

## Section 2: CURRENT CONDITIONS & TRENDS

### 2.1 KINGS MOUNTAIN AT A GLANCE

The **City of Kings Mountain** is a small town at the foot of Kings Mountain. Located primarily in Cleveland County, the City straddles the Cleveland County line and abuts the cities of Gastonia and Bessemer City to the east and Shelby to the west. Much of its area is wedged between I-85 to the south and NC 74 on the north. Kings Mountain lies roughly 11 miles east of Shelby, and 28 miles west of Charlotte. Currently, the total incorporated municipal area is a little more than eight square miles. Kings Mountain is situated in the piedmont region and rests about 1000 feet above sea level. Most of the terrain of Kings Mountain is gently rolling.

The City of Kings Mountain has Extra-Territorial Jurisdiction over a broad area (over 40 square miles), extending from the interchange of I-85 with US 74 and US 29, in Cleveland County, westward approximately seven miles to almost one mile past the US 74/Shelby Road interchange. The ETJ stretches about 7.5 miles from its northern extent by Ike Brooks and Goforth Roads, to Bethlehem Road and York Road less than a mile from the South Carolina border.

The physical conditions and layout of the City, including all existing bicycle facilities described in this section, are shown on the **Existing Conditions** and **Analysis Maps** in Section 7.



#### History

Kings Mountain's motto is "The Historical City." Originally known as White Plains and settled by W.A. Mauney, the City took on its present name from its proximity to the area where the historically pivotal Revolutionary Battle of Kings Mountain was fought five miles south. Mining for iron ore and gold began in the area in the 1830's. The Charlotte-Atlanta Railway came through in the early 1870s and the City was incorporated in 1874. By this time, various industrial developments were established there, including the Dilling sawmill on North Piedmont Avenue. In 1888, Kings Mountain's first cotton mill was built. Other cotton mills followed as did the construction of mill villages close by. Nearly 400 of the mill houses still exist today. According to the Kings Mountain Historic Inventory, the City's best historic architecture is concentrated in the downtown along three adjacent east-west streets: King, Mountain, and Gold, and three north-south streets: Battleground, Piedmont and Cleveland.

### **Population**

According to the US Census Bureau's 2005-2009 American Community Survey (ACS) 5-year estimates, the 2009 population of Kings Mountain was 11,335. In 2008, the Office of State Budget and Management's official population estimate for Kings Mountain was 11,175, having grown 15.3% since the 2000 census. The 2009 median resident age was 39.8, up from 38.1 from just the previous year. The 2009 median household income was \$38,382.

By 1992, approximately 9.4% of the City's area and 8.1% of its population was located in Cleveland County, according to the Kings Mountain Land Development Plan. The total area was recorded in that plan as 5.56 square miles, and surrounded by its ETJ of 11.5 miles.

### **Employment**

Many of the employment centers in Kings Mountain are industries located along the north and south sides of the I-85 corridor. Other concentrations of industries are located along US 74 Bypass at Shelby Road (US 74 Bus.) and at Waco Road, and at points along the railroad including the Herndon Access area to the north in Gaston County, at US 74 between Linwood Road and Baker Street, and along Railroad Avenue south of Gold Street. Additional business corridors in the City include King Street and Shelby Road (Bus. 74), and York Road from King Street to I-85. The core downtown area stretches east-west from Gaston Street to Cansler Street, and north-south from King Street to Gold Street.

### **Commuter traffic**

The American Community Survey 5-year estimates indicate that the average Kings Mountain resident (over 16) spends 23 minutes commuting to work. Almost 90% of them drive to work alone, while another 8% carpool. Of the remaining approximately 2%, about half of those walk while the other half work at home. There are no forms of transit to use in the City. Eleven people in the survey (0.2%) claimed they used "other means" to get to work, which may indicate some current minimal bicycle use for commuting.

