

Chapter 10

KINGSBURG

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

EXISTING CONDITIONS

The City of Kingsburg is located in southern Fresno County, about 24 miles south of the City of Fresno. Kingsburg is situated along SR 99 and Golden State Boulevard

Existing Bicycle & Pedestrian Facilities

There are 79.1 miles of sidewalks and 6.5 miles of bikeways within Kingsburg. These networks are summarized in Table 10-1 and depicted in Figures 10-1 and 10-2.

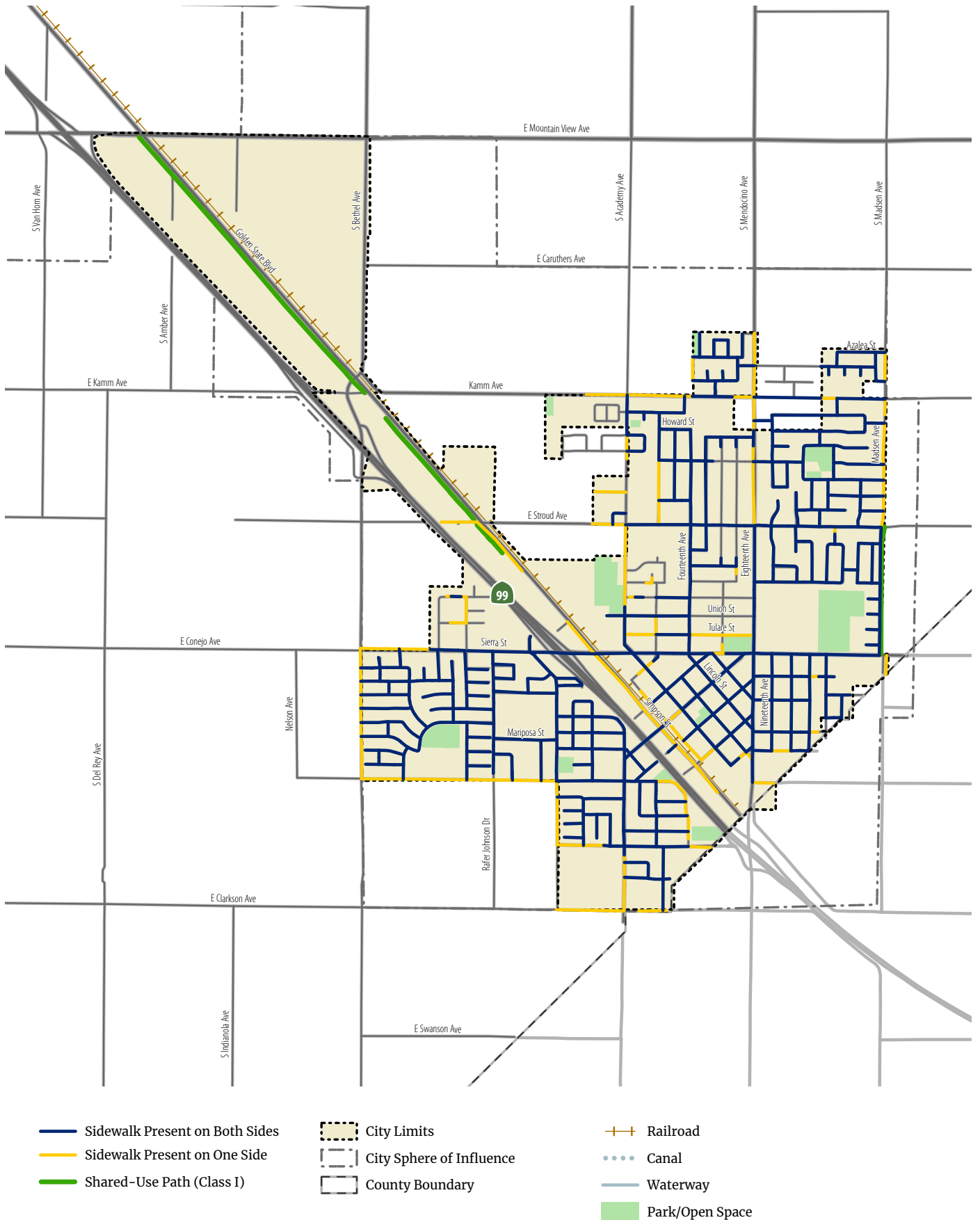
Table 10-1: Summary of Existing Walking & Bicycling Facilities in Kingsburg

Type	Miles
Sidewalk	79.1
Shared Use Path (Class I)	2.5
Bike Lane (Class II)	4.0
Bike Route (Class III)	0.0
Separated Bikeway (Class IV)	0.0

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Kingsburg:

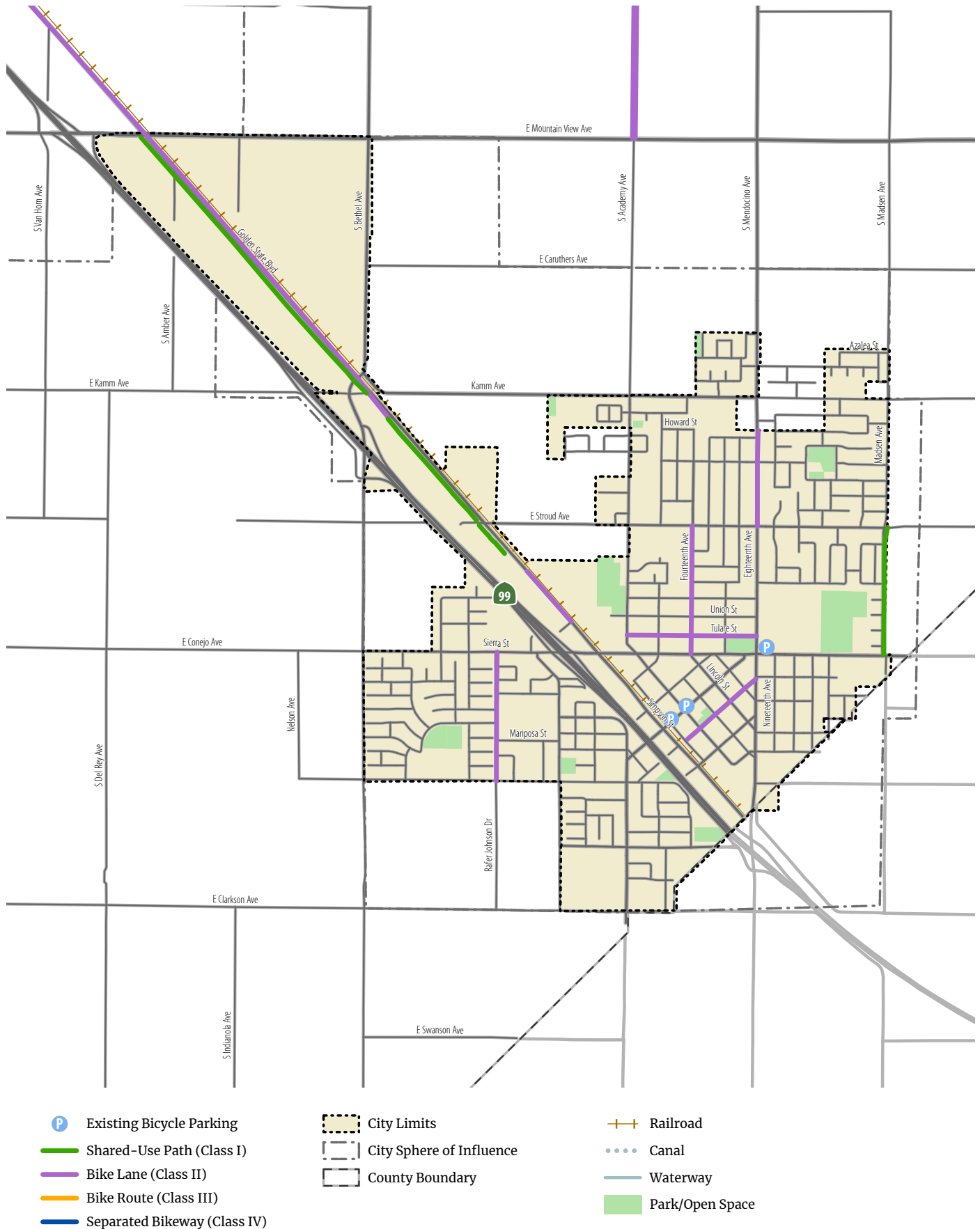
- » The sidewalk network is comprehensive in the western and central parts of Kingsburg. Gaps exist in the northern side of the city. Existing sidewalks need maintenance.
- » Intersections in downtown have bulb-outs and maintained landscaping.
- » Railroad tracks and SR 99 bisect the city. There are no bicycle facilities connecting the two sides of the city.
- » Bicycle facilities are intermittent and lack connections to key destinations.

