

# Kingsburg Summary and Recommendations Report

Summer 2024



Safe Transportation Research and Education Center

# Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make the City of Kingsburg a safer place to walk and bike.

Our work took place on the ethnohistoric territory of the Yokuts people. We recognize that every community member of Kingsburg has, and continues to benefit from, the use and occupation of Yokuts land.

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This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of the OTS.

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# Introduction

The Community Pedestrian and Bicycle Safety Training (CPBST) program is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses a modified Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. In alignment with the Safe System approach, the CPBST prioritizes the reduction of fatal and serious traffic crashes involving people walking, biking, and rolling.

Cal Walks and SafeTREC (Project Team) worked with the Planning Committee to develop workshop goals and tailor the curriculum to address the community's safety needs and priorities.

The City of Kingsburg requested a CPBST to:

1. Reduce traffic congestion in the downtown area;
2. Increase the safety and comfort of those walking and biking in business corridors;
3. Identify and prioritize infrastructure improvement projects through a multi-modal approach to improve safety, including improvements to existing bike paths.

The Kingsburg CPBST workshop convened the larger local community on Monday, May 20 at the Kingsburg Senior Center. Twelve community residents and city officials participated in the workshop, including the elementary school superintendent, Kingsburg City Police, Public Works staff, and members of the City Council.

The boundaries for the workshop focus area were: Stroud Avenue to the north, Eighteenth Avenue / Mendocino Avenue to the east, the Kingsburg city boundary line to the south, and Tenth Avenue to the west. The Planning Committee chose these boundaries to prioritize the needs of people walking and biking in downtown Kingsburg and near Kingsburg High School.

The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for continued guidance in project and program implementation.



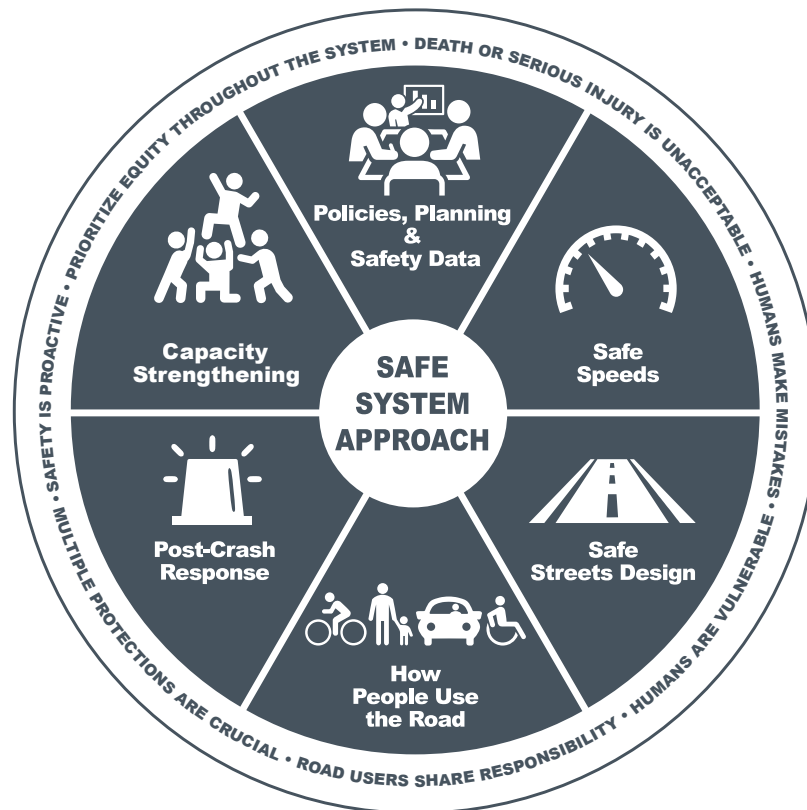
*Councilmember Staci Smith welcomes participants to the CPBST workshop.*

## Safe System Approach

The impacts of traffic crashes extend beyond victims and their loved ones, and include substantial economic and societal impacts including medical costs, lost productivity, and quality of life. Preliminary Statewide Integrated Traffic Records System (SWITRS) data for 2022 indicate that traffic crashes caused nearly 4,500 preventable deaths and over 200,000 injuries statewide. People walking, biking, and rolling are especially vulnerable to death or serious injuries when a crash occurs. The CPBST workshop provides an opportunity to integrate the Safe System Approach into programs, policies, and design decisions related to active transportation in communities across California. Our strategies focus on infrastructure improvements, behavior change, and nurturing safety champions.

The Safe System Approach to road safety was developed in response to the Vision Zero goal of zero deaths or serious injuries on our roads<sup>1</sup>. It was founded on the principle that people make mistakes and the road system should be adapted to anticipate and accommodate human errors. With this framework, it is increasingly important to engage all stakeholders, from transportation engineers and city planners to vehicle manufacturers to law enforcement and everyday users, to design and operate a transportation system that minimizes serious consequences in the event of a crash. The US Department of Transportation, the California Office of Traffic Safety, and Caltrans have all adopted a Safe System Approach to road safety planning.