### **Vehicle Ownership**

The 2009 American Community Survey estimates that over 11% of households in Kings Mountain do not own a vehicle (compared to the national average of 8.8%). Another 31% of households in the City have only one vehicle. These numbers have not changed significantly in Kings Mountain since the 2000 U.S. Census.

### **Road System**

Kings Mountain's downtown grid street pattern is typical of historic communities in America. This rectilinear network primarily runs parallel to King Street (Bus. 74) and perpendicular to the Norfolk Southern Railroad. The Railroad corridor bisects the City between Battleground Avenue and Railroad Avenue. The grid begins to loosen further away from the core of downtown but still retains a highly connective nature with relatively few dead ends. The network degrades with the more newly developed subdivisions within the City which exhibit the low connectivity typical of their era. Development along Crocker Road north of Phifer Road provides one example, where cul-de-sacs dominate, leaving fewer choices of route for both drivers and bicyclists.

As of 2006, there were nearly 95 miles of roads within Kings Mountain’s corporate limits. Of this count, about 56 miles are locally maintained while the remaining 31 miles are maintained by NCDOT. The streets in Kings Mountain are primarily public. The subdivision ordinance requires public streets in all new subdivisions. Included in these counts are almost four miles of US 74 By-Pass and four miles of Interstate 85 that are state maintained. State Roads in or adjacent to Kings Mountain include I-85, US 74, NC 161 and NC 216. Highways I-85, US 74, US 29 and NC 161 intersect in Kings Mountain and connect the City to the region.

### Gateway Corridors

The **Kings Mountain Land Development Plan 2020 (LDP)** describes seven major gateway corridors into the City:

1. U.S. 74 Business from U.S. 74 By-Pass to Battleground
2. I-85 to West 74 to U.S. Business 74 (Exit 10-B) into King Street to Battleground
3. N.C. 161 from Lewis Farm Road to U.S. 74 Bypass to King Street
4. N.C. 161 (York Road) from Wiggins Lane area to King Street
5. N.C. 216 from the I-85 intersection to South Battleground to Gold Street
6. N.C. 216 from Chestnut Ridge Church Road Area to N. Piedmont to Kings Street
7. Dixon School Road/Kings Mountain Boulevard I-85 (Exit 4) to Shelby Road (74-Business)

The LDP examines each of these corridors in great detail. Its recommendations are described in **Section 3** of this Plan. Below are some observations included in the LDP (p.32) regarding current conditions pertaining to the presence of bicycle facilities, number of travel lanes, development patterns, scenic and historic value, and general aesthetics that affect the bicycle environment of each of the corridors

#### 1. U.S. 74 at the U.S. 74 By-pass and Shelby Road Intersection to Battleground

- Begins as 4-lane divided highway with a large green median separating the two sections of the road. At the approach to the intersection of 74 Business (Shelby Road) and Phifer Road, US 74 becomes a two-lane road, following King Street.
- A triangle piece of property holds a brick monument which presents the Battle of Kings Mountain and a “Welcome to Kings Mountain” sign. The site has received landscaping improvements from time to time.
- The bridge that spans the railroad is listed on the National Register of Historic Places and serves to give an elevated view of the downtown main street area.
- This approach to Kings Mountain shows evidence of unorganized sprawling development dominated by used car lots, typical non-landscaped shopping centers, a lack of development standards.

#### 2. I-85 to West 74 to U.S. Business 74 (Exit 10-B) to King Street to Battleground

- Exit 10-B off I-85 is a wide, four-lane, elevated exit providing the motorist (no bicycles allowed at this point) with a very scenic view of the lush, green countryside and Crowders Mountain.
- All in all the area is attractive with the exception of several deteriorated commercial buildings and residences. The mixture of the newer and well maintained institutional buildings, historic residential structures and two successful restaurants make it an interesting and attractive gateway.