Figure 10-1: Existing Walking Facilities in Kingsburg



Source: Fehr & Peers, 2023

Figure 10-2: Existing Bicycling Facilities in Kingsburg



Source: Fehr & Peers, 2023



Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Kingsburg:

- » City of Kingsburg General Plan (2007)
- » City of Kingsburg Bicycle Transportation Plan (2017)
- » Central Kingsburg Revitalization Plan (2007)
- » Revitalization Strategy for Downtown Kingsburg (2017)
- » North Kingsburg Specific Plan (2005)
- » City of Kingsburg School Access and Safety Evaluation (2016)
- » City of Kingsburg Standard Specifications (2009)
- » City of Kingsburg Standard Drawings (2009)
- » Municipal Code of Kingsburg, California (2016)

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

Expenditures on Active Transportation Facilities

The City of Kingsburg has spent approximately \$200,000 in general funds over the last five years on walking and bicycling improvements. These funds have been used for:

- » Madsen Avenue Bike/Pedestrian Trail
- » 10th Avenue Bike/Pedestrian Trail
- » Citywide striping project

Maintenance

The City of Kingsburg has several practices supporting maintenance of facilities for walking and biking:

- » Pavement maintenance plan for identifying streets for needed repairs
- » Bi-annual striping procedure with goals to repaint stripes every two years and apply new thermoplastic every 5 years
- » ADA transition plan, regular maintenance funding for ADA facilities, and specific project funding for ADA upgrades
- » Regular coordination with PG&E on maintenance for lighting
- » Regular maintenance schedule for landscaping and irrigation

Education & Encouragement Programs

Local schools have discussions with law enforcement, city staff, and the community at the beginning of the school year to support and encourage safe walking and biking to school.

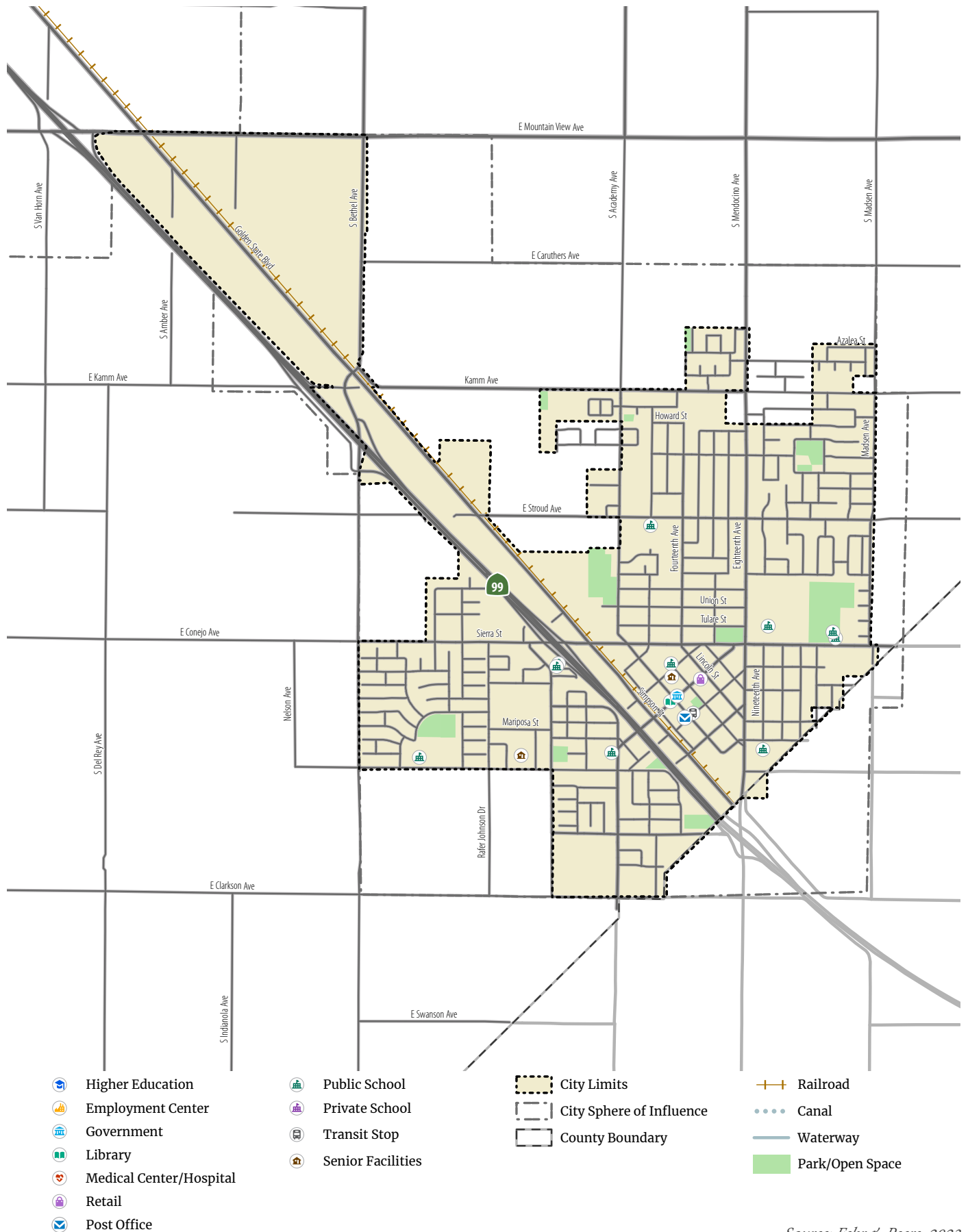
Key Destinations

Figure 10-3 shows key destinations for bicyclists and pedestrians in the City of Kingsburg. Highlights include

- » Schools in the area, including Rafer Johnson Jr. High School, Kingsburg High School, Washington Elementary School, Island Community Day, Central Valley Home School, Roosevelt Elementary School, Reagan Elementary School, and Lincoln Elementary School,
- » Businesses in Downtown Kingsburg;
- » Kingsburg City Hall and Branch Library, and
- » Transit stops.



