H,P	Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidewalk from NC 9 to Lake Lure Classical Academy school entrance.	Island Creek Rd is currently about 20 feet wide (two 10 foot wide lanes) with no shoulder, which is up to modern design standards, thus impacting mobility and safety.
R17	RUTH20001-H	Modernization	US 64/74-A	From: Bills Creek Rd (SR 1008) To: Deter St	13.38	H,M,B,P	Modernize Roadway: add passing lanes, turn lanes, and add paved shoulder; sidepath (Broad River Greenway) alongside road from Bills Creek Rd to Rock Springs Church Rd.	US 64/74-A from Lake Lure to Rutherfordton currently has no paved shoulder, and only a few turn lanes, which is not up to modern design standards, thus impacting mobility and safety.
R18	RUTH20002-H	Modernization	US 64	From: Long St (SR 1598) To: Rutherford/McDowell Line	13.05	Н	Modernize Roadway: add passing lanes, turn lanes, and add paved shoulder to improve mobility and safety.	US 64 from Ruth to the McDowell County Line currently has no paved shoulder, and only a few turn lanes, which is not up to modern design standards, thus impacting mobility and safety.
R19	RUTH40025-H	Modernization	Thunder Rd & Oak St [Spindale]	From: US 221 To: E Main St [Spindale] (US 221A)	2.39	H,M,B,P	Modernize corridor to improve safety and mobility; road diet on Oak St [Spindale] - reduce lanes from 4 to 3); Intersection improvements at US 74-A & W Main St [Spindale]; multi-use path alongside Thunder Rd or Stonecutter Creek from existing US 221 to US 74-A.	Thunder Rd is 20 feet wide (two 10 foot wide lanes) on average; Oak St [Spindale] is a 4-lane, undivided facility that is not projected to have traffic anywhere near capacity for a 4-lane facility; C St and Thunder Rd is a key multimodal corridor.
R20	RUTH20006-H	Modernization	US 74-A	From: US 64 To: US 221A (Charlotte Rd)	1.57	H,P	Modernization: 12 foot wide lanes and add paved shoulder with intersection improvements to improve safety and mobility.	US 74-A between US 221A and US 64 is projected to be over capacity and is congested due to truck traffic, which in turn inhibits mobility.

Rutherford County Highway Recommendations

Map ID	<u>Local ID</u>	Improvement Type	Recommendation Name	<u>Limits</u>	Length in Miles	<u>Modes</u>	<u>Description</u>	<u>Identified Need</u>
R21	RUTH30002-H	Modernization	NC-108	From: Polk/Rutherford Line To: Sims Sandpit Rd (SR 1193)	2.66	Н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	NC 108 is currently between 20 and 21 feet wide (two 10/10.5 foot wide lanes) on average, which is not up to modern design standards, thus impacting mobility and safety.
R22	RUTH20005-H	Modernization	US 74 Bus./Existing US 221	From: Poors Ford Rd (SR 1004) To: Coxe/Thunder Rds	2.12	Н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road currently has lane widths which are not up to modern design standards, thus impacting mobility and safety.
R23	RUTH20004-H	Modernization	US 221A (S Broadway St)	From: US 74 To: US 74 Bus. (E Main St [Forest City])	1.38	Н,Р	Modernize roadway, adding curb & gutter and sidewalk (where it currently does not exist) to improve safety and mobility.	US 221A/S Broadway St between US 74 and Main St [Forest City] currently has sections that lack curb 8 gutter, which is not up to modern design standards.
R24	RUTH40011-H	Modernization	Cedar Creek Rd & Buffalo Creek Rd	From: Cedar Creek Rd/Buncombe- Rutherford Line To: Buffalo Creek Rd/Bills Creek Rd (SR 1008)	8.41	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R25	RUTH40004-H	Modernization	Bills Creek Rd	From: US 64 To: Cove Rd (SR 1001)	8.96	Н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R26	RUTH40001-H	Modernization	Cove Rd	From: McDowell/Rutherford Line To: US 64	10	Н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R27	RUTH40012-H	Modernization	Painters Gap Rd	From: US 221 To: Cove Rd (SR 1001)	10.37	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R28	RUTH40013-H	Modernization	Hudlow Rd	From: US 221 To: Rock Rd (SR 1520)	4.69	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R29	RUTH40017-H	Modernization	Pearidge Rd	From: Brick Rd (SR 1583) To: Piney Mtn Church Rd (SR 1007)	3.67	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R30	RUTH40003-H	Modernization	Piney Mountain Church Rd	From: Pearidge Rd (SR 1561) To: Old Hollis Rd (SR 1776)	10.81	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R31	RUTH40021-H	Modernization	Salem Church Rd	From: Hollis Rd (SR 1749) To: Main St (SR 1006)	4.86	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R32	RUTH40019-H	Modernization	South Mtn Rd	From: Freewill Baptist Ch Rd (SR 1708) To: Main St (SR 1006)	2.31	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R33	RUTH40020-H	Modernization	Hollis Rd	From: Main St (SR 1006) To: Short Rd (SR 1777)	13.17	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R34	RUTH40006-H	Modernization	Jack Mckinney Rd	From: SC Line (Henderson Rd) To: US 221	5.86	Н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R35	RUTH40005-H	Modernization	Big Island Rd	From: Hopper Rd To: SC Line (Big Island Rd)	6.78	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R36	RUTH40008-H	Modernization	Cleghorn Mill Rd	From: Poors Ford Rd (SR 1004) To: Coxe Rd (SR 1005)	2.78	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R37	RUTH40002-H	Modernization	Coxe Rd	From: Polk/Rutherford Line (Ken Miller Rd) To: Union Rd (SR 1153)	0.18	Н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R38	RUTH40024-H	Modernization	Old Stonecutter Rd	From: Poors Ford Rd (SR 2194) To: Thunder Rd (SR 2201)	1.77	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R39	RUTH40029-H	Modernization	Spindale St	From: Whitesides Rd To: West St	1.41	Н	Modernization: Add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
R40	RUTH40016-H	Modernization	Old Ballpark Rd & Old Ross Rd	From: Stonecutter St To: Whitesides Rd	2.36	Н,Р	Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidewalk from Stonecutter St to Case Branch.	Old Ballpark Rd & Old Ross Rd are currently 21 feet wide (two 10.5 foot wide lanes) on average, which is not up to modern design standards, thus impacting mobility and safety.
R41	RUTH40030-H	Modernization	Ledbetter Rd	From: Shenandoah Dr To: Old Ballpark Rd	0.78	Н	Modernization: Add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
R42	RUTH40007-H	Modernization	Hogan Rd & Harris Henrietta Rd	From: Jack Mckinney Rd (SR 1111) To: US 221	0.77	Н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R43	RUTH40015-H	Modernization	Rock Rd	From: Oscar Justice Rd (SR 1523) To: Broyhill Rd (SR 1535)	1.58	н,м	Modernization: add paved shoulder to improve safety and mobility.	This road currently lacks paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
R44	R-5917	Bridge/Intersection	US 64/74-A (N Washington St/W Mountain St)	Intersection with N Washington St & Hickory St	0	н	Improve intersection by realigning Frady St, Hickory St and N Washington St to create through movement on US 64 or installing roundabout to improve safety and mobility; 2020-29 STIP - ROW 2029, Con. post year.	The intersection of US 64/74-A, N Washington St, Frady St, & Hickory St, is currently set up for a free-flow movement on S Washington St (pre-1994 US 74). Mobility and operations improvements are needed.
R45	R-5916	Bridge/Intersection	NC 108 (Maple St/S Washington St)	Intersection with S Washington St & Monfredo St	0	Н	Install roundabout to improve safety and mobility.	The intersection of NC 108/Maple St, NC 108/S Washington St, & Monfredo St is currently set up for a free-flow movement on S Washington St (pre-1994 US 74). Mobility and operations improvements are

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

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Rutherford County Highway Recommendations

