Current Bicycle CONCERNS

- **Inadequate on-road bicycle facilities**
  Aside from a few newer roads constructed within Kings Mountain, the City has no bicycle facilities. Many of the roads in and around the City are of insufficient width for bicyclists to share with vehicles.

- **Inadequate off-road bicycle facilities**
  Other than the recreational Gateway Trail, which offers no connection to destinations, there are currently no off-road bicycle facilities in Kings Mountain. In order to reach most destinations of interest, bicyclists must use the streets, and many of those streets offer no bicycle facilities or adequate width for safe bicycling.

- **On-street parking**
  While on-street parking is a great benefit to downtown retail businesses and pedestrian life, it can inhibit bicycle use with perceived or potential danger, particularly on highly trafficked streets.

- **Traffic**
  The City sees a considerable amount of vehicular traffic and has experienced vehicle-bicycle accidents. Downtown traffic conditions in particular present challenges for bicyclists.

- **Aesthetics**
  Many areas throughout the City have been cited as needing visual improvements in order to make the area more attractive to potential bicycle traffic.
Bicycle Plan GOALS

- Bring about a safe bicycling experience through improvements that target strategic but unsafe sections of roadway and construction of safe off-road bicycle facilities.
- Create bicycle connections to popular places like schools, businesses, downtown, and neighborhoods, and with that reinforce the connectedness and integrity of the community.
- Make safer ways across gaps and around barriers (e.g. railroad and highways)
- Provide both on-road and off-road bicycle facilities to serve all segments of the population, with opportunities for commuting, recreation, healthy exercise, scenic enjoyment, and relief from automobile traffic.
- Enhance opportunities for economic development and significant community events.
- Minimize the burden on city services and resources, working within the constraints of existing physical conditions, parking, and right-of-way, and making the best use of available funding opportunities.

Specific Bicycle Barriers and Constraints

- **Norfolk Southern Railway** corridor divides the City into east and west with the division running through the center of Downtown. Opportunities to cross the tracks when a train is passing are limited.

- **Interstate 85** effectively forms a southeastern edge to the City with only two points of crossing within the City limits currently available to bicycle use.

- **US 74 Bypass** forms a northern boundary across the City, dividing a significant part of the community from the Downtown.

- **Shelby Road** is equipped with paved shoulders wide enough for safe bicycle use. But the shoulders give out east of this point and make safe bicycle passage impossible from Kings Mountain Boulevard to Kings Street.

- **Kings Mountain Mica Company Quarry** and other industrial properties occupy a substantial area within the City stretching a length of nearly three miles that are presently off-limits to bicycles.

- **Kings Mountain public parks** do not currently permit bicycle use.

- **Battleground Avenue** is very narrow in some segments (as little as 21 feet) and unsafe for bicyclists.

- **King Street** provides the longest uninterrupted east-west connection through downtown, but sees a high volume of traffic, has frequent curb cuts, and is otherwise not conducive to bicycle use.
Recommended Actions

1. Form a stakeholder-based Kings Mountain Bicycle Committee (KMBC) to ensure that the Bicycle Plan remains in the forefront of public awareness, that it is implemented through ordinance changes, grant opportunities, and as development occurs in the private and public sectors, and that it is updated as needed.

2. Implement plan recommendations through local land development:
   1.) Citing adopted plans when making land use decisions
   2.) Updating the City Zoning Ordinance
   3.) Emphasizing infill and mixed-use zoning
   4.) Requiring green space with priority for trails and bicycle lanes
   5.) Identifying and constructing bicycle lanes within subdivisions where such lanes have been designated.
   6.) Requiring the inclusion of bicycle facilities in development plans
   7.) Increasing internal and external neighborhood connectivity

3. Coordinate with NCDOT on new road construction, actively evaluating every resurfacing project for the potential of adding paved shoulders or bicycle lanes.

4. Prepare for grants and project participation by regularly setting aside funds to use as local match for relevant recreation, transportation and safety related grants and cost-sharing for enhancements to NCDOT projects.

5. Coordinate with neighboring municipalities and surrounding counties. Opportunities for implementing local plans can be strengthened through cooperative regional efforts.

Recommended Programs

1. Wayfinding & Signage
   Wayfinding signs are destination guide signs that help locate destinations such as civic and cultural buildings, commercial centers, historic landmarks, sport attractions, or a visitor center. Any level of bicyclist will feel more comfortable on a trip if they have a good idea of where they are at various points, and when they must turn to find their destination. In addition to the guidance they provide bicyclists, wayfinding signage can also serve to remind motorists that they share the road with bicyclists.

2. Bicycle Safety Programs and Helmet Initiatives
   Many cyclists, especially children, lack a basic safe bike handling skills. Bicyclists need to know their rights and responsibilities on the road, be aware of hazards, and know the skills of safe cycling.

3. Bicycle Rack Initiative
   The availability of bike parking encourages the use of bicycles. The Initiative includes initial installation of bike racks and lockers, the Request a Rack Program, and other complementary programs.
Proposed Routes & Facilities
Proposed Facilities Downtown

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>IMPROVEMENTS</th>
<th>COSTS</th>
<th>RANKING</th>
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<tbody>
<tr>
<td>Street/Project Name</td>
<td>Proj. No.</td>
<td>Proposed Facility</td>
<td>Recommendations</td>
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<tr>
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<td>WOL</td>
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<tr>
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<td>W2</td>
<td>WOL</td>
<td>Widening, grading</td>
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<td>T2</td>
<td>Trail</td>
<td>Trail</td>
</tr>
<tr>
<td>Cleveland</td>
<td>L4</td>
<td>BL</td>
<td>Restriping, median, trees</td>
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<tr>
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<tr>
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Highest Priority Projects List