

# Chapter 11

## KINGSBURG

This chapter describes the current status and future plans for biking and walking in the City of Kingsburg.

### RELATIONSHIP TO CITY PLANS AND POLICIES

The Kingsburg General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling. The Kingsburg General Plan and other local plans are described in this section. Several other local, regional, and statewide plans also contain goals and policies relating to bicycling and walking in Kingsburg. These plans are discussed in Chapter 2, Existing Conditions, and in Appendix C, Relationship to State and Federal Plans and Policies.

#### City of Kingsburg General Plan

The Kingsburg General Plan reflects the City's long-range goals, and provides guidance for planning in the City. The Plan also embraces all aspects of existing and future development of the City.

#### Circulation Element

The Circulation Element is designed to provide access to other parts of the City and region for all citizens of Kingsburg.

The Bicycle Routes section discuss how the compact structure of the City helps encourage the use of bicycles as an alternative transportation mode. The section also encourages bicyclist use of collector and minor streets as primary routes of bicycle transportation. This Element proposes that separate bike lanes be provided along the following streets:

- Sierra Avenue, between 6<sup>th</sup> Avenue and 10<sup>th</sup> Avenue;

- Draper Street, between 10<sup>th</sup> Avenue and California Street; and
- Golden State Boulevard/Simpson Street, between Sierra Street and Kamm Avenue.

#### City of Kingsburg Bicycle Transportation Plan (2017)

The Kingsburg City Council adopted the Kingsburg Bicycle Transportation Plan (BTP) in February 2017. The BTP addressed all the required elements that comprise a Bicycle Transportation Plan, as listed in Section 891.2 of the California Streets and Highways Code. The Plan also describes the different types of bikeways, reviews the Kingsburg General Plan Circulation Element's goals and objectives with regard to bicycling, and details funding and implementation. Proposed bikeways within and adjacent to the City are included in the Bicycle Transportation Plan as Map 3, Proposed Bike Path System.

#### Central Kingsburg Revitalization Plan (2007)

The Central Kingsburg Revitalization Plan identified improvements to the downtown area and other key street and pedestrian connections to help revitalize the community by making it a safer and appealing place to walk, shop, gather and do business. The ATP supports and builds upon the recommendations of this plan.

#### Revitalization Strategy for Downtown Kingsburg (2017)

The Revitalization Strategy for Downtown Kingsburg was developed with assistance from the Community Planning Assistance Team (CPAT) program, which united expert planning professionals with residents and other community stakeholders. The study area for the project was Downtown Kingsburg, bounded by Sierra Street, 18<sup>th</sup> Avenue, and SR 99. The study placed an emphasis on examining Kingsburg's

future growth, physical development of the Downtown Swedish Village, wayfinding, and strategies for downtown economic development.

The study's physical development recommendations for pedestrian improvements included the following:

- Pedestrian light standards should be added to the sidewalks on the west side of Simpson Street between Sierra Avenue and Draper Street, and on both sides of Draper Street from Simpson Street to Sierra Avenue.

### North Kingsburg Specific Plan (2005)

The North Kingsburg Specific Plan serves as a guide for the City of Kingsburg to carry out urban development proposals of the General Plan for the Swedish Village in North Kingsburg. The Plan provides for a combination of residential, commercial, and industrial uses to accompany the existing community. The Plan area extends north of the city limits to Mountain View Avenue, and from SR 99 east to Madsen Avenue.

The Community Design Standards section for the North Kingsburg Residential Village includes a discussion on a planned pedestrian corridor trail system. Besides occasional interconnections within blocks, the trail system is intended to be separate from the sidewalk network along street rights-of-ways. The North Kingsburg Specific Plan includes how trail corridors might interconnect with various residential development.

Policy highlights within the Specific Plan Objectives for pedestrian improvements include

- Objective 3C: Link key public facilities and activity centers, such as schools, parks and commercial centers, with pedestrian-oriented corridors separated from streets.

### City of Kingsburg School Access and Safety Evaluation (2016)

The City of Kingsburg School Access and Safety Evaluation was intended to assist the City in identifying school access and safety issues, and potential remedies. The project or analysis was funded by Fresno COG under its Circuit Planner Program for smaller cities in the Fresno Region.

The seven public schools in the City of Kingsburg were the subject of the study. To determine potential actions to alleviate school district concerns regarding transportation and access issues, vehicles and pedestrian access to the seven schools were observed during the morning and afternoon peak hours. Some of the issues observed with respect to school traffic operations included worn out school-related pavement markings, lack of pedestrian crosswalks, and children crossing streets without designated crosswalk locations. Potential actions to alleviate the key issues identified included restriping school related

pavement, providing zebra or ladder striping at crosswalk locations, and providing curb, gutter, and sidewalks along school routes.

### City of Kingsburg Standard Specifications (2009)

The City of Kingsburg Standard Specifications contains specifications for sidewalks. These specifications include:

- Section 11 provides details of sidewalk construction, including specification of sidewalk pattern.

### City of Kingsburg Standard Drawings (2009)

The City of Kingsburg Standard Drawings define standards applicable to sidewalks, striping on City sidewalks, and curb ramps. These drawings include

- ST-1 to ST-4: Street Cross Sections
- ST-23 to ST-24: Curb, Gutter & Sidewalk
- ST-30: Curb Ramp Notes and Details
- ST-31: Detectable Warning Surface
- ST-33 to ST-44: Curb Ramp

### Municipal Code of Kingsburg, California (2016)

The Kingsburg Municipal Code is a compilation of all of the City of Kingsburg's ordinances, codified into regulations. In the code, regulations are grouped by subject matter into titles. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Title 10, "Vehicles and Traffic," and Title 12, "Streets, Sidewalks and Public Places."

The section with direct applicability to the ATP is 10.20.130, annual bicycle safety report, and 10.20.170, bicycle parking:

- **10.20.130 - Annual bicycle safety report**

The chief of police shall prepare an annual bicycle safety report to include accident data, enforcement, licensing, registration and educational.

- **10.20.170 - Bicycle parking**

No person shall park a bicycle within the central business district as described by this chapter except at locations provided for the parking of bicycles.

## EXISTING CONDITIONS

Currently there are 9.5 miles of bicycle facilities and 74.3 miles of sidewalks within the City of Kingsburg. These networks are summarized in Table 11-1 and depicted in Figures 11-1 and 11-2.