Map ID	<u>Local ID</u>	Improvement Type	Recommendation Name	<u>Limits</u>	Length in Miles	<u>Modes</u>	<u>Description</u>	<u>Identified Need</u>
R46	R-5880	Bridge/Intersection	Coxe Rd/Thunder Rd	Intersection with existing US 221 (US 74 Bus.)	0	Н	Improve intersection by adding turn lanes to Coxe & Thunder Rds or installing roundabout to improve safety and mobility; 2020-29 STIP - ROW 2029, Con. post year.	The intersection of US 221, Coxe Rd & Thunder Rd is currently a 4-way intersection with no turn lanes. Making left turns on any leg of this intersection is difficult. Safety and mobility improvements are needed.
R47	RUTH20014-H	Bridge/Intersection	US 74-A (College Ave)	Intersection with Thunder Rd/S Oak St [Spindale]	0	Н	Extend turn lanes and add pedestrian crossings to improve safety and mobility.	The intersection of Thunder Rd/Oak St [Spindale] and US 74-A falls along a major multimodal corridor in the county; thus, intersection improvements, including new crosswalks, are needed to improve the safety and mobility across this intersection.
R48	RUTH20015-H	Bridge/Intersection	W Main St [Spindale] (US 221A)	Intersection with Oak St [Spindale]	0	н	Add right turn lane on Main St to improve mobility and safety.	The intersection of Oak St and Main St currently has a combined through and right lane on Main St east. However, the turning movement from Main St east to Oak St south is sufficient to warrant a right turn-only lane, which would improve the mobility and relieve congestion at the intersection.
R49	R-5918	Bridge/Intersection	Oakland Rd	From: Spinner St To: E Main St [Spindale] (US 221A) and Ledbetter Rd	0.2	Н	Realign Oakland Rd to intersect Main St at Ledbetter Rd with either a traffic signal or roundabout to improve mobility and safety; add sidewalk; 2020-29 STIP - ROW 2029, Con. post year.	The intersection of Oakland Rd and Main St [Spindale] is currently a narrow, angled intersection, where Oakland Rd is aligned with Kentucky St. This intersection can thus become congested, and mobility inhibited.
R50	RUTH20016-H	Bridge/Intersection	US 74-A (College Ave)	Intersection with S Church St [Forest City]/Bethany Church Rd	0	н	Extend turn lanes and add pedestrian crossings to improve safety and mobility.	The intersection of Bethany Church Rd/S Church St & US 74-A currently has short turn lanes on Bethany Church/S Church St. To improve mobility and relieve congestion, this intersection needs to be improved.
R51	RUTH30003-H	Bridge/Intersection	NC 120	Intersection with Old Mooresboro, Race Path Church, Franklin, & Goode Rds	0	Н	Install roundabout to improve safety and mobility.	This intersection is currently a six-legged intersection, which creates sight distance and safety issues for traffic turning to and from each of the legs. This intersection needs to be improved to address this.
R52	RUTH40028-H	Bridge/Intersection	Bostic Sunshine Hwy	Intersection with Andrews Mill, Salem Church, & Piney Mountain Rds	0	н	Install roundabout at intersection with Salem Church and Piney Mountain Church Rd to improve mobility and safety; realign all roads to avoid impacting historic district; add bike lanes to Bostic Sunshine Hwy (south of intersection) & Salem Church Rd.	This intersection is currently a five-legged intersection. Improving this intersection would improve safety and mobility, but doing so must avoid impacting the historic district to the maximum extent possible. Bike accommodations should be made.
R53	RUTH50004-H	Other (Safety, etc.)	Old Sand Branch Rd Ext	From: Carsons Way To: Old Sand Branch Rd	0.41	н	New 2-lane road to connect to Rumbling Bald resort for increased mobility, connectivity, and improve Emergency Response times.	Rumbing Bald Resort is currently accessed from Lake Lure by going around 3 sides of the lake. Lack of access on the west side of the lake could delay response times. To improve access to the resort for Emergency Medical Services, it is recommended to build a new road on the south side of the resort.
R54	RUTH50001-H	Modernization	Boys Camp Rd & Village Blvd	From: US 64 To: Village Blvd/Carsons Way Ln	2.14	н	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
R55	RUTH50003-H	Modernization	Arcade St	From: US 64 (west int.) To: US 64 (east int.)	0.16	H,B,P	Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add grassy buffer and sidewalks.	In accordance with Lake Lure's vision for downtown, this road should be improved to connect to the proposed Lake Lure Pkwy to improve safety and mobility.
R56	RUTH50002-H	Modernization	Proctor Rd	From: Arcade St To: Proposed Lake Lure Pkwy	0.15	Н,В,Р	Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add grassy buffer and sidewalks.	In accordance with Lake Lure's vision for downtown, this road should be improved to connect to the proposed Lake Lure Pkwy to improve safety and mobility.
R57	RUTH40018-H	Modernization	Brick Rd	From: Church St (SR 1576) To: Pearidge Rd (SR 1561)	0.42	н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
R58	RUTH40009-H	Modernization	Union Rd	From: US 74 To: Coxe Rd (SR 1005)	0.23	Н	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
RA	R-2233BB	Congestion	US 221 (Rutherford Bypass)	From: Laurel Hill Rd Bridge To: Roper Loop Rd (SR 1366); multiple other roads	4.98	H,M,B,P	New Location 4-lane expressway (Laurel Hill to Thompson/Broyhill Rds), then widen US 221 to 4-lane "superstreet" design from Thompson/Broyhill to Roper Loop to improve safety and mobility and relieve congestion along the existing US 221 corridor.	US 221 through Rutherfordton is projected to be nearing or over capacity. In order to relieve congestion and improve mobility along the corridor, a bypass of the town is most feasible.
RB	R-2233BA	Congestion	US 221 (Rutherford Bypass)	From: US 74 WB Ramp To: Charlotte Rd (US 221A)	3.81	Н	Widen Existing US 221 from US 74 to Torrington Rd (driveway), then New Location 4-lane expressway to Laurel Hill Rd overpass to improve safety and mobility and relieve congestion along the existing US 221 corridor.	US 221 through Rutherfordton is projected to be nearing or over capacity. In order to relieve congestion and improve mobility along the corridor, a bypass of the town is most feasible.

Map ID	Local ID	Improvement Type	Recommendation Name	<u>Limits</u>	Length in Miles	Modes	<u>Description</u>	<u>Identified Need</u>
R001	RUTH00001-M	Multiuse Path	Thermal Belt - Peavine Connector Trail	From: end of existing TBRT (Gilkey) To: Rutherford/McDowell Line	6.7	М	Recommend multi-use Path and a Rail trail extension following the rail line that would connect to Marion & Peavine Rail Trail.	This recommendation is needed to provide a multimodal connection to historic places. It would connect the communities of Gilkey, Thermal City, Union Mills.
R002	RUTH00002-M	Multiuse Path	Broad River Greenway	From: Lake Lure To: Cleveland County Line	42.17	М	Recommend multi-use path/greenway along the river that'll. Sidepath to go along US 64 from Island Creek Rd to Rock Springs Church Rd (a small section across river on Rock Springs Church Rd).	This recommendation is needed to provide a multimodal connection to historic places, and neighboring counties. It would connect the communities of Uree, Riverbend to Lake Lure.
R003	RUTH00003-M	Multiuse Path	Cleghorn Creek Greenway, Purple Martin Greenway Extension	From: Broad River Greenway To: existing Purple Martin Greenway	6.69	М	Recommend multi-use path/greenway along the creek to connect Broad River to Rutherfordton with section of side path that will be along Thunder Rd from Coxe & Main St to Old Stonecutter Rd Bike lar on non-side path side of Thunder Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic
R004*	RUTH40035-HM	Multiuse Path	Thunder Rd	From: US 74 Bus/Existing US 221 (S Main St) To: US 74-A (College Ave)	1.21	H,M	A sidepath as part of highway project R19 is recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R005	RUTH00004-M	Multiuse Path	Crestview Park - Golf Club Greenway	From: NC 108 To: Cottage Ln	1.18	М	Recommend a multi-use path/greenway to connect Rutherford Gold Club, Crestview Park, and Purple Martin Greenway.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities. It would connect to the community of Forest Hills to the Tri-Cities urbanized area.
R006	RUTH00005-M	Multiuse Path	West Rutherfordton Greenway Connection	From: Mountain/N Washington Sts To: Purple Martin Greenway	2.73	М	Recommend side path to connect NW & W of Rutherfordton, Hospital, and Purple Martin Greenway; following along N Washington St, N/S Ridgecrest Ave, Edwards St, Frosty Ln, Tanner St. Sidewalk on non-side path side of Edwards St & S Ridgecrest Ave (Edwards St to Tryon Rd).	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities. It would connect to the community of Fernwood to the Tri-Cities urbanized area.
R007	RUTH00006-M	Multiuse Path	HS-Rail Trail Connector, R-S Central HS Driveway	From: Westbrook Dr/R-S Central HS driveway To: Thompson Rd/US 221 (via driveway & existing US 221)	2.09	М	Recommend side path along R-S Central High Schools' connector roads and (future) former path of U 221, Thompson Rd, and Westbrook Rd. Design to accommodate eventual connection to Thermal Belt Rail Trail and Hollands Creek Greenway.	
R008	RUTH00007-M	Multiuse Path	R-S Central HS/Future MS to TBRT Greenway Connection(s)	From: R-S Central HS/Future MS To: Thermal Belt Rail Trail	0.24	М	Recommend a multi-use path/greenway connector to connect R-S Central High Schools to the Therma Belt Trail via new location of Broyhill Rd connecting across US 221. Or via existing location of Broyhill Rd,which is to be removed as part of US 221 Bypass, connecting over US 221.	
R009	RUTH40001-M	Multiuse Path	Overmountain Victory Trail (Polk Co Spartanburg Co.)	via Lambs Grill Rd from the SC Line (Parris Bridge Rd) to the Rutherford/Polk Line (Chesnee Rd)	0.03	М	Recommend a Multi-use Path (Overmountain Victory Trail) alongside Lambs Grill Rd as part of Great Trails State network.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities, schools, and neighboring counties. It would connect the communities of Mount Vernon, Logan, Sandy Springs to the Tri-Cities urbanized area.
R009	RUTH40001-M	Multiuse Path	Deter St & US 64	From: south end of Deter St To: US 64/future US 221 NB Ramp/Railroad Ave/TBRT	0.36	М	Recommend Overmountain Victory Trail connector side path to be constructed as part of Rutherford Bypass project via Deter St and relocated US 64.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R009	RUTH40001-M	Multiuse Path	Overmountain Victory Trail	From: Rutherford-Polk Line/Grays Chapel Church Rd To: Rutherford/McDowell Line	20.68	М	Recommend a multi-use path (Overmountain Victory Trail) alongside Lambs Grill Rd as part of Great Trails State network.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities, schools, and neighboring counties. It would connect the communities of Mount Vernon, Logan, Sandy Springs to the Tri-Cities urbanized area.
R010	RUTH00008-M	Multiuse Path	Proposed Hollands Creek Greenway	From: Thompson Rd To: Hudlow Rd	6.11	M	Recommend a multi-use path/greenway along Hollands Creek.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Thermal Valley to the Tri-Cities urbanized area.
R011	RUTH00010-M	Multiuse Path	Proposed Catheys Creek Greenway	From: Rock Rd To: Second Broad River Greenway	6.54	М	Recommend a multi-use path/greenway along Catheys Creek.	This recommendation is needed to provide a multimodal connection to historic places.
R012	RUTH00011-M	Multiuse Path	Proposed Case Branch Greenway	From: Spencer St To: Prop. Hollands Creek Greenway	1.74	М	Recommend a multi-use path/greenway along Case Branch. The spur to connect to baseball fields at JD Melton Memorial Park.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect rural areas to the Tri-Cities urbanized area.
R013	RUTH00012-M	Multiuse Path	Proposed Charles Deviney Park Greenway	From: Spindale St/Campbell St To: Prop. Case Branch Greenway (at Maintenance Rd/Old Ballpark Rd)	0.39	М	Recommend a multi-use path/greenway to connect to Charles Deviney Park.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R014	RUTH00024-M	Multiuse Path	Watts Rd - TBRT Greenway Connector	From: Watts Rd To: Thermal Belt Rail Trail	0.27	М	Recommend a multi-use path/greenway connector to Rutherford County Walking Path & TBRT.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R015	RUTH00013-M	Multiuse Path	Shopping Center Connector	From: College Ave (US 74-A)/Spindale Plaza Dr To: Big Lots/Sav-A-Lot bus stop	1.35	М	Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to follow along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, and Withrow Rd. Bike lane & Sidewalk on non-side path side of Withrow Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Bakersville to the Tri-Cities urbanized area.
R016	RUTH00014-M	Multiuse Path	Parks Greenway	From: W Main St [Forest City] To: James Crowe Park/Second Broad River Greenway	2.18	М	Recommend a multi-use path/greenway along creekbed to connect Forest City Parks.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect the communities of Pinecrest, River Hills to the Tri-Cities urbanized area.
R017	RUTH00015-M	Multiuse Path	Bostic Spur	From: Thermal Belt Rail Trail To: Downtown Bostic	3.23	М	Recommend a multi-use path/rail trail along old railroad from Forest City to Bostic.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect Bostic to the Tri-Cities urbanized area.
R018	RUTH00016-M	Multiuse Path	Second Broad River Greenway	From: Catheys Creek Greenway To: Rutherford/Cleveland Line	19.53	М	Recommend a multi-use path/greenway along river and connect to James Crowe Park and Parks Greenway.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would connect the communities of Avondale, River Hills, Caroleen, Cliffside, Henrietta to the Tri-Cities urbanized area.
R019	RUTH00017-M	Multiuse Path	Thermal Belt Rail Trail SE Extension	From: existing TBRT To: NS SF Line/NC 120/Webb Rd/Rutherford-Cleveland Line	7.81	М	Recommend multi-use path/rail trail extension following old rail right of way.	This recommendation is needed to provide a multimodal connection to commercial areas, schools, and neighboring counties. It would connect rural areas to the Tri-Cities urbanized area.