### 3. NC 161 From Lewis Road to US 74 Bypass to King Street

- Industrial uses predominate at the border of the study area. Just outside of the study area is FMC Mining Industries.
- Street lighting begins at James Street and N. Cleveland Avenue.

### 4. N.C. 161 (York Road) from Wiggins Lane area to King Street

- Great view of Crowders Mountain State Park. The countryside is lush and green with rolling hills.
- The road is wide and may be capable of supporting bike lanes, as it is already designated a NCDOT “Share the Road” (with bikes) facility.
- Approaching Oak Mountain Road and Ferguson Drive one crests the ridge line from Crowders Mountain to the Kings Mountain, site of the revolutionary war battle.
- On the west side of the road are two city owned lakes, Davidson Lake (not visible from the road) and City Lake (barely visible from the road).
- (Includes) brown informational sign stating the distance to the three state and national parks.
- (Continuing north is) Lake Montonia Road, a portion of which is on the Scenic By-Ways system of North Carolina.
- From this point, towards I-85 the highway changes to a four lane road complete with sidewalks. Woodlake Parkway departs to the east, a major industrial service road and also a NCDOT “Share the Road” facility.
- The I-85/York Road Bridge has a bike lane facility on either side.
- Just past Broadview Street ... the road becomes a three lane facility.
- North along York Road ... uncut weeds or weeds sprouting in broken pavement are evident. ... Pavement predominates in this area, with parking being provided immediately at the edge of the road pavement. A lack of parking spaces makes area a traffic hazard, as motorists are allowed to pull in and out of the property at any point since no curbs are evident.

### 5. NC 216 from the City Limits North to Gold Street

- NC 216 becomes a two lane highway... just north of the industrial corridor located on the section of NC 216 highway between Grover and Kings Mountain.
- Continuing northward the arterial area generally parallels the Norfolk-Southern Railway on the west side of the road.
- The entrance to the largest quarry pits is in this area.
- Along this stretch of NC 216 is some un-kept property where weeds proliferate and piles of old concrete create an eyesore... Landscaping is encroaching and overgrowing the sidewalk and curb areas.
- Several homes in the area are notably attractive and are create a contrast to the steep railroad embankment opposite them.
- Visible, just as Gold Street is approached are the two wall murals depicting historic quality and natural beauty in Kings Mountain.
- This entranceway, because of the need for repairs to buildings, removal of building debris and paving of parking lots does not enhance a visitor’s impression of Kings Mountain as they approach the Downtown area.



## 6. NC 216 to North Piedmont

- Southward along NC 216, the area has a distinct rural flavor with nice vistas, homes, and trees.
- In the portion of NC 216 from US 74 to Battleground, a proliferation of retail and industrial uses abound ...and the old depot which is currently home to the Kings Mountain Arts Society.
- Maintenance of the Norfolk Southern Railway right-of-way leaves much to be desired. The banks consist of overgrown weeds and severely eroded banks. The planting of specific species of plants to prevent further erosion is needed to provide an attractive alternative to the visual blight of the railroad banks but not allowed by railroad officials.

## 7. Kings Mountain Boulevard I-85 (Exit 4) to Shelby Road (74-Business)

- As one leaves the Interstate at Exit 4 ...the intersection is not attractive and reminds one of the run down commercial development on older US highways, pre-Interstate era or poor commercial development often seen along parallel access roads before zoning was adopted. The area is in need of redevelopment.
- On the north side of the intersection ... the area becomes more rural.
- As one goes further north the shoulders on the new section of road are very steep and may prevent or delay future development that must access the highway.
- There is a signal light at the South Battleground (and) Margrace Road.
- North of Phifer Road are steep shoulders.
- All in all the entranceway has some exceptional aesthetic appeal with long vistas, mountains in the background, wooded expanses and open fields. Detracting from that is the I-85 intersection which needs redevelopment.