*Table 11-1: City of Kingsburg Existing Facilities*

Type	Miles
Sidewalks	74.2
Class I Bike Paths	2.5
Class II Bike Lanes	7.0
Class III Bike Routes	0.0
Class IV Separated Bikeway	0.0

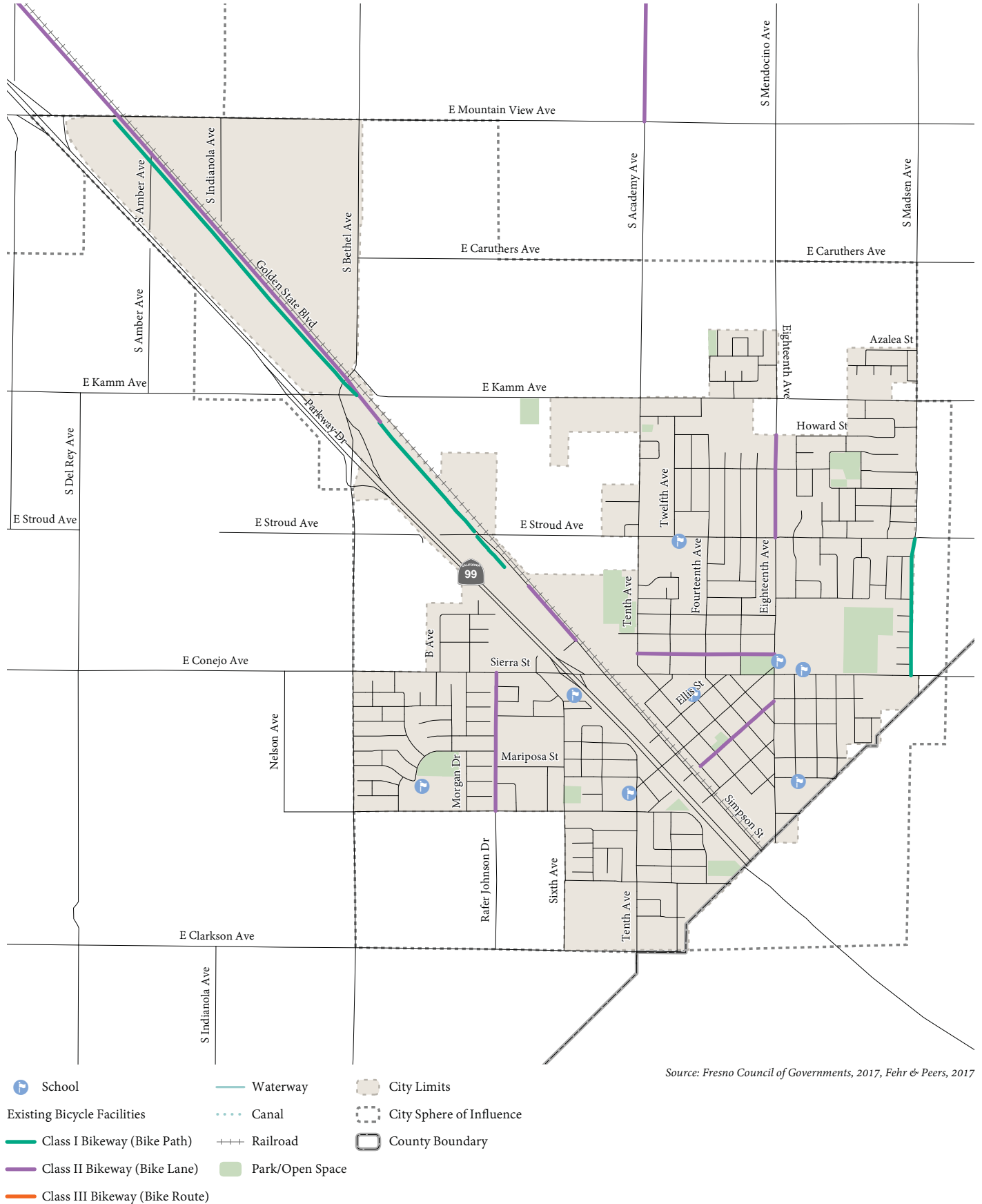
*Source: Fehr & Peers, 2017*



*Planters and benches at the corner of Draper and Smith Streets, Kingsburg*

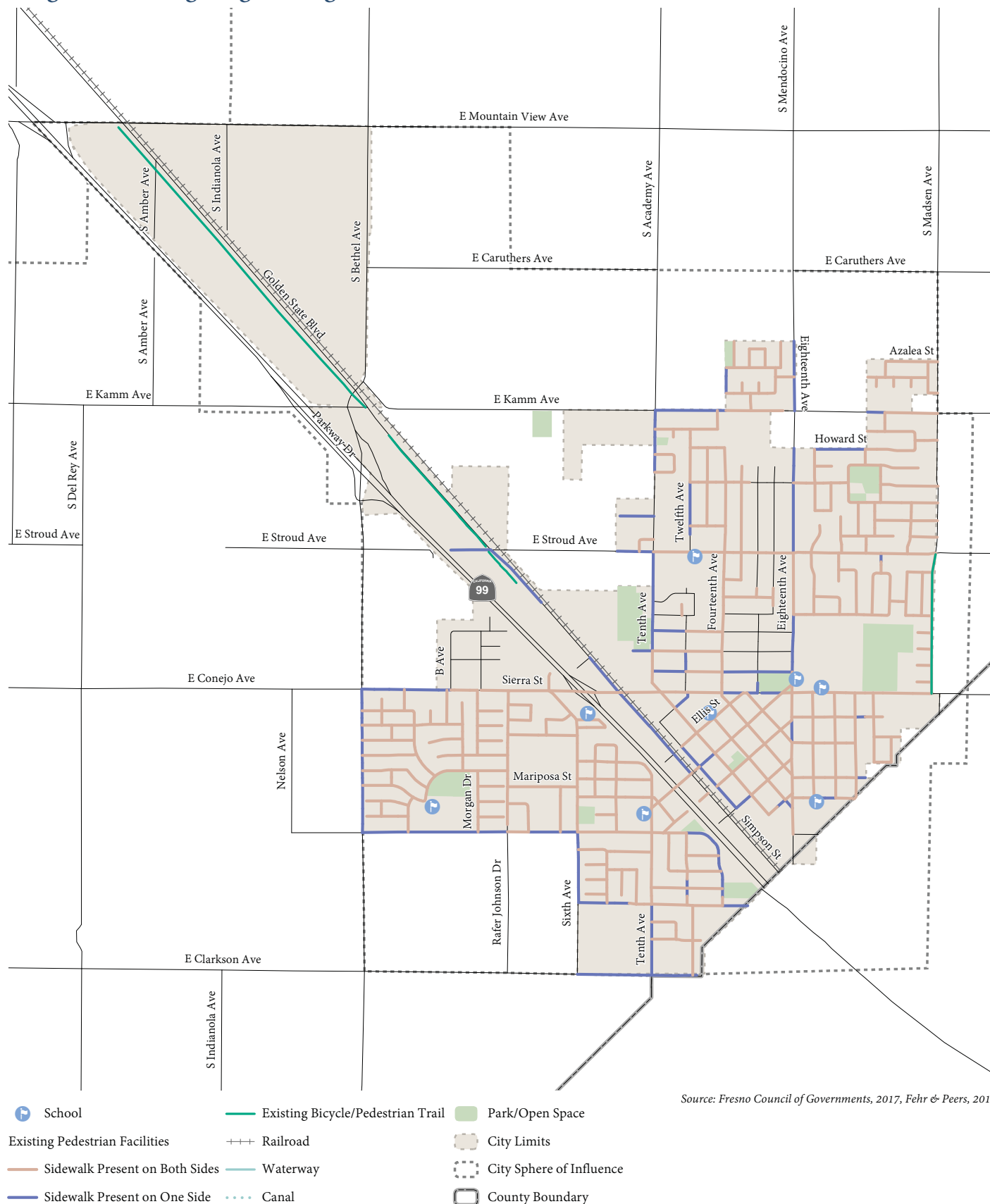


**Figure 11-1: Kingsburg Existing Bicycle Facilities**



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

**Figure 11-2: Kingsburg Existing Pedestrian Facilities**



The City of Kingsburg is located about 24 miles south of the City of Fresno and the City is situated along SR 99 and Golden State Boulevard. It is unique to the region due to its Swedish heritage, which is reflected in its streetscapes. Streets in Downtown Kingsburg are wide with diagonal parking. In addition, intersections Downtown have bulb-outs and maintained landscaping, and the City's Form Based Zoning Codes promote pedestrian activity.