Map ID	<u>Local ID</u>	Improvement Type	Recommendation Name	<u>Limits</u>	Length in Miles	Modes	<u>Description</u>	<u>Identified Need</u>
R020	RUTH00018-M	Multiuse Path	Cliffside-Ellenboro Trail	From: Second Broad River Greenway To: Henrietta St/Main St [Ellenboro] (US 74 Business)	6.46	M	Recommend a multi-use path/rail trail following the old railway right-of-way from Cliffside to Ellenboro (includes existing bridge over US 74). Use side path or on-road bike lanes on Henrietta St in Ellenboro.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect Ellenboro to the Tri-Cities urbanized area.
R021	RUTH00019-M	Multiuse Path	Oak-Oakland Greenway Connector	From: Reservation Dr To: Thermal Belt Rail Trail at Kentucky St/existing Oakland Rd	1.1	М	Recommend of multi-use path/greenway following creekbed and a side path along Reservation Dr.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect to the community of Ellington Heights to the Tri-Cities urbanized area.
R022	RUTH00020-M	Multiuse Path	ICC Connector Trail - West	From: Thunder Rd/College Ave To: ICC Dr	1.44	M	Recommend a multi-use path/greenway parallel to US 74-A.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would connect the communities of Ellington Heights, Bakersville, Frog Level to the Tri-Cities urbanized area.
R023	RUTH00021-M	Multiuse Path	Brackett's Creek Greenway, ICC Trail Connector - East	From: ICC Dr/College Ave To: Harmon St/Cornwell St/TBRT	4.43	М	Recommend a multi-use path/greenway along trails on east side of ICC pond, Brackett's Creek, and parallel to US 74-A from Plaza Dr/Lowes Blvd to S Church St [Forest City]/Bethany Church Rd. Parallel to creekbed from there to Harmon Dr/E Spruce St; side path on Harmon Dr to connect to TBRT.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect the communities of Bakersville, Pinecrest to the Tri-Cities urbanized area.
R024	RUTH00022-M	Bike and Ped	Copper Mine Branch Greenway	From: Beaver St/Thermal Belt Rail Trail To: Second Broad River Greenway	1.99	M,B,P	Recommend multi-use path/greenway along the creek with section of side path along Old Caroleen R and Riverside Dr. Bike lane and sidewalk on non-side path side of Old Caroleen Rd.	d This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R025	RUTH00023-M	Multiuse Path	First Broad River Greenway	From: NC 226 at Rutherford/McDowell Line To: Rutherford/Cleveland Line	16.09	М	Recommend multi-use path/greenway along Little First Broad River, then along First Broad River. And a side path along NC 226 from Rutherford/McDowell Line to Little First Broad River bridge.	This recommendation is needed to provide a multimodal connection to historic places, and neighboring counties.
R026	RUTH20001-BP	Bike and Ped	US-64	From: Henderson/Rutherford Line To: Chimney Cliffs Dr	3.23	B,P	Recommend Bike Lanes from Lake Lure CTP R027, with sidewalk between Johns Rd & Chimney Cliffs Dr.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, state parks, and neighboring counties. It would connect rural areas to Chimney Rock Village, Lake Lure.
R027	RUTH20002-B	Bicycle	US-64	From: Harris Rd To: Island Creek Rd (SR 1185)	4.75	В	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect rural areas to Lake Lure.
R028*	RUTH30001-HBP	Bike and Ped	NC 9	From: Polk/Rutherford Line To: US 64/74-A (Memorial Hwy)	2.48	Н,В,Р	Bike lanes and sidewalk as part of highway project R15 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R029	RUTH20005-BP	Bike and Ped	N Main St [Rutherfordton] (Existing US 221)	From: US 221A/NC 108 To: R-S Central HS driveway	2.79	В,Р	Bike lanes recommended from Isothermal Regional Bike Plan with an addition of sidewalk from Carnegie Rd to US 64/Mountain St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Thermal Valley to the Tri-Cities urbanized area.
R030	RUTH40016-B	Bicycle	Thompson Rd	From: US 64 To: US 221	0.97	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This corridor provides connection(s) to other parts of the network using roads suitable for cycling and/or walking.
R031	RUTH40020-B	Bicycle	Broyhill Rd	From: Rock Rd (SR 1520) To: Thermal Belt Rail Trail	1.36	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places.
R032	RUTH40047-B	Bicycle	Oakland Rd	From: US 221 To: Poors Ford Rd/Piney Ridge Rd	3.2	В,Р	Recommend Bike lanes from Isothermal Regional Bike Plan and Rutherford County CTP.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect the communities of Oakland Heights, Frog Level, Danieltown to the Tri-Cities urbanized area.
R033*	RUTH20001-HBP	Bike and Ped	US-64	From: Washington St (SR 1218) To: Deter St/OVMT	0.97	H,B,P	Bike lanes and sidewalk from N Main St to Deter St as part of highway project R17 are recommended	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R034	RUTH40015-B	Bicycle	N Washington St	From: Maple Creek Rd (SR 1178) To: NC 108	0.77	В	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
	RUTH30001-B	Bicycle	NC-108	From: proposed OVMT To: Ridgecrest Ave (SR 1166)	0.54	В	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities. It would expand the multimodal network within the Tri-Cities urbanized area
R036	RUTH30002-BP	Bike and Ped	NC-108	From: S Ridgecrest Ave (SR 1153) To: Washington St (SR 1218)	0.8	B,P	Bike lanes and sidewalk is recommended from S Washington St to Main St part of Highway project R10.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R037*	RUTH20015-HBP	Bike and Ped	US 221A (W Main St & Charlotte Rd) & NC 108 (S Washington St)	From: Yelton St To: Maple/Monfredo Sts (NC 108)	2.38	H,B,P	Bike lane and sidewalk from Park Lane Dr to Cleghorn St, part of Great Trails State network, as part of highway project R10 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R038	RUTH20004-B	Bicycle	US 74 Bus./Existing US 221	From: Coxe Rd (SR 1005) To: Lynch St	1.41	В,Р	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
	RUTH20003-B	Bicycle	US-221	From: SC Line To: Bethany Church Rd (SR 2213)	9.5	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools, and neighboring counties. It would connect the communities of Brice, Danieltown, Harris.
R040*	RUTH20014-HBP	Bike and Ped	US 221A (Main St [Spindale])	From Smith Grove Rd to Ledbetter Rd & Ohio St to Yelton St	2.59	Н,В,Р	Bike lanes and sidewalk from Fairground Rd to Ledbetter Rd & Ohio St to Yelton St are recommended as part of highway project R11.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R041	RUTH20009-BP	Bike and Ped	US 221A (Main St [Spindale])	From: Ledbetter Rd (SR 1591) To: Ohio St	0.93	В,Р	Bike lanes and sidewalk, identified in Main St Master Plan, from Ledbetter Rd to Ohio St are recommend.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R042*	RUTH20013-HBP	Bike and Ped	US 221A (Main St [Forest City])	From: S Church St To: Smith Grove Rd (SR 1551)	3.93	H,B,P	Bike lane and sidewalk as part of highway project R12 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