Figure 10-3: Key Destinations in Kingsburg



Source: Fehr & Peers, 2023

Disadvantaged Communities

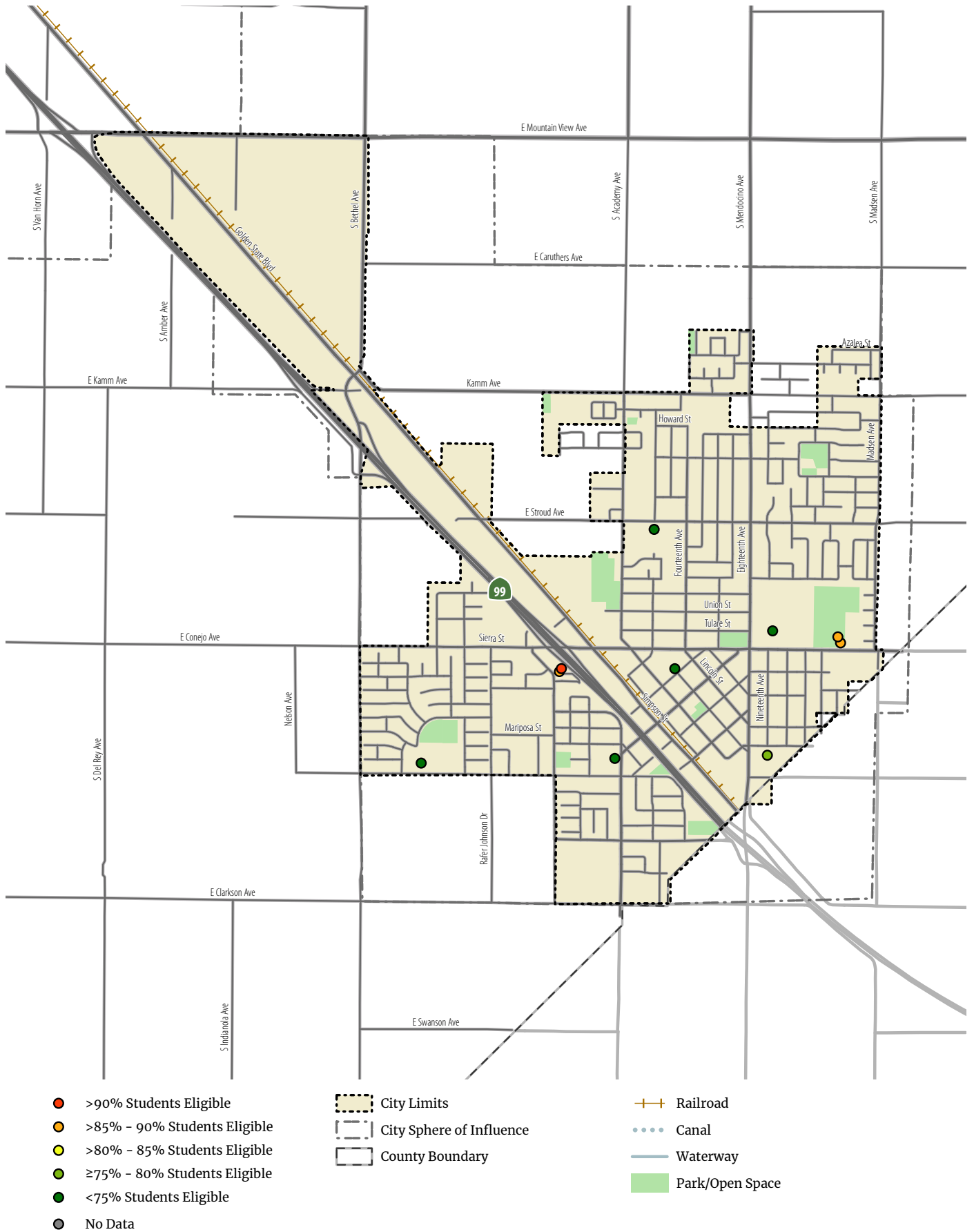
Much of Kingsburg, specifically the area of the city west of SR 99, meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Households in Kingsburg west of SR 99 make 75 to 80 percent of the state median income, and the community south of E Mountain View Ave and west of S Bethel Ave make 70 to 75 percent of the state median, as shown in Figure 10-4.
- » **Free & Reduced Price Meals for Schools:** 5 out of the 10 schools with available data have over 75 percent of the student body eligible for free or reduced price meals, as shown in Figure 10-5.
- » **CalEnviroScreen:** Kingsburg west of SR 99 and north of Kamm Ave is within 15 to 20 percent of the most disadvantaged areas in the state, as shown in Figure 10-6.
- » **Healthy Places Index:** Almost all of Kingsburg is not within the 25 percent most disadvantaged areas in the state, as shown in Figure 10-7.
- » **Federal Climate & Economic Justice Tool:** Only a small part of Kingsburg exceeds the criteria in any categories in the screening tool; an area north Kingsburg (Wineland) exceeds 3 or 4 categories, as shown in Figure 10-8.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** A sliver of Kingsburg between SR 99 and the railroad in the northern portion of the city falls within the 10 percent most disadvantaged areas in the state. Otherwise, Kingsburg falls outside of the 25 percent most disadvantaged areas in the state, as shown in Figure 10-9.
- » **FCOG Environmental Justice Areas:** Residential areas north of Kamm Avenue are considered disadvantaged by this definition, as shown in Figure 10-10.

Because a large part of Kingsburg meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.