### Current Bicycle Facilities – On-road

Some newer roads in Kings Mountain feature paved shoulders wide enough to safely accommodate bicycle traffic. Paved shoulders with bicycle warning signage stretch north-to-south entering the City along Stony Point Road, continuing along Shelby Road, then turning onto Kings Mountain Boulevard down to Dixon School Road past the I-85 interchange. Paved shoulders line York Road southward beginning at Lake Montonia Road.

### Current Bicycle Facilities – Off-road

The **Kings Mountain Gateway Trail** entrance is located at 807 South Battleground Avenue, at the intersection of Quarry Road, ½ mile south of downtown. Phase I of the multi-use trail facility consists of a central trail and two loops in a wooded park with picnic tables and other amenities. Phase I is considered to be about 1/3 of the total project. The Trail is designed to ultimately connect the City to Crowders Mountain State Park, Kings Mountain State Park, Kings Mountain National Military Park, the Overmountain Victory Trail and the Appalachian Trail. The first two miles of the facility opened in November 2009. It is now a popular recreation destination for



**Kings Mountain Gateway Trail**



bikers, hikers, and walkers.

<http://www.kmgatewaytrails.org/>

The physical conditions and layout of Kings Mountain, including all existing bicycle facilities described in this section, are shown on the **Existing Conditions** and **Analysis Maps** in **Section 7**.

### **Bicycle Crashes**

The NC Department of Transportation Mobility and Safety Division has record of sixteen accidents in Kings Mountain involving bicyclists since 1990. Those accident reports include one fatality, and ten possible or evident injuries, one of which was disabling. The other five involved property damage alone. The location of these incidents were scattered, but a higher portion of them occurred on Gold Street, Phifer Road, Battleground Avenue and NC 161. For the location of all of these incidents, see the Traffic Conditions Map in **Section 7**.



### **Public Opinion**

The Kings Mountain Bicycle Plan public survey launched online and made available throughout the formation of the Plan collected results from 98 individuals. The responses indicate that few to none of the participants currently use a bicycle to commute to school or to work, or for other strictly transportation purposes. Rather, the bicycle is almost exclusively utilized for recreation or exercise. The most common reason given for not riding a bike was out of concern for personal safety. When asked about how to increase bicycle use in Kings Mountain, most agreed that more on-road and off-road facilities, such as bike lanes and greenways, would have the most impact, as opposed to increased safety enforcement or programs. The survey participants indicated they were much in favor of increased public funding of such facilities.

For complete survey results, see **Appendix A.23**.

## 2.2 ORIGIN-DESTINATION POINTS

For the areas referred to below, refer to the Destination Map in **Section 7**.

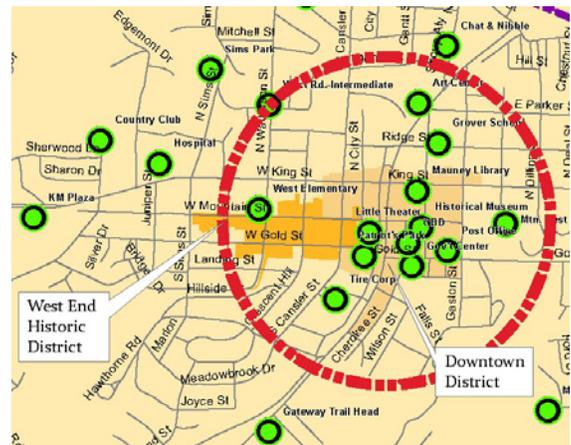
### Downtown

Within Kings Mountain’s “Downtown” area are clustered many of the City’s most significant destinations, as identified by the stakeholders of this plan. For purposes here, this area includes both the designated “Downtown Overlay District” as well as the “West End Historic District, and any additional area within a ½ mile radius from the central intersection of Mountain Street and Battleground Road. This interconnected clustering of desirable destinations creates a concentration of activity convenient to bicyclists. Among the popular destination points located here are various civic and recreational destinations, including:

- U.S. Post Office
- Historical Museum
- Mauney Library
- Patriots Park
- Kings Mountain Government Center
- Little Theatre
- The Art Center
- Mountain Rest Cemetery

As well as numerous churches, restaurants, retail stores, offices, residential neighborhoods, and three public schools:

- Grover School
- West Elementary School
- West Road Intermediate School



**Destinations in downtown  
Kings Mountain  
(½ mile radius shown in red)**

### Immediate Urban Area

For analysis purposes in this plan, an “immediate urban area” has been loosely defined by an ellipse that includes the portion of the City that lies within the envelope of US 74 to the north, I-85 to the south, and the western-most neighborhoods within the City limits. Many neighborhoods are located within this area, along with restaurants, some major employment centers, and a cluster of schools that include:

- Kings Mountain Intermediate School
- Kings Mountain Middle School
- Kings Mountain High School



**Destinations in the “immediate urban  
area” of Kings Mountain  
(shown within purple)**

Other noteworthy destinations within this area include:

- Gateway Trail Head
- YMCA & Deal Park
- Sims Park
- Kings Mountain Country Club
- Kings Mountain Hospital and associated medical centers
- The Senior Center
- Kings Mountain Plaza
- Westgate Plaza

### City Limits

Significant portions of Kings Mountain extend beyond the above defined area, but considerable barriers limit access to these areas by bicycle. To reach neighborhoods such as Northwood & Phenix Mill, and a number of retail and major employment centers within the City, one must cross either I-85 or US 74, with limited choices of where to do so. Some significant destinations in these areas include:

- The Citizens Service Center
- North Elementary School
- East Elementary School
- Mac's Grocery
- Linwood Produce
- City Lake

### Surrounding Region

A number of destinations of regional significance lie outside of the City limit or within island annexations, but they are still within a reasonable distance easily from Downtown for many bicyclists. Aside from employment centers and neighborhoods, other noteworthy destinations include:

- Davidson Lake
- John H. Moss Reservoir
- Kings Mountain
- Crowders Mountain
- Kings Mountain Travel Center
- Ingles Grocery

Scenic and recreational amenities in Kings Mountain inspire local enthusiasm for bicycling and draw visitors to the area. Some of the exceptional destinations are described in the City's Land Development Plan, 1995:

- **Davidson Camp** is a Boy Scout Camp located along NC 161 adjacent to Davidson Lake, about three miles south of downtown.
- **John H. Moss Reservoir** is a man-made reservoir of about 1500 acres and over 50 miles of shoreline. Its nearest point lies about seven miles northwest of downtown. While the Lake area lies outside of the Kings Mountain ETJ, it is owned by the City. The area features camp sites and camping facilities including a bathhouse and showers.
- **Kings Mountain National Military Park**, at over 4,000 acres, is the nation's third largest military park. It is located approximately five miles south of the City.
- **Kings Mountain State Park** lies adjacent to the Military Park. With over 6,000 acres, it offers camp sites, shelters, lake swimming, and hiking trails.
- **Crowders Mountain State Park** continues along the ridge to the northeast. Its 2,364 acres include more hiking trails, shelters, camping sites, and breathtaking views from Kings Pinnacle and the peak of Crowders Mountain.

### 2.3 SPECIFIC BICYCLE BARRIERS AND CONSTRAINTS

Barriers to bicycle travel can exist in the form of natural features such as surface water or steep terrain, or man-made features, including cul-de sacs, limited access roadways, and inaccessible land development. While some barriers present a complete physical or legal impasse, others may be semi-permeable in that, while they can be physically crossed, they impose a significant hazard or psychological deterrent.

Bicyclists must negotiate some significant barriers in Kings Mountain. The following is a list of those most challenging and pervasive barriers to bicyclists in and around the City.