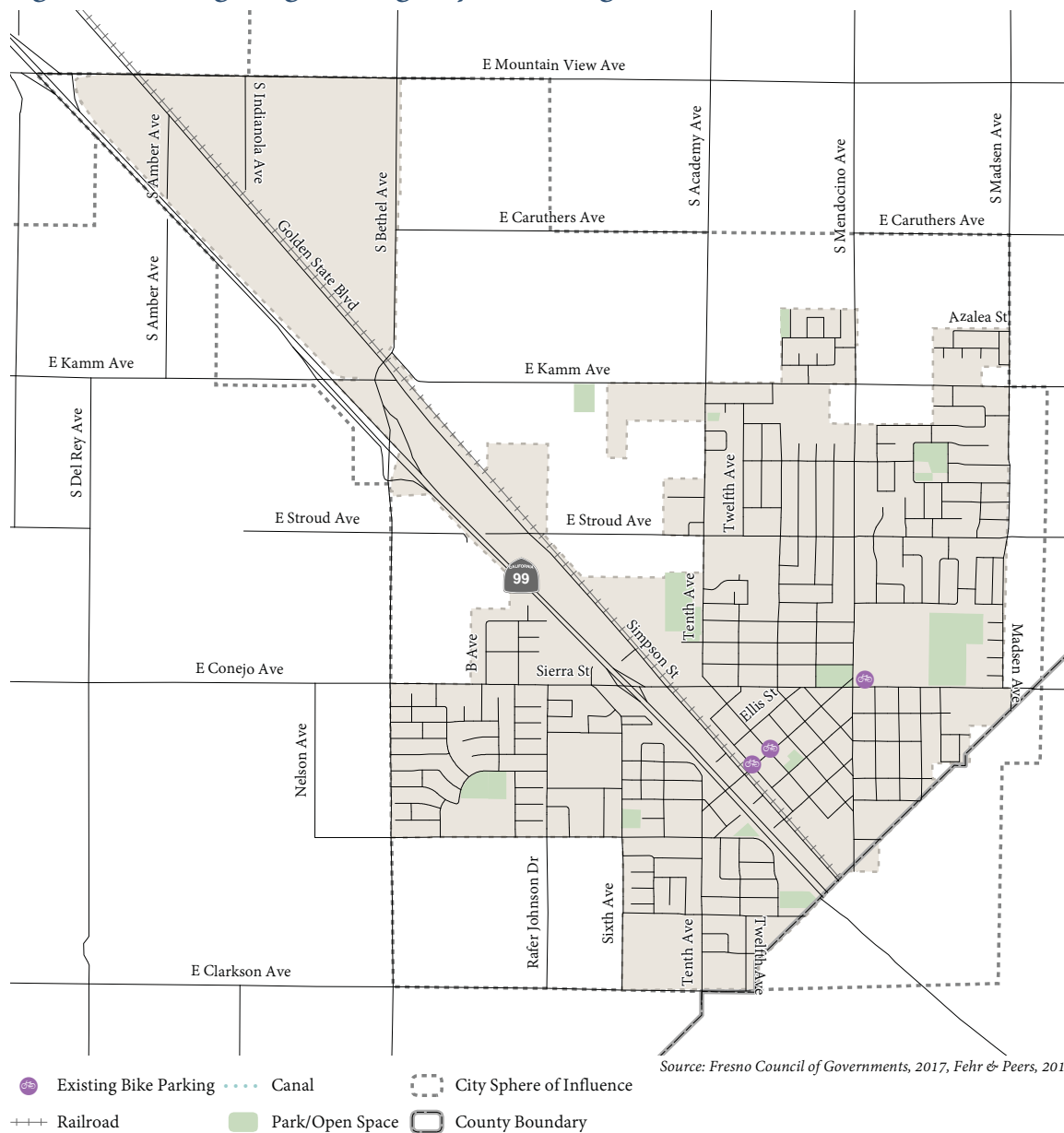
The following factors also are notable to the safety and comfort of bicycling and walking in Kingsburg:

- Residents expressed challenges crossing Eighteenth Avenue at Tulare Street.
- There are sidewalks throughout the majority of the City but some neighborhoods have few sidewalks.

- There are intermittent bicycle facilities that lack connections to key destinations.

Existing bicycle parking in Kingsburg is shown in Figure 11-3. Bike parking may exist at other locations but could not be confirmed.