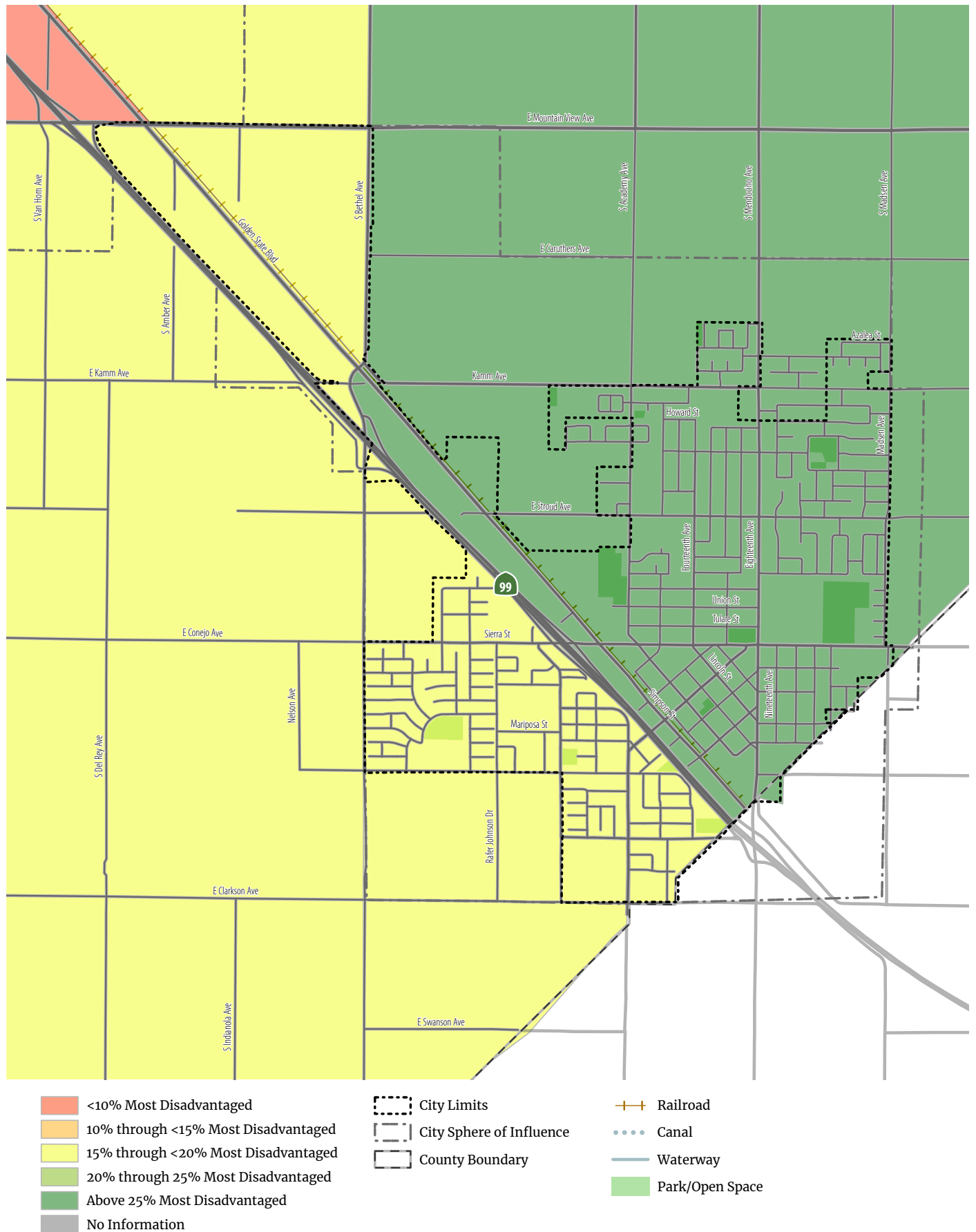


Figure 10-4: Kingsburg Free and Reduced Price Meals for Schools



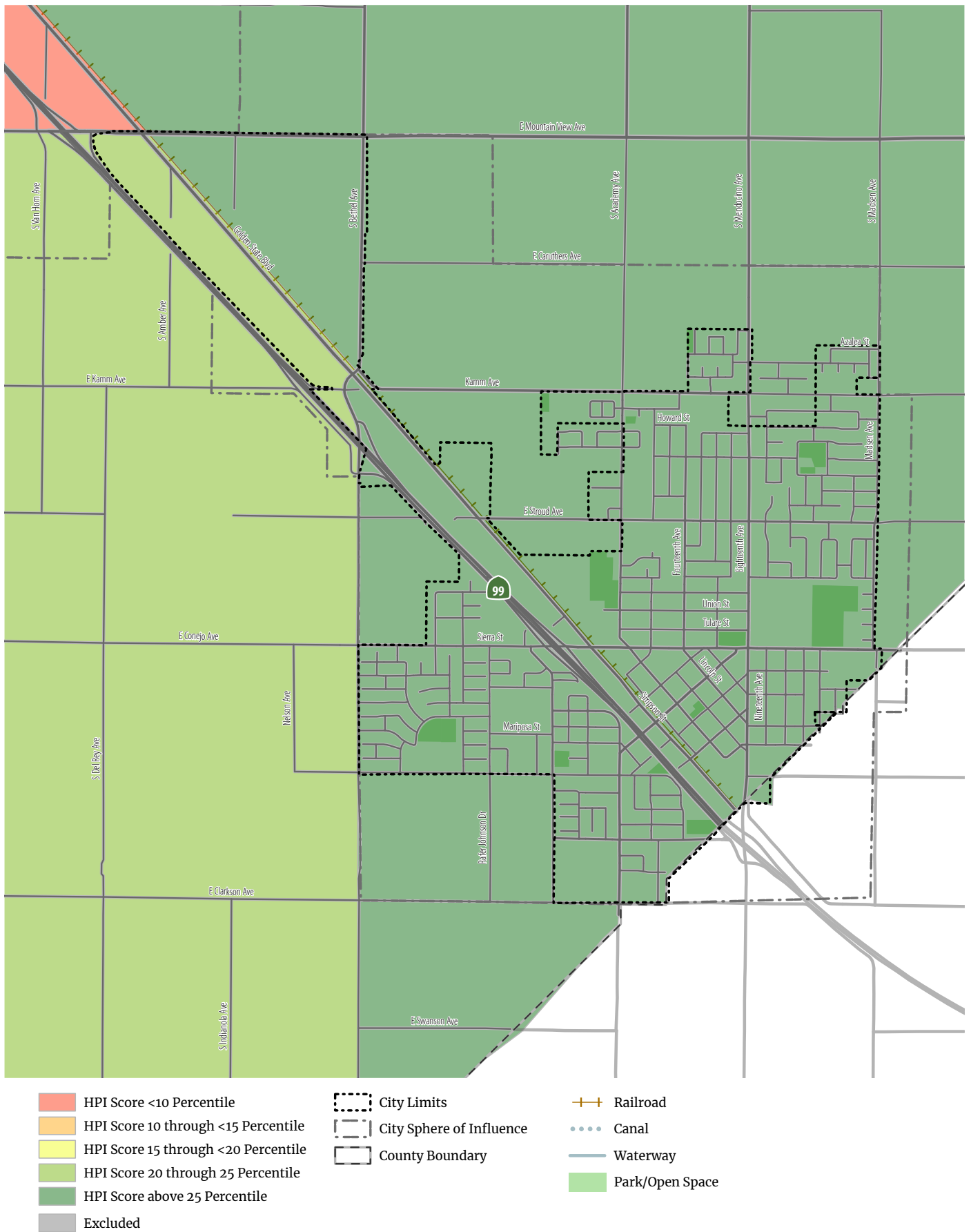
Source: California Department of Education, 2023; Fehr & Peers, 2023