#### Norfolk Southern Railway

Like many older towns in the Carolinas, Kings Mountain grew up along a railroad line. The Norfolk Southern Railway was built in 1872. Today, that railroad corridor divides the City into east and west with the division running through the center of Downtown. Trains pass routinely through the City on a daily basis. Opportunities to cross the tracks when a train is passing are limited. Of the streets that cross the railroad, only King Street and adjacent South Railway Bridge do so above grade in the downtown area. Dixon School Road and Bethlehem Road provide two additional above-grade crossings approximately three miles south of downtown. These roads provide the sole physical connection across the tracks when a train is passing. The number of at-grade crossings may decline as Norfolk Southern decides to close them one at a time.

**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 - York Road and Canterbury Road - and one additional crossing within the ETJ at Dixon School Road. An opportunity for additional bicycle and pedestrian crossing exists by way of the old mining bridge that is currently closed, located by Kings Creek. See “Existing Bridge noted in Gateway Trail plan in **Appendix A.8** and **A.9**.

**US 74 Bypass** forms a northern boundary across the City, dividing a significant part of the community from the Downtown. Physical crossings exist at Cleveland Road, Piedmont Avenue, Cansler Street, and Waco/Oak Grove, with an additional connection using Shelby Road just west of the City limits. Another physical connection exists under the highway through the Potts Creek drainage structure, but that structure is currently not suitable for bicycle or pedestrian use.



**US 74 in Kings Mountain**

**Shelby Road** provides an important east-west connection through the City from the terminus of Kings Street at Phifer Road, to US 74 Bypass and beyond. From Kings Mountain Boulevard westward, 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.



The **Kings Mountain Mica Company Quarry** and other industrial properties occupy a substantial area within the City, stretching from York Road to Tin Mine Road - a length of nearly three miles - between I-85 and Battleground Avenue. Though this area is presently off-limits to bicycles, the Gateway Trail Plan proposes trail facilities to provide a connection across this mile-wide swath. See **Appendix A.8** and **A.9**.

**Kings Mountain public parks** and Deal Park (leased by the YMCA) have signs at their entrances clearly indicating that bicycles are not permitted.

**Battleground Avenue** (State Highway 216) connects the downtown area to Kings Mountain Boulevard and provides the only connection to the Gateway Trail Head. However, this critical corridor is very narrow in some segments (as little as 21 feet) and unsafe for bicyclists, especially in the busy area from Falls Street to Margrace Road. The posted speed for this road segment south of Hawthorne Street is 45 mph.

**King Street** provides the longest uninterrupted east-west connection through downtown. Together, East and West King Street run approximately two miles through the City. However, this central corridor is not conducive to bicycle use. As the City's primary business route (74 Business), it serves a high volume of traffic and has frequent curb cuts which serve the business sites that line the north and south sides of the street. The posted speed limit is 35 mph, but typically sees speeds in excess.



**Sign at Sims Park**



**King Street looking eastward toward the Cleveland Avenue intersection**

## 2.4 GENERAL ANTI-BICYCLE CONDITIONS

The problem areas described above focus on specific locations, but they are all part of a larger system that requires attention on a number of fronts. The general conditions listed below each exert a negative influence on the community and limit bicycle activity. Each may contribute in some way to the reality or perception that biking is not as safe, practical or enjoyable as it should be. Each may inhibit citizens who find themselves with few choices of transportation, from making a necessary or desired trip on a bike. Each may discourage those on the cusp of a decision between biking and driving, to take their bike.

### 1. Inadequate on-road bicycle facilities

Aside from a few of the 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.

### 2. 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.

### 3. On-street parking

While on-street parking is a great benefit to downtown retail businesses and pedestrian life, it can inhibit bicycle use with the potential danger of vehicle doors suddenly opening into the path of a bicyclist, particularly on highly trafficked streets such as Piedmont, Gaston, Gold, and Mountain. Angled parking is sometimes favored by merchants as it allows greater numbers, but this orientation poses an even greater hazard to bicyclists and is not as favorable to pedestrians as parallel parking. Back-in diagonal parking presents a safer option for bicyclists and drivers, though it requires additional maneuvering skills on the part of drivers.