**Figure 11-3: Kingsburg Existing Bicycle Parking**



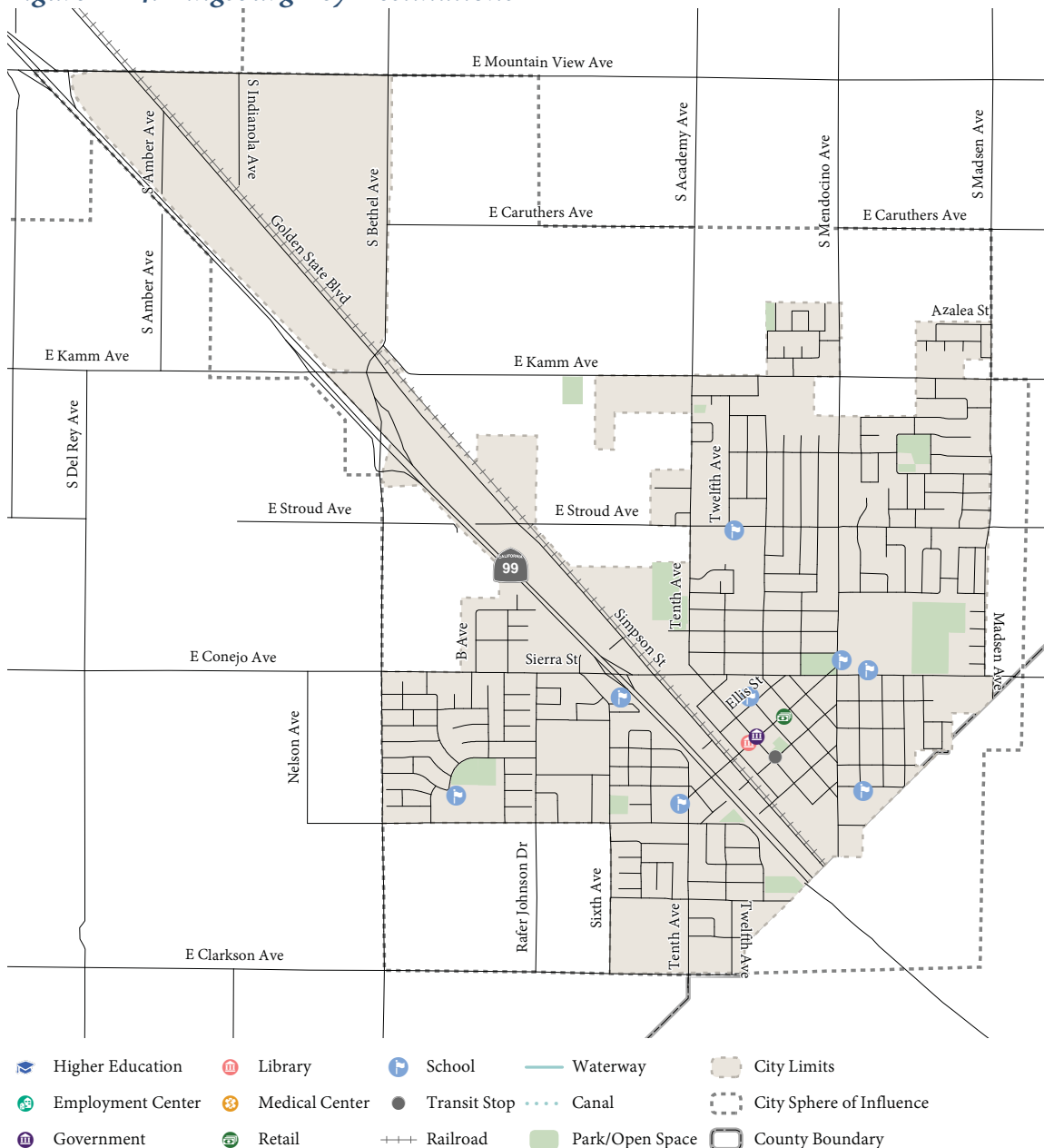
## Key Destinations

Figure 11-4 shows key destinations for bicyclists and pedestrians in the City of Kingsburg. Highlights include:

- Many schools and parks, including Memorial Park
- Shops and restaurants throughout Downtown Kingsburg, especially along Draper Street

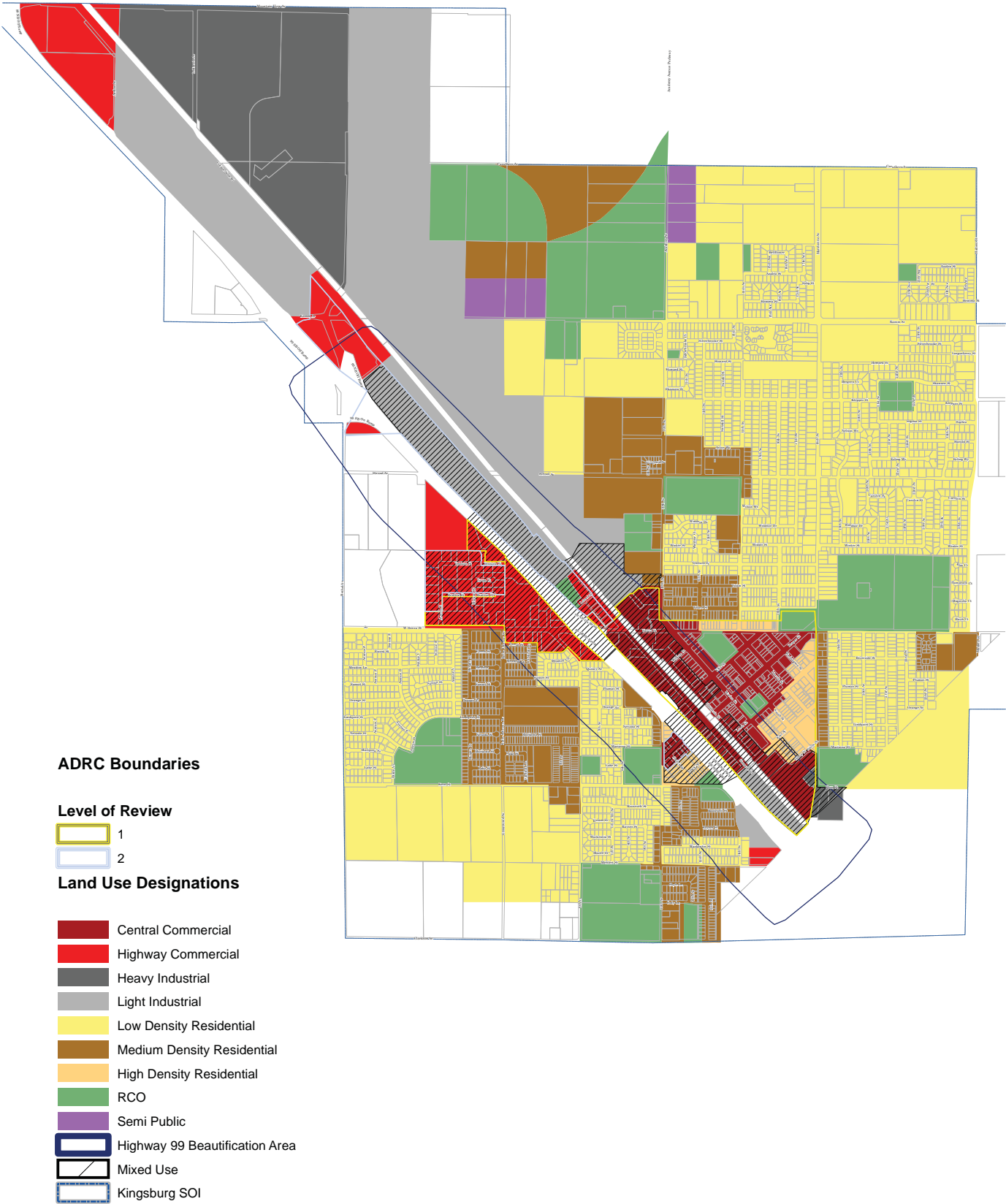
Figure 11-5 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.

**Figure 11-4: Kingsburg Key Destinations**



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Figure 11-5 Kingsburg General Plan Zoning Map