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Map ID	Local ID	Improvement Type	Recommendation Name	<u>Limits</u>	Length in Miles	<u>Modes</u>	<u>Description</u>	<u>Identified Need</u>
R043*	RUTH20016-HBP	Bike and Ped	US 74 Bus.	From: S Broadway St (US 221A) To: Old US 74 Hwy (SR 1595)	3.54	Н,В,Р	Bike lanes and sidewalk is recommended as part of highway project R05.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R043*	RUTH20016-HBP	Bike and Ped	Main St [Forest City] (US 221A/US 74 Bus	From: S Broadway St (US 221A) To: S Church St (SR 2213)	0.38	Н,В,Р	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
	RUTH20010-B	Bicycle	US 74 Bus.	From: Old US 74 Hwy (SR 1595) To: Rutherford/Cleveland Line	7.01	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would connect Ellenboro to the Tri-Cities urbanized area.
	RUTH40039-B	Bicycle	Henrietta St	From: US 74 Business To: Ellenboro Henrietta Rd (SR 1920)	0.41	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places. It would expand the multimodal network within Ellenboro.
	RUTH40003-B	Bicycle	Poors Ford Rd	From: Polk/Rutherford Line To: Oakland Rd/Piney Ridge Rd	6.94	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect the communities of Shiloh, Oakland Heights, Frog Level to the Tri-Cities urbanized area.
R047	RUTH40011-BP	Bike and Ped	Edwards St	From: Forest Hills Cir To: Crestview St	0.65	В,Р	Sidewalk is recommended with the addition of Bike Lanes from Crestview St to Tanner St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, medical facilities. It would expand the multimodal network within the Tri-Cities urbanized area.
	RUTH40009-B	Bicycle	Big Island Rd	From: Poors Ford Rd (SR 1004) To: Hopper Rd	2.15	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places. It would connect to the community of Shiloh.
	RUTH40021-B	Bicycle	Whitesides Rd	From: Railroad Ave (US 74-A) To: Piney Mtn Church Rd (SR 1007)	7.05	B,P	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R050	RUTH40010-B	Bicycle	Shiloh Rd	From: US 221 To: Poors Ford Rd (SR 1004)	1.69	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect the communities of Shiloh, Danieltown to the Tri-Cities urbanized area.
	RUTH40010-B	Bicycle	Bethany Church Rd	From: Piney Ridge Rd (SR 2159) To: US 221	2.18	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect the communities of Shiloh, Danieltown to the Tri-Cities urbanized area.
R051*	RUTH40037-HBP	Bike and Ped	S Church St [Forest City]/Bethany Church Rd	From: Hardin Rd (SR 2178) To: Piney Ridge Rd (SR 2159)	1.64	Н,В,Р	Bike lanes and sidewalk as part of highway project R09 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R052	RUTH40055-BP	Bike and Ped	S Church St [Forest City]	From: E Spruce St to Hardin Rd (SR 2178)	0.96	B,P	Addition of Bike lanes and sidewalk are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R053	RUTH40059-B	Bicycle	S Church St [Forest City]	From: Main St [Forest City] (US 221A) To: Oak St [Forest City] (SR 2179)	0.19	В	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R054	RUTH40036-B	Bicycle	Ellenboro Henrietta Rd	From: N Main St [Henrietta] (SR 2134) To: US 221A	0.63	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R055	RUTH40056-B	Bicycle	Watts Rd	From: Callahan Koon Rd (SR 2188) To: Oakland Rd (SR 2169)	0.43	M,B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R056*	RUTH40035-HBP	Bike and Ped	Oak St [Spindale]	From: College Ave (US 74-A) To: E Main St [Spindale] (US 221A)	1.44	Н,В,Р	Bike lanes and sidewalks on both sides of road as part of road diet are recommended as part of highway project R19.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R057	RUTH40053-B	Bicycle	Chase High Rd	From: US 221 To: US 221A	3.76	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would connect to the community of Sandy Mush to the Tri-Cities urbanized area.
	RUTH20007-B	Bicycle	US-221A	From: Proposed Second Broad River Greenway To: US 74)	4.77	В	Bike Lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect the communities of Sandy Mush, Alexander Mills, Caroleen to the Tri Cities urbanized area.
R058	RUTH20007-B	Bicycle	US 221A	From: SC Line/Old US 221A Hwy (SR 1993) To: Whiteline Rd/Haynes Grove Church Rd/Proposed Cliffside-Ellenboro Trail	6.43	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Cliffside.
	RUTH40037-B	Bicycle	N Main St [Henrietta] & Ellenboro Henrietta Rd	From: Dobbinsville Rd/Proposed Cliffside- Ellenboro Trail To: US 221A	1.03	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools. It would connect the communities of Avondale, Henrietta to the Tri-Cities urbanized area.
	RUTH40037-B	Bicycle	Harris Henrietta Rd	From: US 221A To: US 221	4.71	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools. It would connect the communities of Avondale, Henrietta to the Tri-Cities urbanized area.
R060	RUTH40041-B	Bicycle	Ferry Rd	From: US 221 To: Chase High Rd (SR 2210)	5.06	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places.
	RUTH40001-B	Bicycle	Duke Power Rd	From: Cleveland/Rutherford Line To: US 221A	0.89	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to neighboring counties.