Figure 10-6: Kingsburg CalEnviroScreen



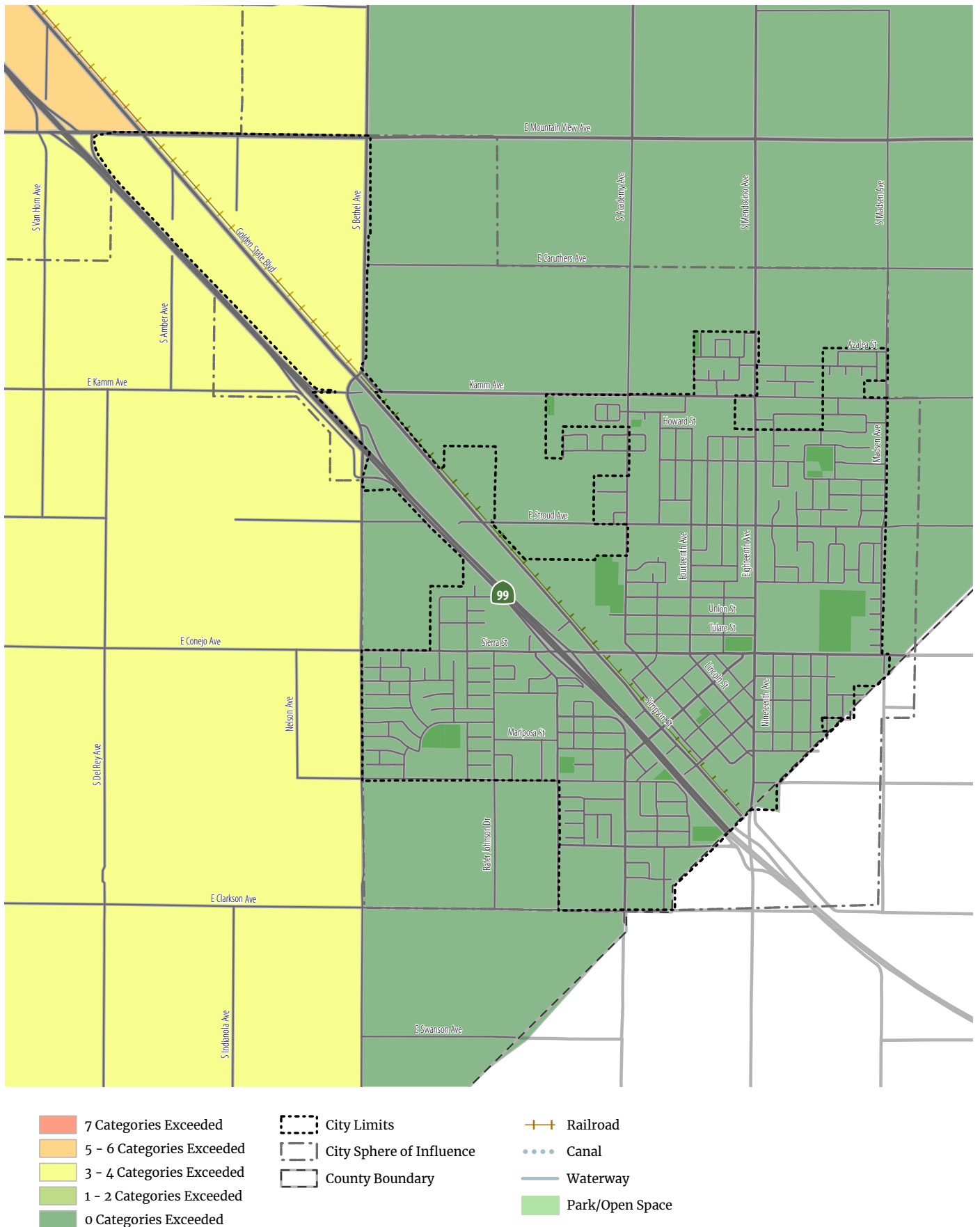
Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

Figure 10-7: Kingsburg Healthy Places Index



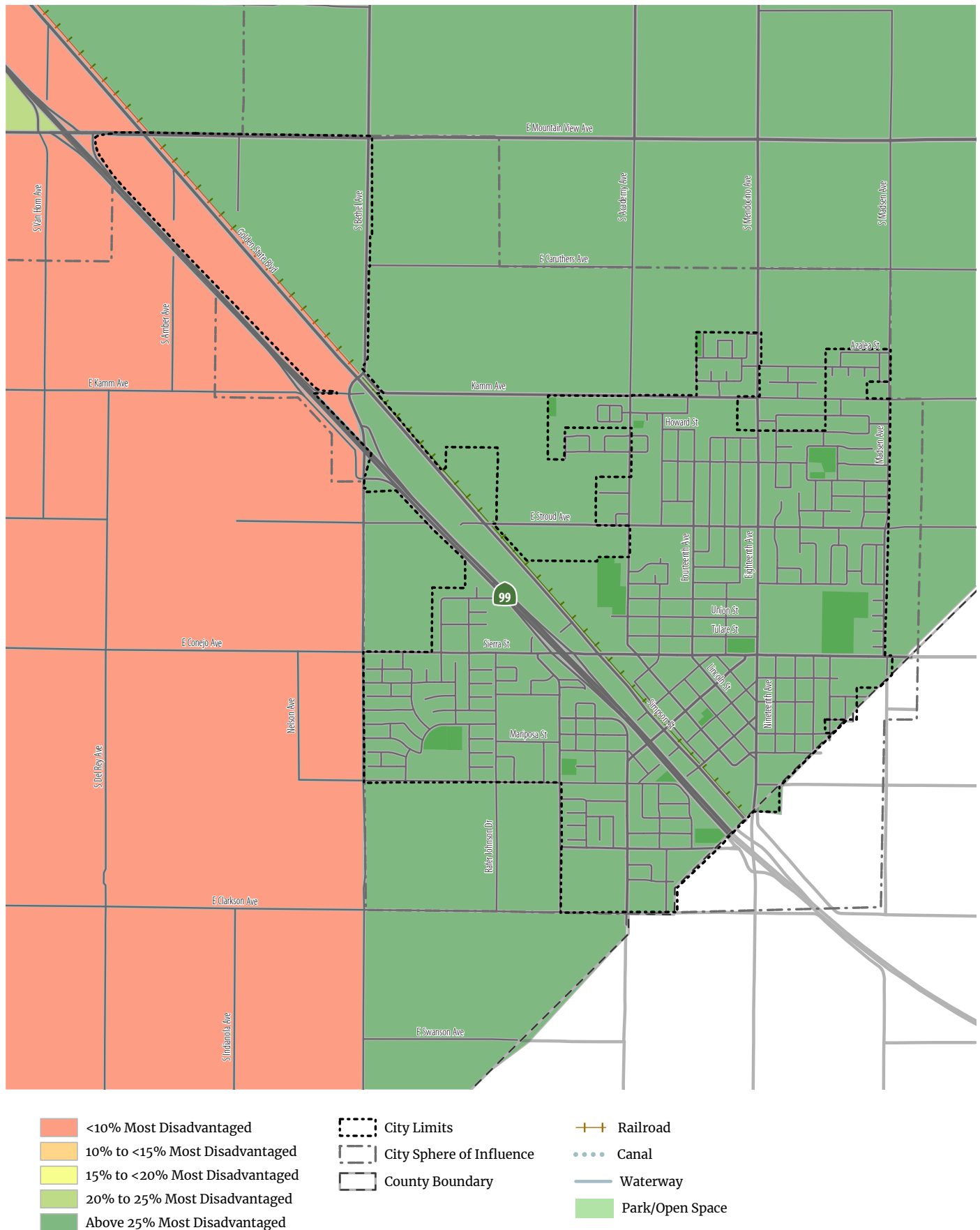
Source: Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