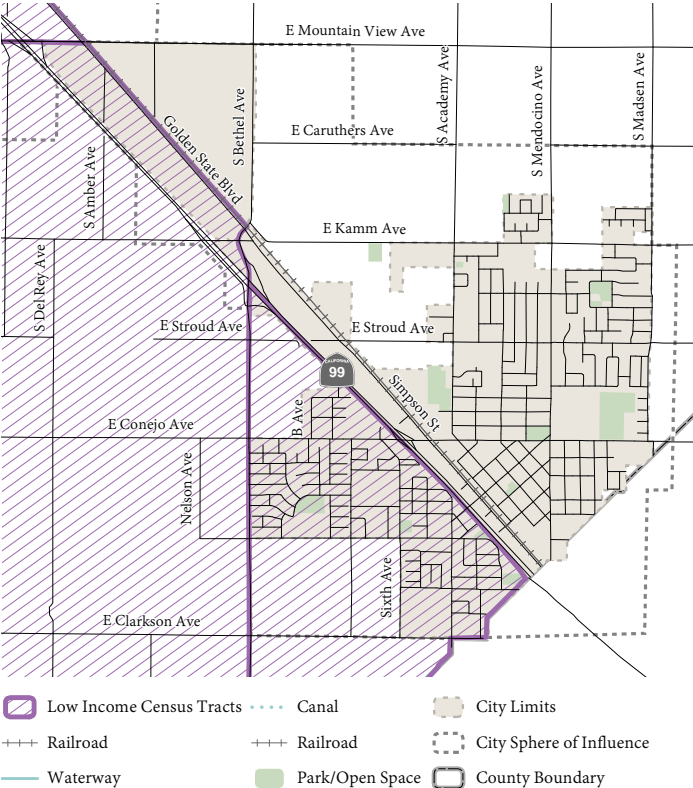
Source: City of Kingsburg, 2017



# Disadvantaged Communities

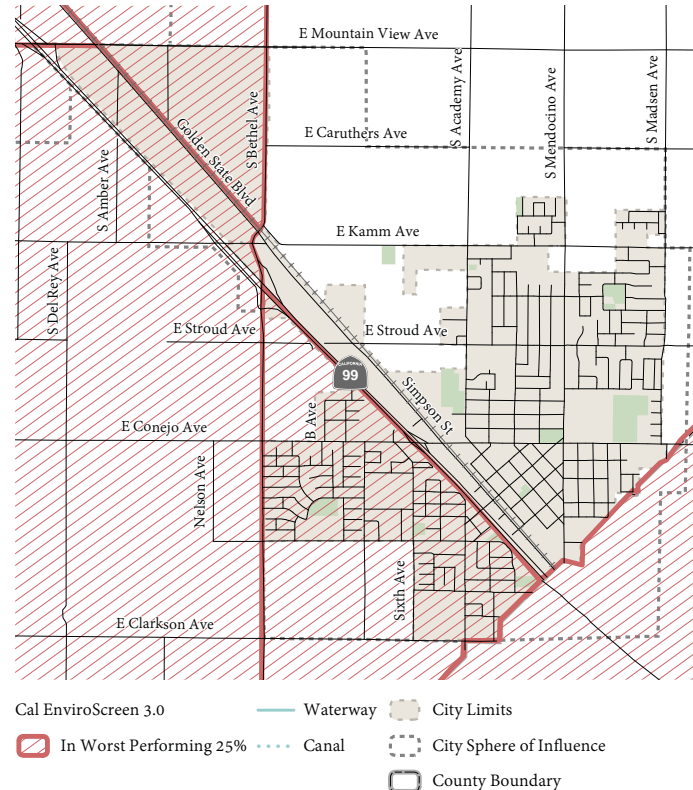
Much of Kingsburg, in particular the area of the City west of SR 99, meets one or more of the criteria for disadvantaged communities, as shown in Figures 11-6 to 11-9.

Figure 11-6: Kingsburg Household Median Income



Sources: U.S Census American Community Survey, 2016, Fehr & Peers, 2017

Figure 11-7: Kingsburg CalEnviroScreen 3.0 Score

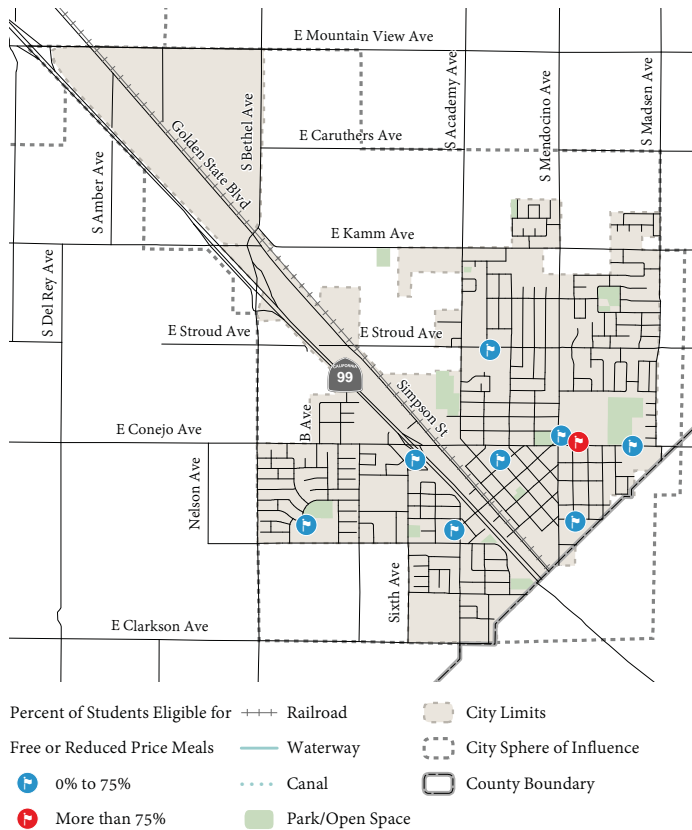


Source: California Office of Environmental Health Hazard Assessment, 2017, Fehr & Peers, 2017



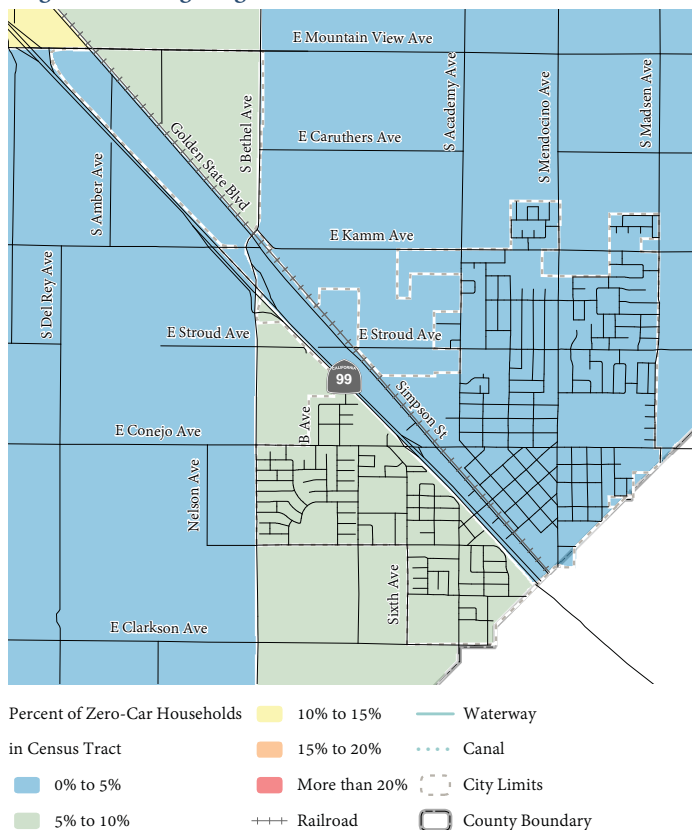
Welcome sign and sidewalk on Sierra Street, Kingsburg

Figure 11-8: Kingsburg Free or Reduced Price Meal Eligibility



Source: California Department of Education, 201, Fehr & Peers, 2017

Figure 11-9: Kingsburg Zero Automobile Households



Sources: U.S. Census 2011-2015 American Community Survey, 2016, Fehr & Peers, 2017

## Existing Trips

Based on data collected through the U.S. Census American Community Survey, approximately 3.9% of Kingsburg workers commute to work by bicycling and 1.6% commute to work by walking. Although the share of commuters that bicycle to work is higher than the statewide average, the share of people who walk to work is lower than the statewide average, as shown in Table 11-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Kingsburg is higher than shown here.