**Marked parallel parking  
serving businesses on Battleground Road**

### 4. Traffic

The City of Kings Mountain notably sees a considerable amount of traffic. Aside from I-85 and US 74 Bypass, which carry between 40 and 50 thousand vehicles per day passing through the City limits, downtown traffic conditions present challenges for bicyclists. Current Average Annual Daily traffic



counts for York Road increase to 13,000 as it approaches King Street. US 74 Business sees 11,000 to 13,000 within the city limits. The intersection of King Street and York Road/Cleveland Avenue is the busiest intersection. Battleground Avenue sees up to 6200 vehicles per day at King Street. Outside of downtown traffic eases off and it is notably much easier to get around; however, there are still some critical intersections where high volumes of traffic could present problems. Phifer Road provides a connection between downtown and three major schools. At the junction of Phifer with the Downtown grid at West Mountain and Gold Streets, traffic reaches 6200 vehicles per day. Numerous bicycle accidents have been reported along Phifer and Gold Streets since 1992.

## 5. Aesthetics

As is stated repeatedly in the Kings Mountain Land Development Plan, there are many areas throughout the City where visual blight is notable. The Norfolk-Southern Railroad corridor running through the center of downtown provides one example of where visual improvements are needed.

## 6. Lighting

Both steering committee and general public reported unease about lighting in the City, saying they felt conditions were not favorable for bicycling at night.



## 2.5 UNIQUE OPPORTUNITIES

Kings Mountain offers many features inviting to bicyclists. Other bicycle-friendly elements and trends in the City may be less obvious but have an even more profound impact on Kings Mountain’s walkability in the present and near future. Each of these features deserves a spotlight in order that their value can be more clearly understood, and their characteristics preserved, enhanced and drawn upon as the City continues to develop.

### 1. A centralized downtown core

As a historic city, Kings Mountain has grown around a tight-knit grid of streets. Many desired destinations are located close together in a well connected pattern of streets. This classic arrangement provides a convenient and inviting setting for bicycle life.

### 2. Overlay Districts

These districts are in place to “protect and enhance the economic and aesthetic appeal and orderly development of properties...while at the same time maintaining traffic efficiency and safety.” All of the districts call for street trees and increased street connectivity. The NC 161 Overlay additionally provides for trails (where applicable) and bike facilities at the right-of-way, designed in accordance with NCDOT standards and installed accordingly as part of the development.

### 3. Scenic countryside

Though the nearby majestic mountains lure bicyclists out into the countryside, one does not have to leave the City to see them. Crowders Mountain and Kings Mountain dominate the eastern and southern skyline. While gentle rural landscapes extend north and west.



Rural landscape of Dillon Road

### 4. The Gateway Trail

Kings Mountain’s current greenway includes over 2 miles of trail. The trailhead facilities on Battleground Road include a welcome center with restroom facilities, water fountains, trash receptacles and parking for 30 vehicles. Other amenities include picnic tables, a map kiosk, and bike racks. See **Appendix A.8** and **A.9** for more details.



Kings Mountain Gateway Trail



**5. Additional Local and Regional Greenway Opportunities**

In addition to the current Gateway Trail, the City has further opportunities to develop its greenway network. Both Potts Creek and Beason Creek could potentially provide significant east-to-west connections, particularly through the use of the sewer right-of-way corridors that follow both creeks. Both creeks are designated as part of the regional Carolina Thread Trail. Additional trail opportunities exist in other parts of the City that would also form useful bike connections. An expanded greenway network utilizing these corridors could serve many significant destinations identified within this plan.

Building upon these assets of the City, **Section 4: General Recommendations** of the Kings Mountain Bicycle Plan outlines specific strategies to meet the community's bicycle goals.