Figure 10-8: Kingsburg Federal Climate & Economic Justice Tool Screening Results



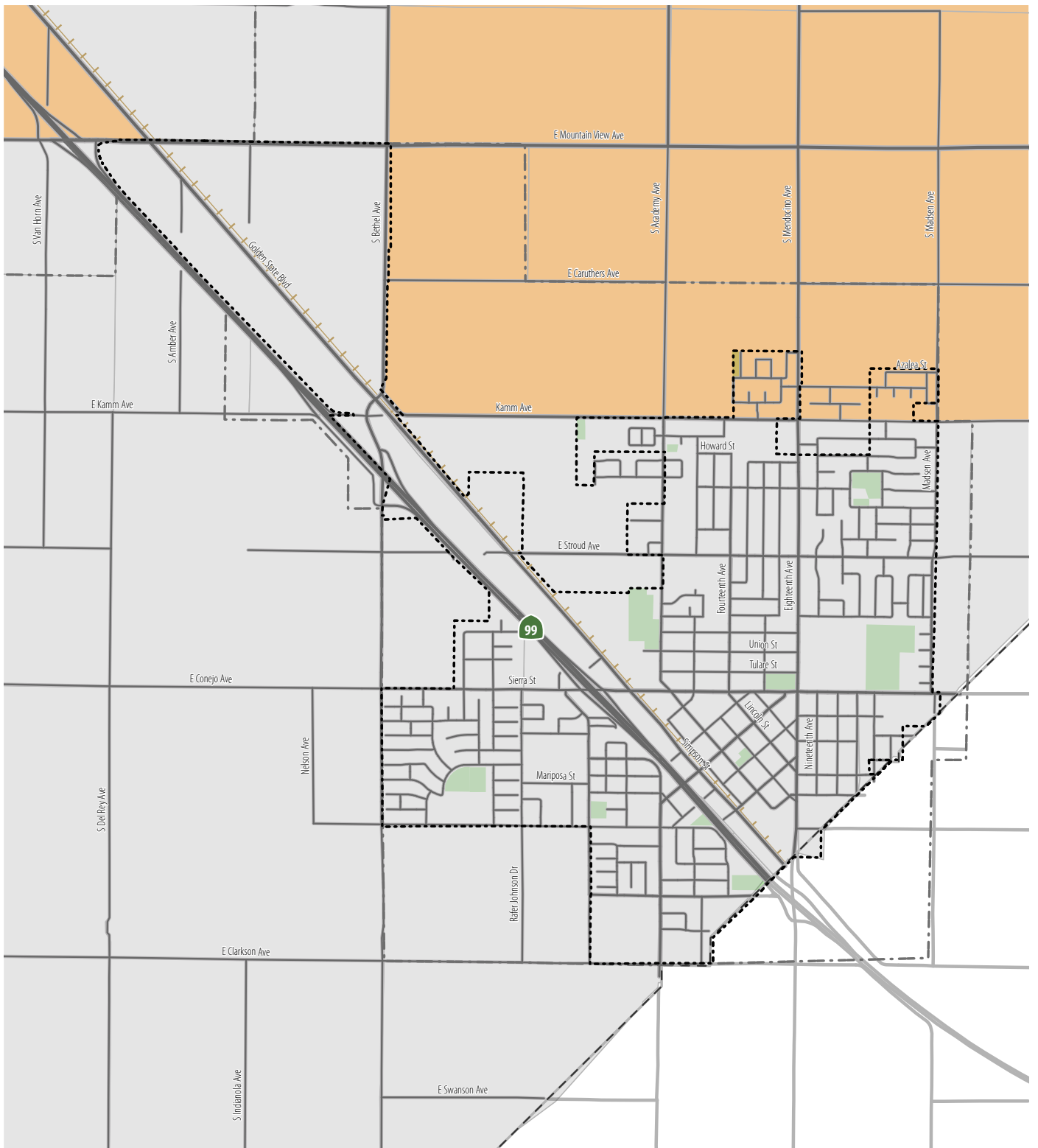
Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

Figure 10-9: Kingsburg US DOT Equitable Transportation Community Screening Results



Source: US DOT 2023; Fehr & Peers, 2023

Figure 10-10: Kingsburg FCOG Environmental Justice Areas



- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Source: FCOG, 2023; Fehr & Peers, 2023

Existing Trips

Based on the U.S. Census American Community Survey, approximately 1.9 percent of Kingsburg workers commute to work by walking and 1.5 percent commute to work by bicycling. Kingsburg’s walk commute share is lower than the statewide average, but its bike commute share is twice as high, as shown in Table 10–2. 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 10–2 Kingsburg Trips to Work by Bicycling and Walking

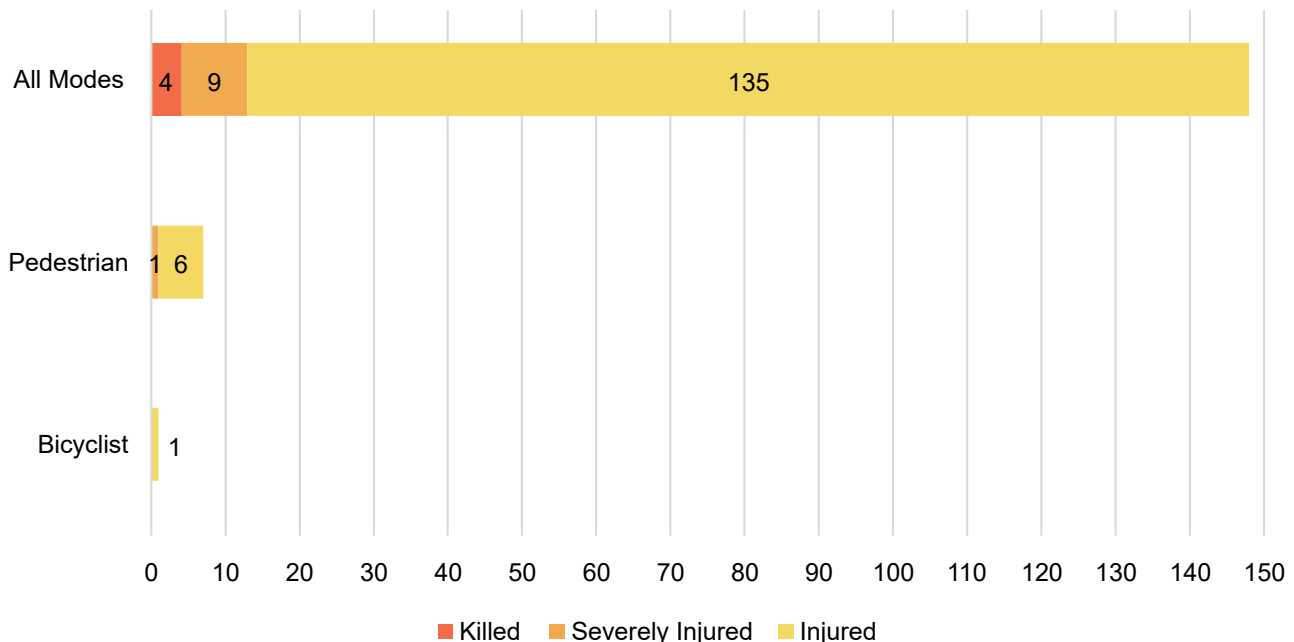
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Kingsburg	94	1.9%	74	1.5%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.
Source: U.S. Census 2018 –2022 American Community Survey, 2023; Fehr & Peers, 2023*