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R062	RUTH40002-B	Bicycle	Boiling Springs Rd	From: Rutherford/Cleveland Line To: US 221A	0.43	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, and neighboring counties. It would connect to the community of Cliffside.
R062	RUTH40002-B	Bicycle	Cliffside St	From: Boiling Springs Rd (SR 1003) To: Boiling Springs Rd (SR 1003)	0.44	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, and neighboring counties. It would connect to the community of Cliffside.
R063	RUTH30003-B	Bicycle	NC-120	From: US 221A To: Rutherford/Cleveland Line	4.67	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would connect to the community of Six Points.
R064	RUTH40038-B	Bicycle	Race Path Church Rd	From: NC 120 To: US 74 Bus.	3.08	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to extend the multimodal network to connect to the community of Six Points to Ellenboro.
R065	RUTH20006-B	Bicycle	US 221A	From: SC Line/Old US 221A Hwy (SR 1993) To: Whiteline Rd/Haynes Grove Church Rd/Proposed Cliffside-Ellenboro Trail	6.43	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Cliffside.
R066	RUTH40007-B	Bicycle	Piney Mtn Church Rd	From: Old Hollis Rd (SR 1776) To: US 74 Business	0.93	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to extend the multimodal network to expand the multimodal networwithin Ellenboro.
R067	RUTH40005-B	Bicycle	Bostic Sunshine Hwy, Main St [Bostic], & NC 226	From: US 74 Business To: NC 226/First Broad River bridge	14.38	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect Bostic to the Tri-Cities urbanized area.
R068	RUTH40004-B	Bicycle	Coxe Rd	From: Union Rd (SR 1153) To: Proposed Cleghorn Creek Greenway	1.11	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places.
R069	RUTH40017-B	Bicycle	Hudlow Rd	From: Rock Rd (SR 1520) To: Weatherstone Dr (SR 1604)	7.42	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect the communities of Mount Vernon, Weatherstone to the Tri-Cities urbanized area.
R069	RUTH40017-B	Bicycle	Hudlow Rd	From: Weatherstone Dr (SR 1604) To: US 221A (Main St)	0.68	В	Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.	Hudlow Rd is projected to be near capacity. This road experiences congestion, particularly near the intersection with Main St, and mobility is inhibited as a result.
R070	RUTH40024-B	Bicycle	Smith Grove Rd	From: US 221A To: Hudlow Rd (SR 1510)	1.25	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R071	RUTH40027-B	Bicycle	Lincoln Rd	From: Hudlow Rd To: Forest Lake Rd	0.61	В	Connecting bike lane segments are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Weatherstone to the Tri-Cities urbanized area.
R071	RUTH40027-B	Bicycle	Forest Lake Rd	From: Hudlow Rd (SR 1510) To: Rock Corner Rd (SR 1549)	1.88	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Weatherstone to the Tri-Cities urbanized area.
R072	RUTH40032-BP	Bike and Ped	Old Caroleen Rd	From: S Broadway St (US 221A) To: US 221A	4.8	В,Р	Bike lanes from Isothermal Regional Bike Plan, and sidewalk from Coventry Ln to Copper Branch Greenway are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R073	RUTH40035-B	Bicycle	Mt Pleasant Church Rd	From: Old Caroleen Rd (SR 1901) To: US 221A	1.58	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect rural areas to the Tri-Cities urbanized area.
R074	RUTH40034-B	Bicycle	Pine St	From: US 221 To: Mt Pleasant Church Rd (SR 1906)	1.45	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Alexander Mills to the Tri-Cities urbanized area.
R075	RUTH40046-B	Bicycle	Pointer Rd	From: Piney Ridge Rd (SR 2159) To: US 221	1.25	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Alexander Mills to the Tri-Cities urbanized area.
R076	RUTH40025-B	Bicycle	Cherry Mountain St, Church St [Bostic], East High Rd	From: Crowe Park Rd To: US 74 Business	4.09	B,P	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places, schools. It would connect Bostic to the Tri-Cities urbanized area.
R077*	RUTH40040-HBP	Bike and Ped	Oak St [Forest City] (east extension)	From: S Broadway St (US 221A) To: E Main St [Forest City] (US 74 Bus.)	1.68	H,B,P	Bike lanes and sidewalk on new location roadway are recommended as part of highway project R08.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R078	RUTH40043-BP	Bike and Ped	Piney Ridge Rd	From: Oakland Rd (SR 2169) To: Oak St Ext (SR 2241)	2.3	В,Р	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would connect the communities of Oakland Heights, Frog Level to the Tri-Cities urbanized area.
R079	RUTH40045-B	Bicycle	Piney Ridge Rd & Doggett Rd	From: Oak St Ext (SR 2241) To: US 221A	4.62	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect to the community of Sandy Mush to the Tri-Cities urbanized area.
R080*	RUTH40032-HB	Bicycle	Oak St [Forest City]	From: Butler Rd To: Young St	0.8	Н,В	Bike lanes are recommended as part of highway project R13.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R081	RUTH40049-B	Bicycle	Butler Rd	From: College Ave (US 74-A) To: Piney Ridge Rd (SR 2159)	0.58	В,Р	Bike lanes from Forest City Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R082	RUTH40048-BP	Bike and Ped	Hardin Rd	From: Bethany Church Rd (SR 2213) To: Main Dr (SR 2183)	2.11	В,Р	Bike lanes, Sidewalk from Bethany Church Rd to Forest St and Kent Dr to Main Dr, and a connection to Thermal Belt Rail Trail at Main Dr are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Pinecrest to the Tri-Cities urbanized area.