Table 11-2: Kingsburg Trips to Work by Bicycling and Walking

Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Kingsburg	180	3.9%	71	1.6%

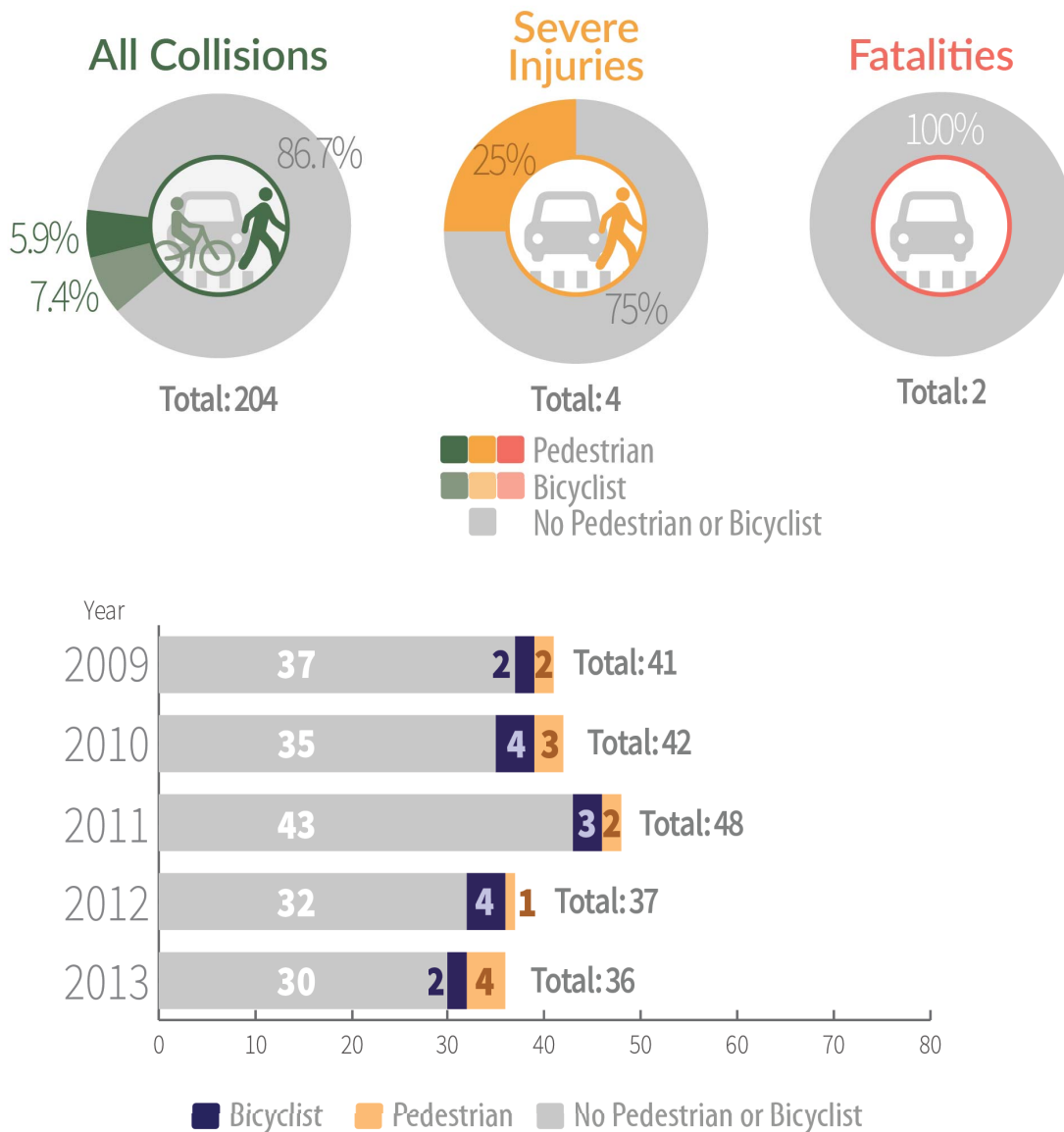
California 188,736 1.2% 458,5623 2.9%

Note: Workers aged 16 years and older, excludes percentage of employees that work from home.

Source: U.S. Census 2011-2015 American Community Survey, 2016; Fehr & Peers, 2017

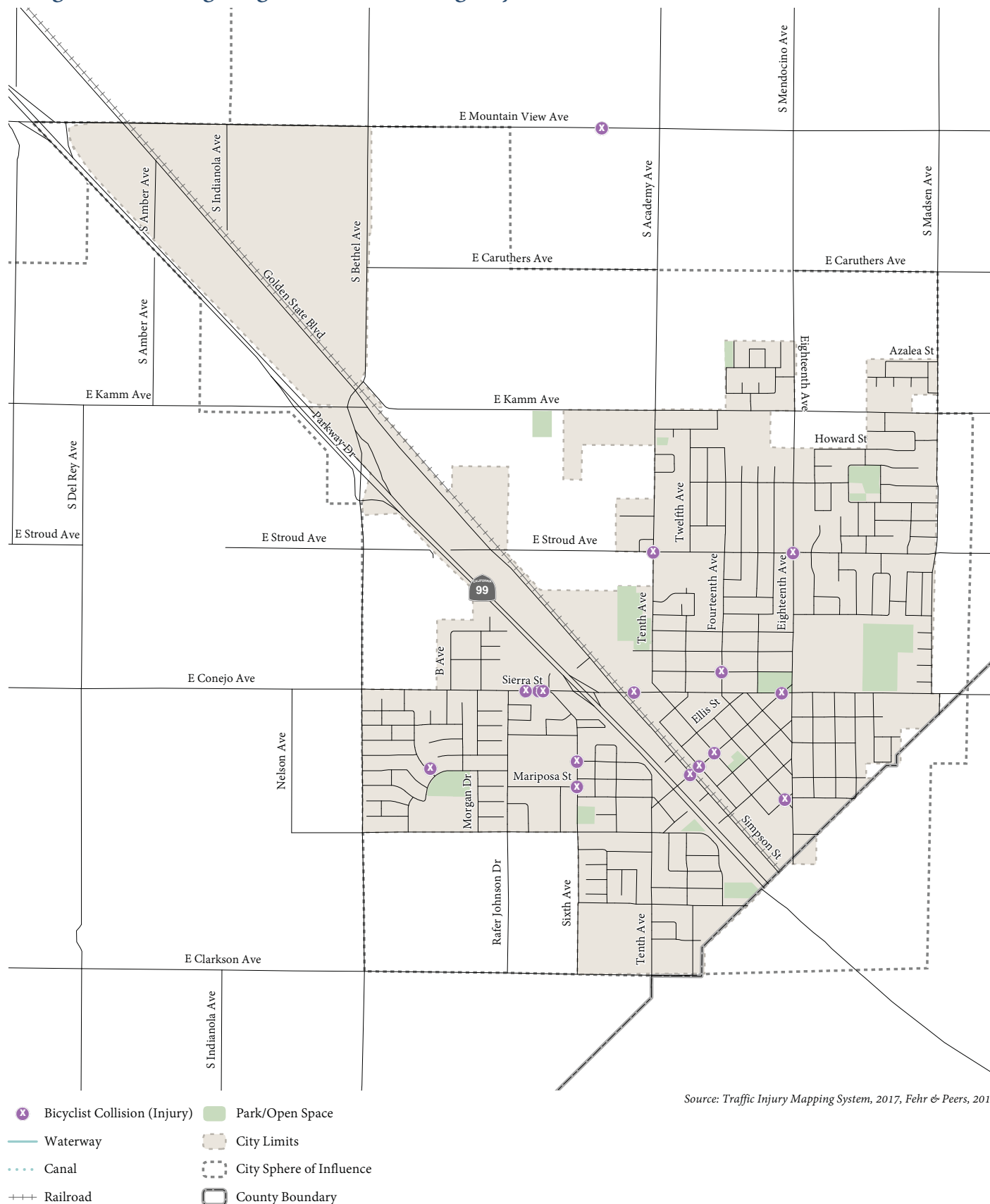
## Collisions

The graphics shown below summarize injury collisions in Kingsburg involving bicyclists and pedestrians by severity and year. Figure 11-10 shows locations of injury collisions involving bicyclists and Figure 11-11 shows locations of injury collisions involving pedestrians.