Collisions

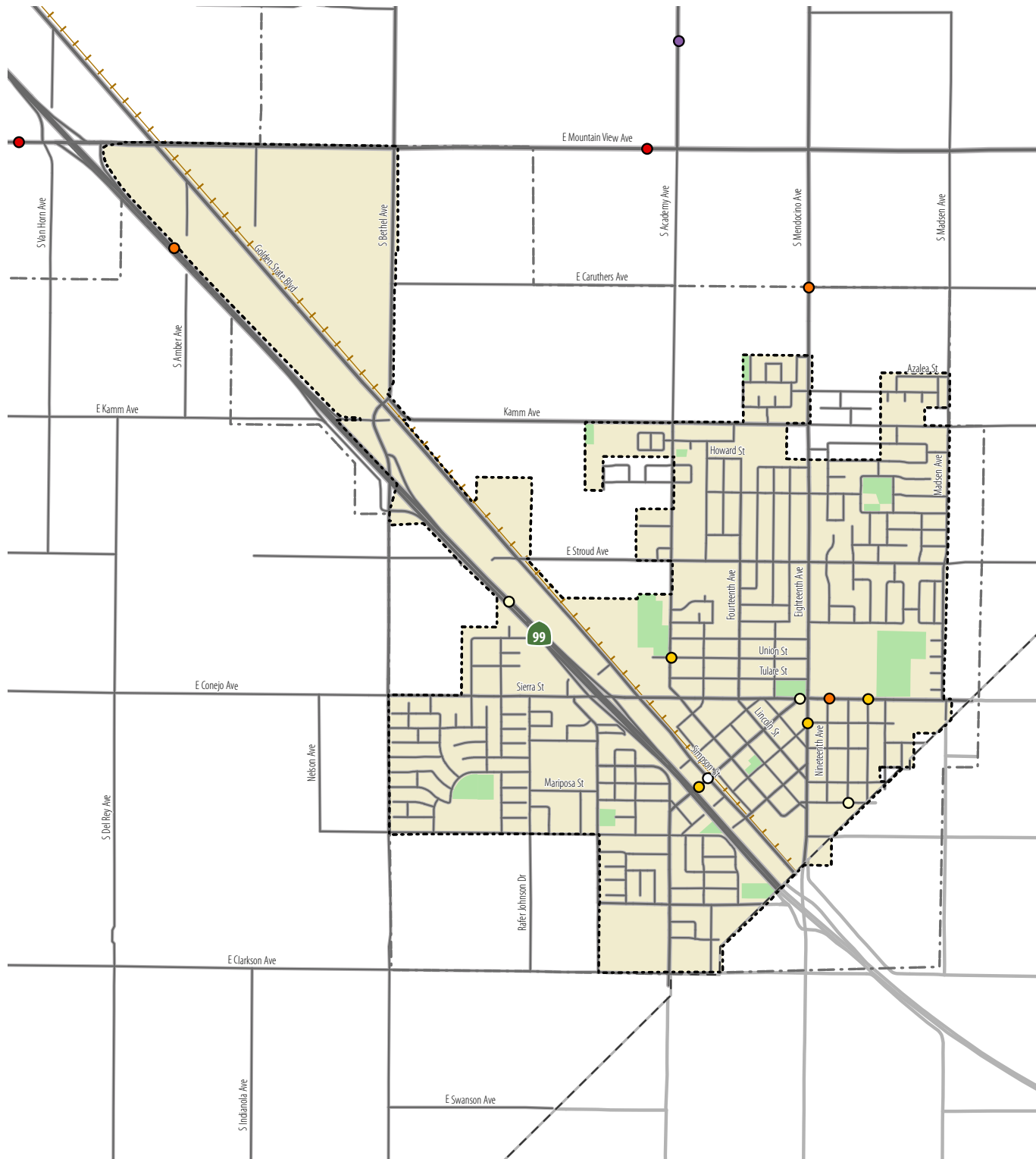
There were 8 injury collisions reported between 2016 and 2021 that involved a pedestrian or bicyclist. In this period, there was one collision resulting in severe injury to a person walking. Five percent of all collisions resulting in injury involved a pedestrian or bicyclist. Figures 10–11 and 10–12, respectively, summarize and map these collisions. This analysis excludes collisions that occurred on State Route 99.

Figure 10-11: Collisions by Severity in Kingsburg, 2016 -2021



Source: UC Berkeley SafeTREC, 2023, Fehr & Peers, 2023

Figure 10-12: Collisions Involving a Pedestrian or Bicyclist in Kingsburg



Bicycle Collisions (2016–2021)

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

Pedestrian Collisions (2016–2021)

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

- City Limits
- City Sphere of Influence
- County Boundary

- Railroad
- Canal
- Waterway
- Park/Open Space

Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

PLANNED NETWORKS

The planned walking and biking networks for Kingsburg are summarized in Table 6-3 and mapped in Figures 6-13 and 6-14. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Kingsburg’s shared-use paths, to provide access 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. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been collected in a fact sheet, which is included in Appendix F.

Figure 6-14 also presents planned bike parking for Kingsburg. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

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

Table 10-3: Summary of Planned Walking and Biking Facilities in Kingsburg

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	79.1	5.1	84.2
Shared Use Path (Class I)	2.5	2.0	4.5
Bike Lane (Class II)*	4.0	11.8	15.8
Bike Route (Class III)*	0.0	0.5	0.5
Separated Bikeway (Class IV)*	0.0	0.0	0.0

**Distance measured by centerline*

Source: Fresno Council of Governments, Fehr & Peers, 2023

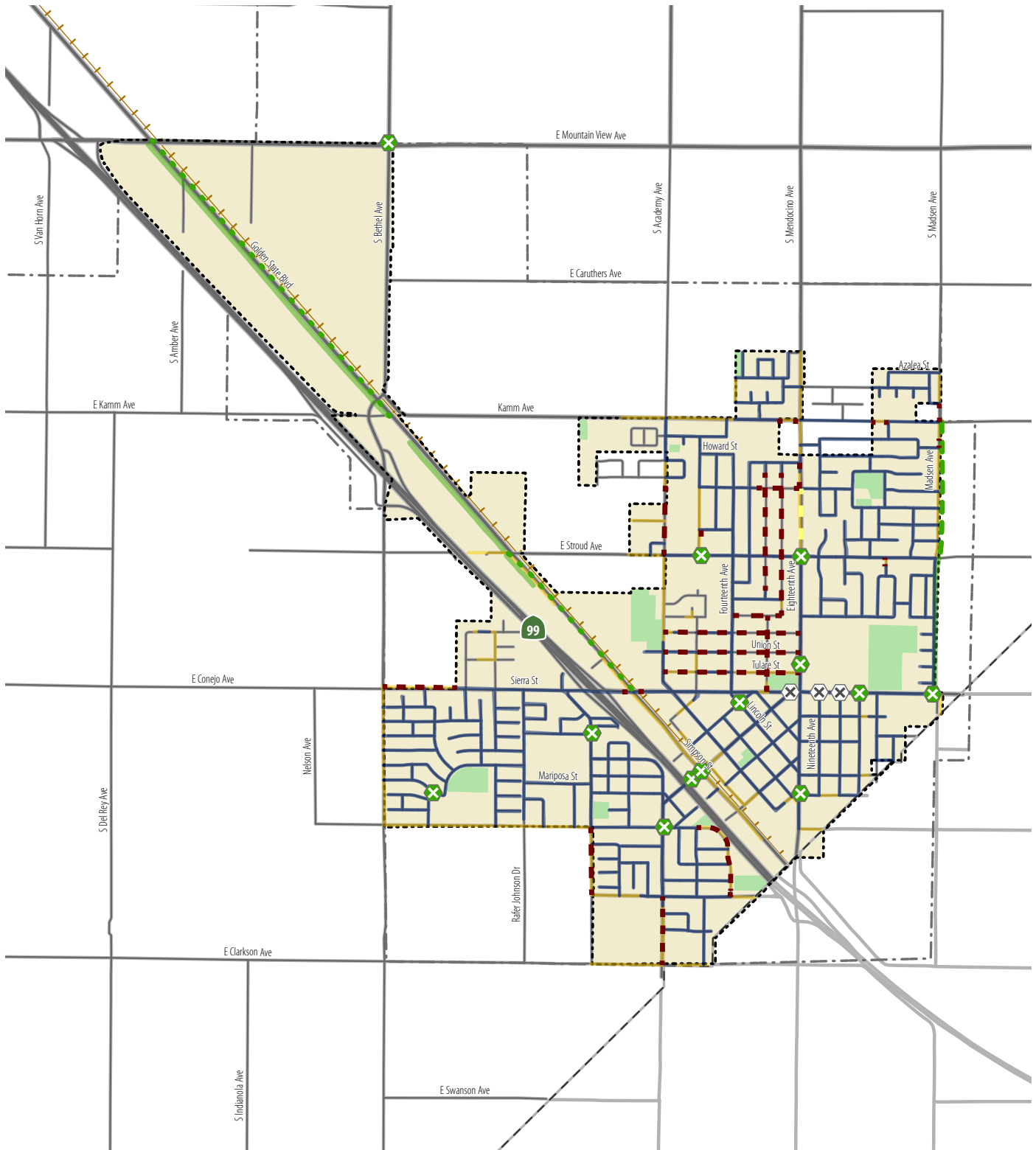
Costs to implement these facilities are summarized in Table 10-4.