Map ID	<u>Local ID</u>	Improvement Type	Recommendation Name	<u>Limits</u>	Length in Miles	Modes	<u>Description</u>	Identified Need
R083	RUTH40026-B	Bicycle	Horn Bottom Rd, Vance St	From: Rock Corner Rd (SR 1549) To: US 221	1.08	В	Bike lanes from Forest City Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R084	RUTH40050-BP	Bike and Ped	Daniel Rd & Duke St	From: W Main St [Forest City] (US 221A) To: Piney Ridge Rd (SR 2159)	3.24	В,Р	Bike lanes from Forest City Bike Plan is recommended. A sidewalk is also advised.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect rural areas to the Tri-Cities urbanized area.
R085	RUTH40051-BP	Bike and Ped	Shopping Center Connector	From: College Ave (US 74-A)/Spindale Plaza Dr To: Big Lots/Sav-A-Lot bus stop	1.35	В,Р	Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to follow along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, and Withrow Rd. Bike lane & Sidewalk on non-side path side of Withrow Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Bakersville to the Tri-Cities urbanized area.
R085	RUTH40051-BP	Bike and Ped	Withrow Rd	From: W Main St [Forest City] (US 221A) To: Oakland Rd (SR 2169)	4.22	В,Р	Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to be along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, Withrow Rd. Use of Bike lane & Sidewalk on non-side path side of Withrow Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic of places. It would connect the communities of Bakersville, Pinecrest to the Tri-Cities urbanized area.
	RUTH40028-B	Bicycle	Ledbetter Rd	From: Pennsylvania Ave To: Shenandoah Dr (SR 1553)	0.97	В,Р	Bike lanes from Spindale Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R087	RUTH40016-P	Bike and Ped	Spindale St	From: West St (SR 1544) To: Main St [Spindale] (US 221A)	0.57	В,Р	Sidewalk is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R087	RUTH40016-P	Bike and Ped	Spindale St	From: West St (SR 1544) To: US 221	0.02	В,Р	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R088	RUTH40029-B	Bicycle	Old US 74 Hwy	From: Pinehurst Rd (SR 1571) To: US 74	1.14	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect to the community of Concord to the Tri-Cities urbanized area.
	RUTH40030-B	Bicycle	Hollis Rd	From: Short Rd (SR 1777) To: US 74 Business	1.35	В	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to schools. It would connect reareas to Ellenboro.
R090*	RUTH40030-HBP	Bike and Ped	Oakland Rd	From: Piney Ridge Rd (SR 2159) To: Withrow Rd (SR 2185)	2.02	H,B,P	Bike lanes and sidewalk as part of highway project R07 are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R090*	RUTH40030-HBP	Bike and Ped	Oakland Rd	From: Withrow Rd To: Spinner St/prop. realigned Oakland Rd	0.48	Н,В,Р	Bike Lanes from Isothermal Regional Bike Plan are recommended. A sidewalk from Rutherford County CTP is also advised.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R090*	RUTH40030-HBP	Bike and Ped	Oakland Rd (realigned)	From: Spinner St/Existing Oakland Rd To: E Main St [Spindale] (US 221A)	0.06	Н,В,Р	A sidewalk is recommended as part of highway project R48.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
R091	RUTH40022-BP	Bike and Ped	West St	From: Spindale St (SR 1546) To: Railroad Ave (US 74-A)	1.66	В,Р	Bike lanes and sidewalk from Spindale Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
R092*	RUTH40023-HP	Pedestrian	Old Ballpark Rd	From: Stonecutter St To: End of proposed sidewalk	0.32	Н,Р	Sidewalk is recommended as part of highway project R40.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R092	RUTH40023-HP	Pedestrian	Old Ballpark Rd	From: Falcon Ln To: Stonecutter St	0.01	Р	Sidewalk from local plan is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
R093	RUTH40030-P	Pedestrian	Butler Rd	From: Oak St Ext (SR 2241) To: Piney Ridge Rd (SR 2159)	0.02	В,Р	Sidewalk from local plan is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R093	RUTH40030-P	Pedestrian	Butler Rd	From: Oak St Ext (SR 2241) To: College Ave (US 74-A)	0.4	В,Р	Sidewalk from local plan is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R094	RUTH40027-P	Pedestrian	Brackett Rd	From: Washington St (SR 2173) To: Bethany Church Rd (SR 2213)	0.54	Р	Sidewalk from local plan is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R094	RUTH40027-P	Pedestrian	Washington St	From: Brackett Rd (SR 2177) To: US 221	0.47	Р	Sidewalk from local plan is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Tri-Cities urbanized area.
R095	RUTH20004-P	Pedestrian	US-221A	From: US 74 To: E Main St [Forest City] (US 74 Bus.)	1.38	В,Р	A Sidewalk from local plan is recommended as part of highway project R23.	This recommendation is needed to infill sidewalk and ensure that it exists on both sides of US 221A providing a safe connection from across I-40 to downtown Forest City.
R096	RUTH40031-P	Pedestrian	Oakland Rd (existing)	From: Spinner St To: Kentucky St/Thermal Belt Rail Trail	0.14	Р	Sidewalks are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
R097	RUTH40039-P	Pedestrian	Icc Loop Rd	From: Piney Ridge Rd (SR 2159) To: Piney Ridge Rd (SR 2159)	0.8	P	A sidewalk throughout ICC campus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. would connect the communities of Oakland Heights, Bakersville, Frog Level to the Tri-Cities urbaniz area.
R097	RUTH40039-P	Pedestrian	Icc Dr	From: US 74-A To: Icc Loop Rd (SR 2246)	0.22	Р	A sidewalk throughout ICC campus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. would connect the communities of Oakland Heights, Bakersville, Frog Level to the Tri-Cities urbanic area.
R098	RUTH40013-HP	Pedestrian	Island Creek Rd	From: NC 9 To: Lake Lure Classical Academy	0.17	Р	A sidewalk is recommended as part of highway project R16.	There is a need to extend the multimodal network along this suitable corridor that has been identias a highway recommendation.
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	Pedestrian	US-74-A	From: Whitesides Rd (SR 1538) To: US 221A (Charlotte Rd)	1.06	Р	A sidewalk is recommended as part of highway project R20.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
RUTH50010-P	Pedestrian	N Cleghorn St	From: US 221 To: Green St	0.35	Р	A sidewalk on a local street at Rutherfordton is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50009-P	Multiuse Path	N Oak St [Spindale]	From: W Main St [Spindale] To: Spindale Elementary School	0.08	M,P	Sidepath (local street) to connect Thermal Belt Rail Trail to Elementary School; sidewalk on non-sidepath side of road	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50009-P	Multiuse Path	N Oak St	From: W Main St [Spindale] To: Spindale Elementary School	0.07	M,P	A side path (local street) to connect Thermal Belt Rail Trail to Spindale Elementary School with a sidewalk on the non-side path side of road is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50004-P	Pedestrian	Stonecutter St	From: Old Ballpark Rd (SR 1547) To: Spindale St (SR 1546)	0.3	Р	A sidewalk on a local street at Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50020-P	Pedestrian	Church St	From: Steward St (SR 1593) To: Old Ballpark Rd (SR 1547)	0.39	Р	A sidewalk on a local street at Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50005-P	Pedestrian	Spencer St	From: Mill St To: Eastwood St	0.25	Р	A sidewalk on a local street at Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50007-P	Pedestrian	Poplar St	From: Spindale St (SR 1546) To: Florida Ave	0.24	P	Sidewalk on local street (Spindale)	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50007-P	Pedestrian	Florida Ave	From: Poplar St To: Ledbetter Rd (SR 1591)	0.42	P	A sidewalk on a local street at Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50012-P	Pedestrian	Kentucky St	From: Oakland Rd (SR 2169) To: Kansas St	0.2	Р	A sidewalk on a local street at Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50017-P	Pedestrian	Edwards St	From: Kentucky St To: Oakland Rd (SR 2169)	0.22	Р	A sidewalk on a local street at Spindale is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50006-P	Pedestrian	Ryans Dr	From: Plaza Dr To: Plaza Dr	0.18	P	A sidewalk on local street at Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50006-P	Pedestrian	Plaza Dr	From: Oak St Ext (SR 2241) To: Lowes Blvd	0.23	Р	A sidewalk on local street at Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50003-B	Bicycle	Learning Pkwy	From: Horn Bottom Rd (SR 1585) To: End of road	0.6	В	A segment of bike lane on Rock Rd on the other side of road than side path from Pineview Dr to Broyhill Rd is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50003-P	Pedestrian	Turner St	From: US 221 To: Mcdaniel St	0.39	P	A sidewalk on a local street at Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50014-P	Pedestrian	Forest St	From: Reid St To: Hamilton St	0.47	Р	A sidewalk on a local street at Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50011-P	Pedestrian	Mcnair Dr	From: US 221 To: End of road	0.07	Р	A sidewalk on a local street at Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50001-P	Pedestrian	W Trade St	From: Church St (SR 1576) To: Mcnair Dr	0.44	Р	A sidewalk on a local street at Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50018-P	Pedestrian	E Trade St	From: Church St (SR 1576) To: DEAD-END	0.16	Р	A sidewalk on a local street at Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50016-P	Pedestrian	Elizabeth Ave	From: US 74 To: Eastover Dr	0.13	Р	A sidewalk on a local street at Forest City is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50002-P	Pedestrian	W 6th St	From: US 221 To: Washington St (SR 1218)	0.09	Р	A sidewalk on a local street at Rutherfordton is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
RUTH50019-P	Pedestrian	E 7th St, Proposed E 7th St	From: US 221 To: N Cleghorn St	0.13	Р	A sidewalk on a local street at Rutherfordton is recommended. An extension of sidewalk through pairs also advised.	rk This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
UTH50005-HBP	Bike and Ped	Arcade St	From: US 64 (west int.) To: US 64 (east int.)	0.19	H,B,P	Bike lanes on a local street are recommended in accordance with Lake Lure Downtown Master Plan. sidewalk between Bottomless Pools Dr & US 64/74-A is also advised.	A There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
RI R	UTH50004-P UTH50005-P UTH50007-P UTH50012-P UTH50006-P UTH50003-B UTH50003-P UTH50011-P UTH50011-P UTH50011-P UTH50011-P UTH50001-P UTH50001-P UTH50016-P UTH50016-P UTH50016-P	UTH50004-P Pedestrian UTH50020-P Pedestrian UTH50005-P Pedestrian UTH50007-P Pedestrian UTH50007-P Pedestrian UTH50012-P Pedestrian UTH50006-P Pedestrian UTH50006-P Pedestrian UTH50003-P Pedestrian UTH500014-P Pedestrian UTH50011-P Pedestrian UTH50011-P Pedestrian UTH500011-P Pedestrian UTH50001-P Pedestrian	UTH50004-P Pedestrian Church St UTH50005-P Pedestrian Church St UTH50005-P Pedestrian Spencer St UTH50007-P Pedestrian Poplar St UTH50007-P Pedestrian Florida Ave UTH50012-P Pedestrian Edwards St UTH50017-P Pedestrian Ryans Dr UTH50006-P Pedestrian Bicycle Learning Pkwy UTH50003-B Bicycle UTH50003-P Pedestrian Forest St UTH50001-P Pedestrian Monair Dr UTH50001-P Pedestrian W Trade St UTH50001-P Pedestrian E Trade St UTH50016-P Pedestrian E Trade St UTH50016-P Pedestrian E Trade St UTH50001-P Pedestrian E Trade St	UTH50004-P Pedestrian Stonecutter St From: 10t Bollpark Rd (SR 1547) To: Spindale St (SR 1546) UTH50020-P Pedestrian Church St From: Spindale St (SR 1546) UTH50005-P Pedestrian Spencer St From: Mill St To: Eastwood St UTH50007-P Pedestrian Poplar St From: Spindale St (SR 1546) To: Florida Ave UTH50007-P Pedestrian Florida Ave From: Paplar St To: Leabetter Rd (SR 1591) UTH50012-P Pedestrian Edwards St From: Coakland Rd (SR 2169) To: Konsos St UTH50017-P Pedestrian Edwards St From: Rentucky St To: Oakland Rd (SR 2169) To: Konsos St UTH50006-P Pedestrian Ryans Dr From: Plaza Dr To: Plaza Dr UTH50006-P Pedestrian Plaza Dr From: Oak St Ext (SR 2241) To: Lowes Bivd From: WS 222 To: Mcdoniel St UTH50003-B Bicycle Learning Pkwy From: US 222 To: Mcdoniel St UTH50001-P Pedestrian Forest St From: Courch St (SR 1576) To: Mcnoir Dr UTH50001-P Pedestrian Forest St From: Church St (SR 1576) To: Mcnoir Dr UTH50001-P Pedestrian E Trade St From: Church St (SR 1576) To: DEAD-END UTH50001-P Pedestrian E Trade St From: US 221 To: Washington St (SR 1218) UTH50001-P Pedestrian E Trade St From: US 221 To: Washington St (SR 1218) UTH50001-P Pedestrian E Trade St From: US 221 To: Washington St (SR 1218) UTH50001-P Pedestrian E Trade St From: US 221 To: Washington St (SR 1218) UTH50001-P Pedestrian E Trade St From: US 221 To: Washington St (SR 1218) UTH50001-P Pedestrian E Trade St From: US 221 To: Washington St (SR 1218)			THEOGRAP Procestrals Successful State State Special State St

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

A D D U 2022

Rutherford County Bicycle and Pedestrian Recommendations

•	Map ID	<u>Local ID</u>	Improvement Type	Recommendation Name	<u>Limits</u>	Length in Miles	Modes	<u>Description</u>	<u>Identified Need</u>
	R119*	RUTH50002-HBP	Bike and Ped	Proctor Rd	From: Arcade St To: Proposed Lake Lure Pkwy	0.3	H,B,P	Bike lane and sidewalk are recommended as part of highway project R56.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
	R120	RUTH50004-BP	Bike and Ped	Green St	From: N Main St (existing US 221) To: Railroad Ave (US 74-A)	1.36	B,P	Bike lanes and a sidewalk, on a local road, from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Tri-Cities urbanized area.
	R121	RUTH40058-BP	Bike and Ped	Cherry Mountain St	From: Luckadoo St To: Crowe Park Rd	1.44	B,P	Bike lanes and a sidewalk from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.
	R122*	RUTH40019-HBP	Bike and Ped	Hudlow Rd	From: Weatherstone Dr (SR 1604) To: US 221A	0.96	Н,В,Р	Bike lanes and sidewalk as part of of highway project R06 are recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
	R123	RUTH40044-BP	Bike and Ped	Ledbetter Rd	From: E Main St (US 221A) To: Pennsylvania Ave	0.14	В,Р	Bike lanes and sidewalk from Spindale Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Tri-Cities urbanized area.