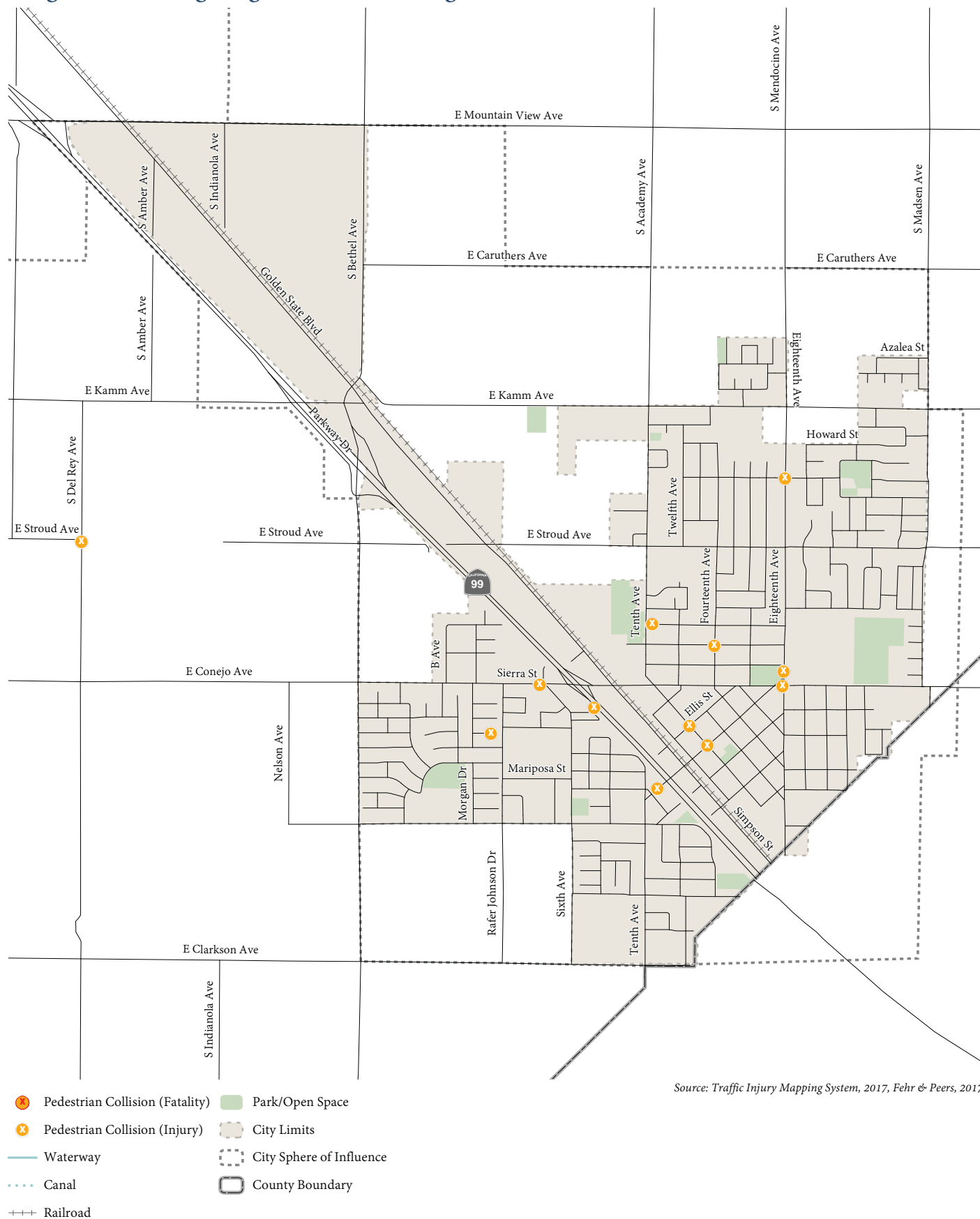
Sources: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017

**Figure 11-10: Kingsburg Collisions Involving Bicyclists, 2009-2013**



Source: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017

**Figure 11-11: Kingsburg Collisions Involving Pedestrians, 2009-2013**



Source: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017



## Past Expenditures

No detailed data was available on past expenditures on bicycle and pedestrian facilities in Kingsburg.





## Maintenance

No detailed data was available on City of Kingsburg maintenance facilities and procedures.

## Five E's

Kingsburg's recent efforts supporting the five E's are presented in Table 11-4.

*Table 11-4: Kingsburg Five E's of Active Transportation:*

E	Discussion
Education 	The City of Kingsburg has participated in bike helmet giveaways.
Encouragement 	A local rotary club in Kingsburg has hosted a 10K run during the City's Swedish Festival.
Engineering 	The City of Kingsburg has created the Bicycle Transportation Plan as discussed earlier in this chapter.
Evaluation 	The City of Kingsburg performed the School Access and Safety Evaluation as discussed earlier in this chapter.

*Sources: City of Kingsburg, 2017, Fehr & Peers, 2017*

## PLANNED NETWORKS

The planned bicycle and pedestrian networks for Kingsburg are summarized in Table 11-5 and shown in Figures 11-12 to 11-13. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to key destinations and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads.

Figure 11-14 presents planned bike parking for Kingsburg. These planned bike parking locations supplement existing locations by adding parking at schools, parks, and near civic and retail areas.

Based on the indicators of disadvantaged communities discussed earlier in this chapter, nearly all of these facilities support disadvantaged communities.

*Table 11-5: Kingsburg Planned Bicycle and Pedestrian Facilities*

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	74.2	0.3	74.5
Class I Bike Path	2.5	0.0	2.5
Class II Bike Lane	7.0	21.8	28.8