Table 10-4: Cost of Planned Walking and Biking Facilities in Kingsburg

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	-	\$1,876,700
Shared Use Path (Class I)	\$955,700	-	\$1,940,071
Bike Lane (Class II)	\$401,400	\$248,868	\$4,724,478
Bike Route (Class III)	\$16,000	-	\$7,520
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		-	\$439,800
Total		\$248,868	\$8,988,569

Source: Fehr & Peers, 2023

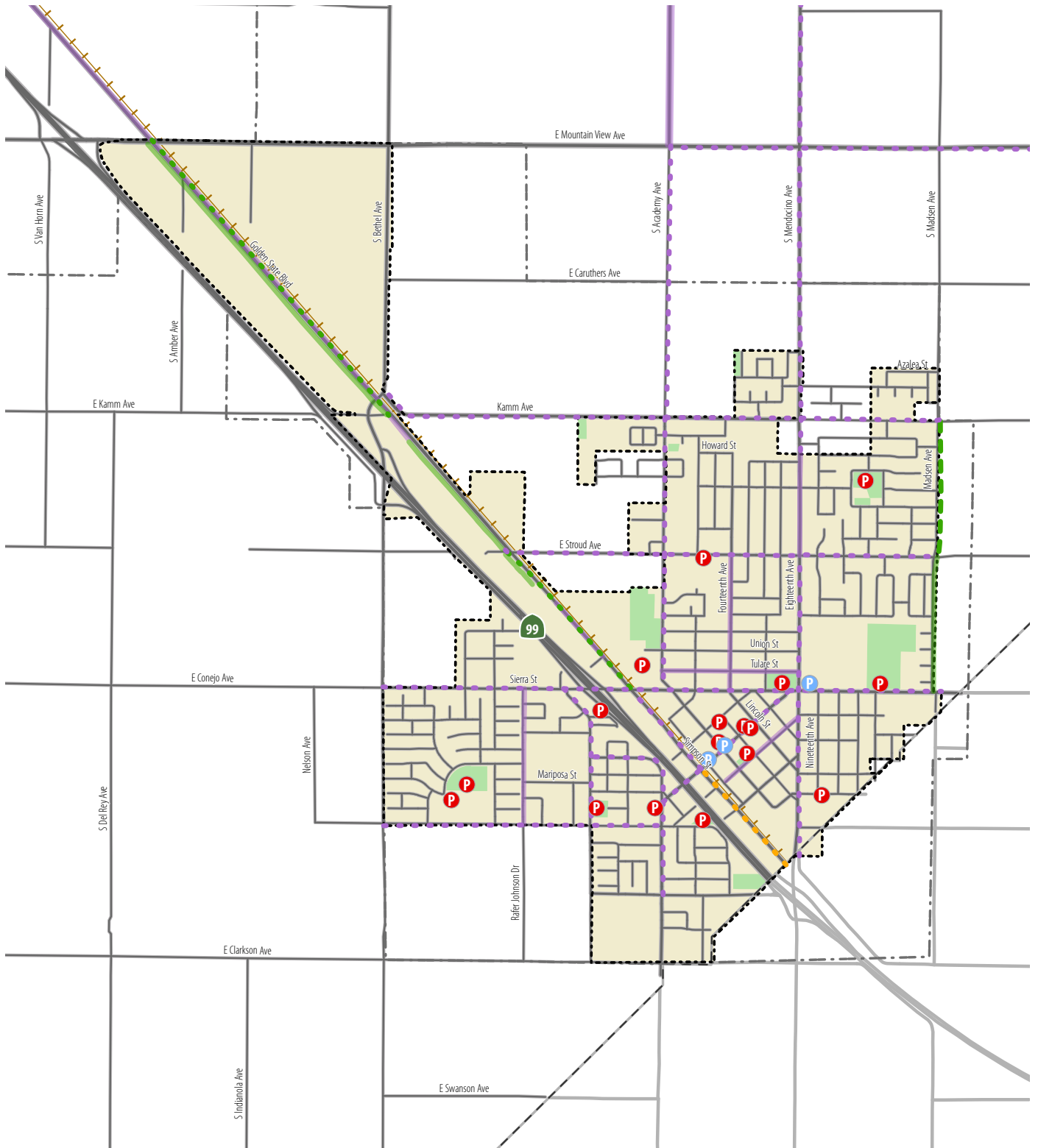
Figure 6-13: Kingsburg Planned Walking Facilities



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|--------------------------------|---|--------------------------|-----------------|
| Existing Facilities | Planned Facilities | City Limits | Railroad |
| Sidewalk Present on Both Sides | Construct Sidewalk | City Sphere of Influence | Canal |
| Sidewalk Present on One Side | Funded Sidewalk | County Boundary | Waterway |
| Shared-Use Path (Class I) | Planned Shared-Use Path (Class I) | | Park/Open Space |
| | Funded Shared-Use Path (Class I) | | |
| | Intersection Improvements/Pedestrian Crossings | | |
| | Funded Intersection Improvements/Pedestrian Crossings | | |

Source: Fehr & Peers, 2023

Figure 6-14: Kingsburg Planned Bicycle Facilities



Bicycle Facility Status	Bicycle Facility Classification	City Limits	Railroad
— Existing Bicycle Facility	— Shared-Use Path (Class I)	— City Sphere of Influence	— Canal
— Funded Bicycle Facility	— Bike Lane (Class II)	— County Boundary	— Waterway
— Planned Bicycle Facility	— Bike Route (Class III)		— Park/Open Space
Ⓟ Existing Bicycle Parking	— Class III with Multi-use Shoulder		
Ⓟ Proposed Bicycle Parking	— Separated Bikeway (Class IV)		
	— Class II or III		
	— Class II or IV		

Source: Fehr & Peers, 2023