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

Meeting Date: September 28, 2022

SUBJECT: Discussion Regarding Accounting Clerk I and Community Development

Administrative Position

AGENDA INFORMATION:

Item Number: V

Department: Administration

Contact: Hank Perkins, Town Manager Presenter: Hank Perkins, Town Manager

BRIEF SUMMARY:

The Town is working towards the possibility of hiring an Accounting Clerk for the Finance Department. HR Specialist Jennifer Duncan and Town Manager Hank Perkins have completed a proposed job description.

Additionally, a position was previously approved for Community Development. However, after further consideration, it has been determined that the ultimate need of the department is administrative support. Director Michael Williams is restructuring the job description in order to adapt to the shift in position.

ATTACHMENTS:

Proposed Accounting Clerk I Job Description; Community Development Description



Job Description: Accounting Clerk I Department: Administration

Primary Reason Why Classification Exists

Performs responsible technical and paraprofessional accounting functions for the finance operations of the Town.

Distinguishing Features of the Class

An employee in this class is responsible for handling the accounts payable and payroll functions for the Town and assisting with customer service work. Work requires a working knowledge of accounting and related processes and procedures, and knowledge of customer services policies and ability to conduct problem solving with the public concerning Town services. Work is performed in an office environment under the direct supervision of the Finance Officer and reviewed through observation, conferences, review of work, and audit of the records by an external auditor.

Illustrative Examples of Work

- Receives invoices for payment; verifies accuracy of invoices and forwards to department for authorization and account number coding; enters invoices into database; prints checks and mails checks.
- Processes payroll; and monthly and quarterly reporting.
- Maintains accounts payable records and files.
- Performs customer service as needed; includes receiving and posting payments.
- Prepares routine journal entries for revenue collections, daily deposits and maintains database analysis of revenues.
- Processes purchase orders as approved by the Finance Officer
- Prepares journal vouchers and enters journal vouchers and manual checks into budgetary accounting database.
- Performs monthly sales tax reports.

Knowledge, Skills, and Abilities

- Considerable knowledge of accounting principles and practices.
- Working knowledge of laws, general statutes, rules, and regulations governing municipal accounting and related fiscal processes.
- Working knowledge of computer operations as they relate to financial operations.
- Ability to work with financial accounting software and other software as they relate to assigned tasks.
- Ability to operate a variety of general office equipment as they relate to assigned tasks.
- Ability to compile, evaluate, and reconcile a variety of accounting or related fiscal records and reports.
- Ability to perform a variety of fiscal or accounting functions and to change priorities quickly and maintain accuracy level.
- Ability to provide effective customer service.
- Ability to develop and maintain working relationships with a variety of people including vendors, general public, and other employees and supervisors.
- Ability to communicate effectively in oral and written forms.
- Ability to perform accounting processes with speed and accuracy.

Physical Requirements

- Must be able to physically perform the basic life operational support functions of reaching, walking, fingering, talking, hearing, and repetitive motions.
- Must be able to perform sedentary work exerting up to 10 pounds of force occasionally and/or a negligible amount of force frequently or constantly to lift, carry, push, pull, or otherwise move objects.
- Must possess the visual acuity to prepare data and statistics, work with accounting processes, and operate a computer terminal.

Desirable Education and Experience

Graduation from an accredited two-year college, four year university degree preferred, with a major in accounting, business administration, or related field. Experience in an accounting environment, public sector experience preferred; or equivalent combination of education and experience.

Disclaimer

This classification specifications has been designed to indicate the general nature and level of work performed by employees within this classification. It is not designed to contain or be interpreted as a comprehensive inventory of all duties, and qualifications required of employees to perform the job. The Town of Lake Lure reserves the right to assign or otherwise modify the duties assigned to this classification.

FLSA Status: Non-Exempt Town of Lake Lure September 2022

Community Development Department Administrative Support Specialist

Primary Reason Why Classification Exists

Performs administrative and field work in support of the Community Development Department.

Distinguishing Features of the Class

An employee in this class assists the Department with a variety of administrative and clerical support duties. Work involves public contact functions such as answering telephone calls, responding to emails and public inquiries; receiving permit review fees and payments, and issuing receipts; permit application processing including checking that submitted application packages are complete, inputting permit applications into computer system, preparing permits after Review Specialist has approved and sending issued permits to applicant and County Building Inspections department; application processing for Vacation Rental Operator permits including reviewing, approving and issuing permits; maintaining data bases of vacation rental operators and land disturbance projects; preparing and entering information from permitting software and databases for Town and State reporting; and communicating with public in helpful and supportive manner. Considerable tact and courtesy are required when interacting with the public. Work is performed under the general supervision of the Community Development Director and is evaluated on the basis of attainment of individual performance objectives, observation, accuracy of work, and feedback from employees and general public.

Essential Duties and Responsibilities

- Answers telephone calls; greets visitors to the Community Development Department; provides general information to the public relating to zoning, lake structures and general permitting; answers general Development questions and professionally refers to other staff if appropriate; assists applicants in determining what is required from the Town for their project and in obtaining correct forms, and whether other County, State or Federal permits will be required.
- Receives and processes payments for permit review fees and deposits; accurately enters payment information into the computer system and generates receipts; answers questions about fees or refers to other staff or Director.
- Inputs permit application data into computer program; transfers new application files to Permitting Specialist for review and approval; receives approved permits from Specialist and processes in computer program to issue permit; for Vacation Rental Operator applications employee will also review and make approval decisions, with Specialist assistance if necessary;
- Reconciles received fees at end of day with Finance.
- Helps in preparing for Zoning and Planning Board and the Lake Structure Appeals Board.
- Assists in preparation of monthly board meeting packages including printing, collating and batching for each board member.
- Assists in the preparation of monthly Community Development reports.
- Inputs and maintains databases for Land Disturbance Permit projects and Vacation Rental Operators.
- Inputs information from Land Disturbance Permit projects database into State reporting portal.
- Visits properties within Town to investigate compliance with issued permits and/or complaints.
- Performs additional related duties as required.

Knowledge, Skills, and Abilities

- Considerable knowledge of the structure and content of the English language including the meaning and spelling of words, rules of composition, and grammar.
- Considerable knowledge of standard office practices, techniques, procedures and equipment.

- Working knowledge of the policies, procedures, and processes for the Town in handling development projects including zoning and zoning-related issues.
- Ability to enter data with speed and accuracy; competent in computer operations, including Word, Excel and Google Spreadsheets and relevant software applications.
- Ability to operate and maintain standard office machines, including data entry equipment, copier, fax machine, and postage meter.
- Ability to process and complete necessary records, reports, and other paperwork to support the department.
- Ability and willingness to be tactful and courteous with others.
- Ability to use judgement in organizing and establishing priorities of the work assigned.
- Ability to understand and follow oral and written directions.
- Ability to proof own work to avoid errors.
- Ability to establish and maintain effective working relationships with coworkers, department heads, and the public.
- Ability to visit outside job sites to check that project is being conducted as permitted.
- Ability to use a tape measure to confirm structure setbacks or dimensions.
- Time management skills.

Physical Requirements

Work is generally sedentary requiring the exertion of up to 10 pounds of force occasionally and a negligible amount of force frequently or constantly to move objects. Employee must have visual acuity to be able to prepare and analyze data and figures for accounting, perform extensive reading, operate a computer and other office equipment, determine accuracy and thoroughness of work, observe general surroundings and activities. Vocal communication is required for expressing or exchanging ideas by means of the spoken word. Hearing is required to perceive information at normal spoken word levels.

Working Conditions

Approximately 75% of work is performed in an office with a controlled environment without exposure to harmful conditions. Approximately 25% of work, year round, will be conducted outside, requiring walking across a work site or site of a complaint to observe conditions.

Education

Minimum of graduation from high school or GED equivalency. Post high school educational credits or college credits related to governmental or supplemented by course work in accounting or customer service related fields.

Experience

Three (3) – four (4) years of practical experience in administrative office work or experience as a Code Official, Zoning Official or related role, or combination of education and experience that provides the desired knowledge, skills and abilities to effectively perform a the described position are encouraged to apply and will be considered.

Special Requirements

- Valid North Carolina Driver's License.
- Proficient in the use of word processing and spreadsheet software.

FLSA Status: Non-Exempt

Disclaimer

This classification specification has been designed to indicate the general nature and level of work performed by employees within this classification. It is not designed to contain or be interpreted as a comprehensive inventory of all duties, responsibilities, and qualifications required of employees to perform the job. The Town of Lake Lure reserves the right to assign or otherwise modify the duties assigned to this classification.