Sources: Fresno Council of Governments, 2017, Fehr & Peers, 2017

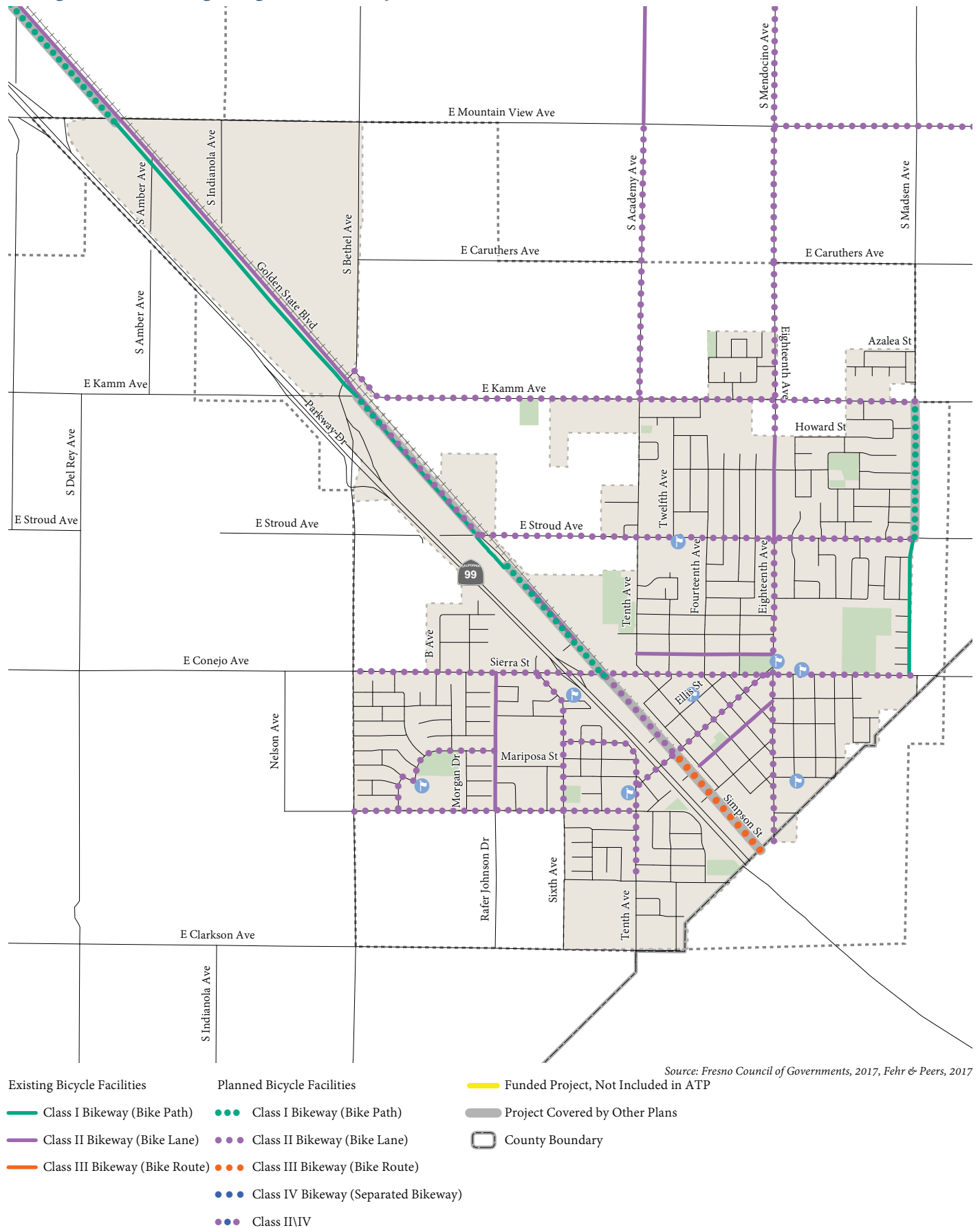
Costs to implement these facilities are summarized in Table 11-6.

*Table 11-6: Kingsburg Planned Bicycle and Pedestrian Network Costs*

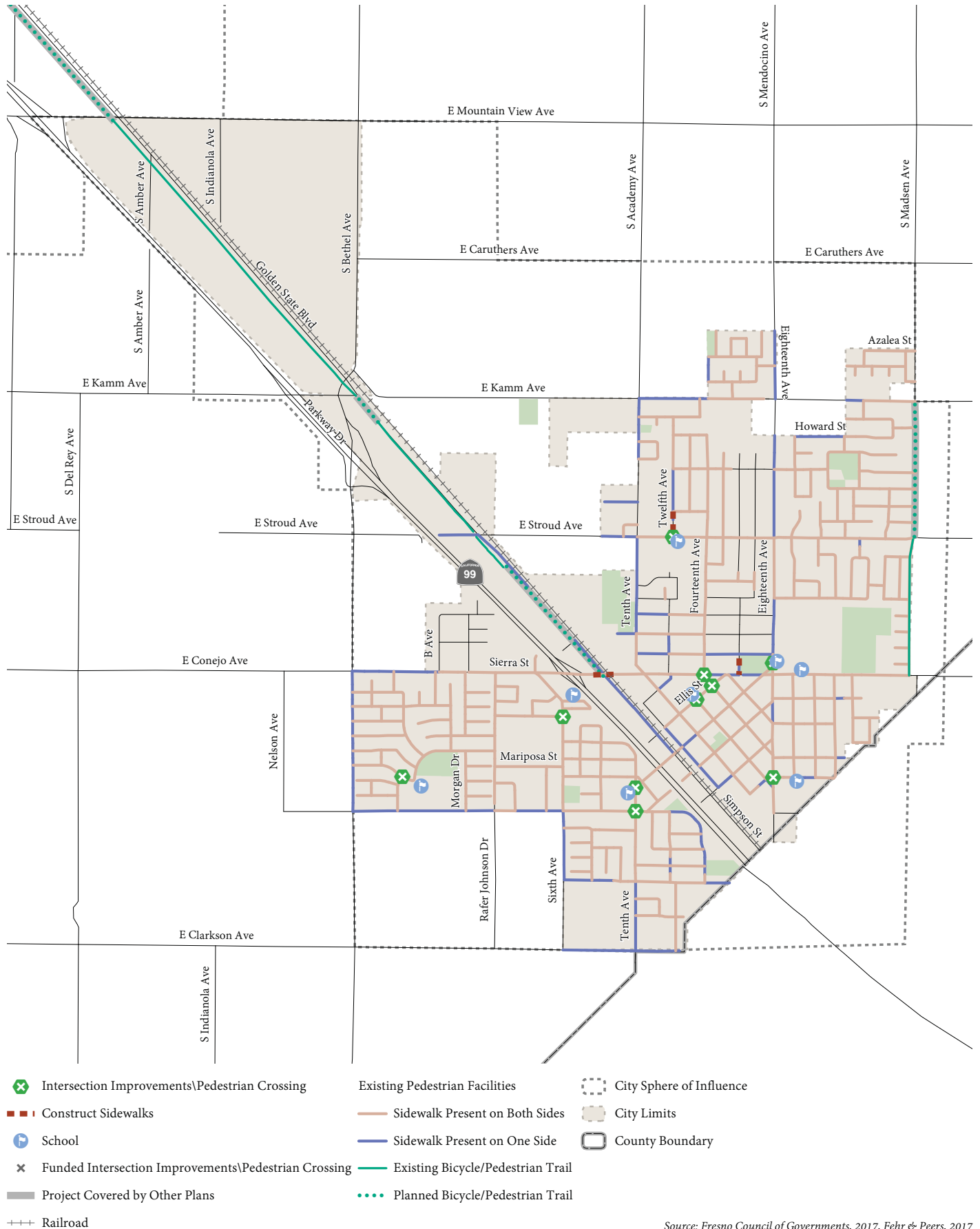
Facility Type	Cost Per Mile	High Priority	Other	Total
Sidewalk	\$343,000	\$64,000	\$53,000	\$117,000
Class II Bike Lane	\$175,000	\$2,675,000	\$1,141,000	\$3,816,000
Crossing Improvements		\$250,000	\$250,000	\$500,000
	Total	\$2,989,000	\$1,444,000	\$4,433,000

Source: Fehr & Peers, 2017

*Figure 11-12: Kingsburg Planned Bicycle Facilities*



**Figure 11-13: Kingsburg Planned Pedestrian Facilities**



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

**Figure 11-14: Kingsburg Planned Bicycle Parking**

