

# FAQs - Frequently Asked Questions

## 1. Why was the Bike Ped Committee created and when?

Council approved the formation of the committee in January 2020.

*The Bike Ped's Mission-* To assist the Town Council of Kure Beach in the planning, funding, development and implementation of facilities and programs that will result in the increased safety and use of bicycle and pedestrian travel as a significant and beneficial mode of transportation and recreation, embracing innovation and being environmentally and socially responsible.

## 2. Who are the members of the Bike Ped Committee?

Mo Linqvist – Chair, Garner Von Cannon, Candy Ashton-Forrester - Secretary, Eileen Clute - East Coast Greenway Liaison, Matt Sakurada, Steve Shumate, Cindy Maier, Allen Oliver – Kure Beach Council Liaison

## 3. How do I access the Kure Beach Bike Ped Committee Page?

<https://www.townofkurebeach.org/committees/bikeped-committee>

## 4. Are the Bike Ped Meeting minutes posted?

Yes, minutes are posted following committee approval at the next months committee meeting. Minutes are kept and posted by the Town Clerk's Office. [www.townofkurebeach.org/agendas-minutes/committees](http://www.townofkurebeach.org/agendas-minutes/committees)

## 5. What is the East Coast Greenway?

The East Coast Greenway is a walking and biking route stretching 3,000 miles from Maine to Florida, connecting our nation's most populated corridor. For more info click on this link: [www.Greenway.org](http://www.Greenway.org)

## 6. Is Kure Beach planning to extend the Island Greenway from Carolina Beach?

At this time, there is no plan to extend the Island Greenway. However, the Bike Ped received permission from Town Council to submit a letter of interest to WMPO to be considered for a grant to cover 100% of the fee for a Comprehensive Bike Pedestrian Plan. The letter of interest was submitted on December 11, 2020.

A Comprehensive bike Ped Plan would provide guidance for the Town, North Carolina Department of Transportation (NCDOT), and other local and regional stakeholders in developing improvements to its biking and pedestrian infrastructure, programs and policies. The plan would serve as a decision-making tool to assist leaders in prioritizing, funding, and implementing projects.

## 7. What is WMPO?

**W**ilmington **M**etropolitan **P**lanning **O**rganization

The Wilmington Urban Area Metropolitan Planning Organization is the regional transportation planning agency for the lower Cape Fear region of southeastern North Carolina. The WMPO facilitates a cooperative, comprehensive, and continuing transportation planning process that serves as the basis for the expenditure of all federal transportation funds in the area for streets, highways, bridges, public transit, and bicycle and pedestrian facilities. Our town is a member and Commissioner John Ellen sits on the board. Mo Linqvist was appointed by council as the required Kure Beach representative on their Bike Ped Advisory Committee.

## 8. Will there be a cost to the Kure Beach Residents?

The minimal cost for the signage and marketing materials is available in the committee budget for 2020-2021.

As far as the cost for a Comprehensive Bike Ped Plan, the committee suggested to council to send a letter of interest to WMPO to be considered for a grant to cover 100% of the fee. If that is not approved by WMPO, there is another grant through NCDOT in which case they will pay 90% and the town will only have to pay about 10% of the fee. A Comprehensive Bike Ped Plan will provide due diligence and get input from all parties involved.

A Comprehensive bike Ped Plan provides guidance for the Town, North Carolina Department of Transportation (NCDOT), and other local and regional stakeholders in developing improvements to its pedestrian infrastructure, programs and policies. The Plan serves as a decision-making tool to assist leaders in prioritizing, funding, and implementing projects.

## 9. Does this new bike path mean Settlers Lane will become one way?

No. We were proposing a bike route, not a bike path.

**Bike Route (Class 3)** are streets designated for bicycle travel and shared with motor vehicles. While the only required treatment is signage, streets are designated as bike routes because they are suitable for sharing with motor vehicles and provide better connectivity than other streets.

**Bike Paths (Class 1)** are paved rights-of-way completely separated from streets. Bike paths are often located along waterfronts, creeks, railroad rights-of-way or freeways with a limited number of cross streets and driveways. These paths are typically shared with pedestrians and often called mixed-use paths.

**Bike Lanes** are a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.

## 10. How is this different that it is now?

Basically, it is not any different than it is now except for some directional signage and marketing materials for visitors. The goal with this route was to get people walking, people on bikes and any other active transportation off of Ft. Fisher going south until they get to E Avenue where on street parking is eliminated and bike lanes are outlined on the road. Our town needs to be proactive and provide an equitable and inclusive route for all travelers. This is in accordance with NCDOT's Complete Streets policy to provide SAFE travel for motorists AND people using active transportation (self-propelled, not motorized.)

Also, it addresses the requests of residents south of K who want a safer route to get to the CB Island Greenway without having to take their life in their hands by traveling north on Ft. Fisher. For those traveling south, it avoids the treacherous area of Ft Fisher with parked cars and inadequate sidewalks and bike lanes by emptying them off on E where no cars are parked and bike lanes begin.

The optional loop shown down K to the pier was for a scenic spot alert for visitors (and to promote our businesses). The map is intended mainly for visitors who are not familiar with how to maneuver through our neighborhoods.

### 11. What is the graveled area on the map?

Council approved usage of the town's well site located on Settlers Lane as a connector. We are calling this the Spot Lane Connector. The fence has been opened to allow bicycle and pedestrian crossing to Spot Lane. This allows easy access to the CB Island Greenway.

### 12. Will the graveled path be paved?

Public Works (if approved in the 2021-2022 Town Budget) will pave a path across the area.

### 13. Does the alternate path divert through Mackerel?

Yes. Until the Spot Lane Connector is paved, bike riders may not want to ride through a gravel lot where debris could be picked up in the tires of their bikes.

### 14. Will there be signs directing the walkers/bikers? Yes.

### 15. Will Settlers Lane have a dedicated bike path area?

No. At this time, we are proposing a safer **Bike Route** sharing the road with motorists. It is an extremely low cost and immediate solution to provide a safer route for pedestrians and people on bikes and other active transportation.

### 16. How will this be policed?

The roadway will be policed in the same manner. The majority of the bicycle accidents in our town happen on Ft. Fisher. This alternate route may reduce some of the bicycle accidents.

### 17. Why is the proposed route superior to using Alabama to Fort Fisher Boulevard or Ocean to Dow Road? Those roads are able to handle more traffic and would not disrupt Settlers Lane.

Yes, Alabama to Fort Fisher or Ocean to Dow are also alternate bicycle routes. However, Ocean, Dow and Fort Fisher Boulevard are not optimal routes for pedestrians.