Meeting Date: September 28, 2022

SUBJECT: Proposed LaBella Task 15 Wastewater Treatment Plant Master Plan

AGENDA INFORMATION:

Item Number: VI

Department: Administration

Contact: Hank Perkins, Town Manager Presenter: Hank Perkins, Town Manager

BRIEF SUMMARY:

LaBella Associates has provided a proposed Task 15 Wastewater Treatment Plant Master Plan. If approved, LaBella will deliver a needs evaluation, preliminary process selection and process flow diagram, high-level site selection and assessment, and master plan layout of a proposed long-term Wastewater Treatment Plant (WWTP) solution.

ATTACHMENTS:

Proposed Task 15 Wastewater Treatment Plant Master Plan



August 31, 2022

Hank Perkins, Town Manager Town of Lake Lure 2948 Memorial Highway Lake Lure, NC 28746

SUBJECT: Lake Lure On-Call Professional Services

Task 15 Wastewater Treatment Plant Master Plan

Dear Hank:

LaBella Associates appreciates the opportunity to continue to work with the Town of Lake Lure (Town) on this project. We hope to continue the ongoing relationship as we work with you through your various engineering needs. We have previously provided an engineering services agreement, and this work would be performed under that agreement. This proposal letter provides a scope of work and budget to provide the Task 15 deliverable as described below. The deliverable will consist of a needs evaluation, preliminary process selection and process flow diagram, high-level site selection and assessment, and master plan layout of a proposed long-term Wastewater Treatment Plant (WWTP) solution for the Town of Lake Lure.

Specifically, the proposed Work will consist of the following:

- A. Evaluate long-term (year 2050) capacity needs for the Town. Capacity evaluation will be based on already-available growth projection data and any existing land use plan(s) pertinent to the Town's existing or anticipated service area. LaBella will coordinate with the Town and Rutherford County to obtain existing information, and identify other available information resources, but will not independently develop any such projections or plans. Anticipated character of wastewater flows will be based on those typical of the planned land uses.
- B. Coordinate with NCDEQ NPDES permit staff to identify likely effluent discharge constraints. This is a cursory evaluation and not a permit application. Preliminarily, it is anticipated that the existing outfall location will serve indefinitely, particularly given that this location is the lowest elevation point in the Town's municipal boundary.
- C. Evaluate and recommend treatment processes to meet the anticipated requirements. Applicable alternatives will be evaluated based on a combination of initial capital cost, and cost and complexity of ongoing operation and maintenance. LaBella will consult with Town personnel regarding the pros and cons of alternatives being considered, prior to finalizing a recommendation.
- D. In conjunction with Town personnel, investigate sites (no more than 3 contenders anticipated) in near proximity to the Broad River (likely near the existing outfall location) which would support the necessary facilities. Considerations anticipated include availability, terrain, elevations, size, cost, etc. No survey or geotechnical work is included, but LaBella will collect in incorporate conclusions as may be made from available data (GIS, etc) which may provide insight. The Town will handle all property-owner interactions, but LaBella can assist on a Time & Materials basis upon request.
- E. Prepare a sizing and layout on the preferred / likely site for the anticipated facilities, considering current setback requirements, usable area (i.e., due to floodplain, terrain, etc.), accessibility and neighboring use impacts, etc.

Deliverables from the above efforts will be assembled into a report with exhibits as needed to clearly convey and memorialize conclusions. LaBella will present the report to the Town Council in public meeting upon request. Schedule is anticipated as follows:

Needs Evaluation (including NPDES Investigation)	6 weeks from NTP
Treatment Process Recommendation	4 weeks thereafter
Sites Evaluation	6 weeks thereafter
Final Document	4 weeks thereafter
Presentation to Council	upon request

This proposal is submitted as a lump sum in the amount of \$85,000. LaBella will continue to submit monthly invoices that track the percent complete for each lump sum task. Invoices are payable within 30 days of receipt by the Town.



Permitting and other regulatory fees may be paid directly the Town, or by LaBella upon the respective submissions (if applicable) and reimbursed at cost but are not included in the above Fee. Related out-of-scope

Conclusion

Brian Houston, P.E. will continue to serve as LaBella's Program Manager for this contract, providing direction and oversight for other staff assigned to specific tasks under this contract. Brian Houston will also serve as the Project Manager for this particular Task and will integrate the activity of this Task into the Program Schedule and associated Tri-Weekly meetings. Keith Garbrick will continue to serve as the Principal-In-Charge. Other staff assigned to this contract shall have appropriate experience for the assigned task.

If this proposal is acceptable to the Town, please sign this proposal on the signature line below to authorize the scope defined in this proposal and return one copy to us. We appreciate the opportunity to continue our relationship with the Town of Lake Lure. If you have any questions or need additional information, please call me directly at (704) 941-2110.

Sincerely, LaBella Associates, P.C.	Town of Lake Lure, North C	Carolina
	Ву:	
Brian Houston, P.E. Water/Wastewater Market Leader	Authorize Title	d Signature
	Date	

Meeting Date: September 28, 2022

SUBJECT: LaBella Task 16 Deep Water Launch Permit

AGENDA INFORMATION:

Item Number: VII

Department: Parks, Recreation, and Lake Operations

Contact: Dana Bradley, Parks, Recreation, and Trails Coordinator **Presenter:** Dana Bradley, Parks, Recreation, and Trails Coordinator

BRIEF SUMMARY:

The Parks, Recreation, and Lake Department has requested for LaBella Associates to provide assistance with deep water launch permitting forms. LaBella will work towards creating task 16 which should address how the Department's request will be addressed by LaBella. Dana Bradley will provide additional information during the meeting.

Meeting Date: September 28, 2022

SUBJECT: Discussion Regarding Recent Amendment to Code of Ordinances Section 4-2.

Dangerous dogs; barking; leash requirements.

AGENDA INFORMATION:

Item Number: VIII

Department: Administration

Contact: Hank Perkins, Town Manager Presenter: Hank Perkins, Town Manager

BRIEF SUMMARY:

During the September 13th regular meeting, Ordinance No. 22-09-13 Amending Code of Ordinances Section 4-2. Dangerous dogs; barking; leash requirements. was adopted under the consent agenda. This item was placed in consent because it was seemingly simplistic. However, there have been concerns expressed, specifically regarding the "six foot" leash requirement. Town staff would like Council input on the matter.

Additionally, it has been determined that it would be beneficial for all ordinances, regardless of context, to be discussed at a work sessions before a vote occurs and placed under new business moving forward.

ATTACHMENTS:

Ordinance No. 22-09-13 Amending Code of Ordinances Section 4-2. Dangerous dogs; barking; leash requirements.

ORDINANCE NUMBER 22-09-13

AN ORDINANCE AMENDING CODE OF ORDINANCES SECTION 4-2(C). DANGEROUS DOGS; BARKING; LEASH REQUIREMENTS.

WHEREAS, Section 4-2(c) of the Town of Lake Lure Code of Ordinances establishes that it shall be unlawful for any person owning, having possession, charge, care, custody or control of a dog to allow such dog to enter any town owned parcels, including, but not limited to, Lake Lure Town Hall, Washburn Marina, Morse Park, Dittmer Watts Nature Trail and Lake Lure Greenspace without being properly restrained by a leash; and

WHEREAS, The Town of Lake Lure find it necessary to clarify a potential ambiguity in the interpretation of proper restraint by a leash; and

WHEREAS, It is within the best interest of the Town of Lake Lure and Lake Lure residents that proper restraint by a leash be described as being properly restrained by a visible leash not exceeding six feet in length;

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF LAKE LURE, NORTH CAROLINA, MEETING IN REGULAR SESSION AND WITH A MAJORITY OF TOWN COUNCIL VOTING IN THE AFFIRMATIVE.

SECTION ONE. The Town of Lake Lure Code of Ordinances Section 4-2(c) is hereby amended as follows:

[ADDITIONS TO TEXT ARE UNDERLINED; DELETIONS ARE STRUCK THROUGH]

Sec. 4-2. Dangerous dogs; barking; leash requirements.

- (c) It shall be unlawful for any person owning, having possession, charge, care, custody or control of a dog to allow such dog to enter any town owned parcels, including, but not limited to, Lake Lure Town Hall, Washburn Marina, Morse Park, Dittmer Watts Nature Trail and Lake Lure Greenspace without being properly restrained by a visible leash not exceeding six feet in length. This section shall apply to all dogs with the following exceptions:
 - (1) Dogs used or being trained for law enforcement by law enforcement officials.
 - (2) Service animals, as defined by the Americans with Disabilities Act, used by authorized persons and under the control of such persons.
 - (3) Dogs in specified off-leash areas as designated by the town.

READ, APPROVED, AND ADOPTED this 13 th day of September, 2022.								
ATTEST:								
Olivia Stewman Town Clerk	Carol C. Pritchett Mayor							
Approved as to content & form:								
William C. Morgan, Jr. Town Attorney								

(4)

Dogs fulfilling a specific town or public purpose, per authorization from the town.

Meeting Date: September 28, 2022

SUBJECT: Discussion Regarding Advisory Board Attendance Requirements

AGENDA INFORMATION:

Item Number: IX

Department: Administration

Contact: Olivia Stewman, Town Clerk

Presenter: Council

BRIEF SUMMARY:

Council will hold discussion regarding the possibility of advisory board attendance requirements.

X ADJOURNMENT