The CPBST Project Team adapted the Federal Highway Administration's (FHWA) Safe System Approach to make the framework more impactful for grassroots community engagement.



ABOVE: *The Safe System Approach*

<sup>1</sup> Johansson, R. (2009). Vision Zero - Implementing a policy for traffic safety. *Safety Science*, 47, 826-831.



The FHWA identifies six key principles within their framework; we emphasize the need to prioritize equity throughout the system to address historic disinvestments and institutional biases. The seven principles of our adapted Safe System Approach are:

1. Death or serious injury is unacceptable.
2. Humans make mistakes.
3. Multiple protections are crucial.
4. All road users share responsibility.
5. Humans are vulnerable.
6. Safety is proactive.
7. Equity is a priority throughout the system.

We replaced the FHWA's safe vehicles element with two new elements – capacity strengthening and policies, planning, and safety design – to reflect the need to engage historically marginalized communities and invest in active transportation safety. Safe vehicles assume turnover of household vehicles for those with new technology; vehicle ownership itself is relatively low in communities where the CPBST works. Instead, we want to provide communities with active transportation safety data and language to advocate for safety improvements that promote multimodal transportation in their communities. The six elements of our adapted Safe System Approach are:

1. Safe speeds: Reduce driver speeds to reduce injury severity for all road users.
2. Safe streets design: Design roads that are people-focused and reduce conflict between users.
3. How people use the road: Create opportunities for and expand awareness of safe walking, biking, and rolling.
4. Post-crash response: Provide physical and emotional care to crash survivors and their families.
5. Capacity strengthening: Empower communities to claim ownership of safe streets and public spaces.
6. Policies, planning, and safety data: Create systems change at the local and statewide policy level.

For more information about the Safe System Approach, please review our [policy brief](#). To learn more about Safe System strategies, please review our [toolkit](#).

# Background

Kingsburg, with a population of approximately 12,613,<sup>2</sup> is located in Fresno County. The majority of its residents identified as White (68.5%) and Hispanic or Latino (about 46.8%). The median household income in Kingsburg in 2022 was \$74,897, which is below the statewide median household income of \$91,551 but higher than the Fresno County median household income of \$62,768. It had an estimated daily vehicle miles traveled on local roads of 61,065 in 2021.<sup>3</sup>

The City of Kingsburg has many households with one or more persons with a disability (26 percent) and seniors aged 65 or older (15 percent). About 15 percent of all households did not own a personal vehicle and 13 percent of households were living below the poverty level.

The largest commute pattern outside of solo drives to work in the City of Kingsburg was carpooling with six percent followed by two percent walking and one percent biking to work. Taking public transportation was not reported as a commute option. The full demographic report from 2023 Esri Community Analyst data can be found in the appendix.

## Local Policies and Plans

The Planning Committee and Project Team identified existing active transportation policies and plans for the Project Team to review to better understand their potential impacts on pedestrian and bicycle safety in the community. The policies and plans reviewed are not intended to be an exhaustive list, but rather a summary.

The [Fresno County Regional Active Transportation Plan](#) (2024), Chapter Ten, details a number of walking and biking safety concerns that were also observed during this CPBST process,

including the railroad tracks and SR-99 that bisects the city. No bicycle facilities connect the two sides of the city and bicycle facilities are intermittent and lack connections to key destinations. The plan outlines future projects for pedestrian and bicycle facilities in Kingsburg, including proposed bicycle parking and bike lanes. [Appendix D](#) of the plan includes project priorities and pedestrian and bicycle facility unit cost estimates.

The [2021 Downtown Kingsburg Strategic Plan](#) encourages walking and biking through various infrastructure projects and traffic calming measures and details bike lanes and other Transit-Oriented Development (TOD) connectivity plans. This includes the recommendation that Eighteenth Avenue be considered for bike lanes to facilitate north-south travel. Bike lane connectivity was brought up during the CPBST workshop as an area of needed improvement. Other recommendations in the Strategic Plan include improving sidewalks across the rail right-of-way along Sierra Street (State Route 201) West of Marion Street, and exploring opportunities to add bicycle rental and bicycle storage throughout the downtown area and in available space at the Train Depot.

The [City of Kingsburg Strategic Plan 2024-2029](#) calls for repairs or replacement of pedestrian tripping hazards in the city right-of-way within 90 days of notice, depending upon the severity of the hazard. The plan calls for well-maintained public infrastructure, including roads, sidewalks, and pedestrian crossings, aligning with items identified during the CPBST process. The planning committee also expressed interest in Street Story, which aligns with the plan's naming of creating GIS tools for residents to explore infrastructure projects, construction schedules, and maintenance activities in the city.

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2 QuickFacts. United States Census Bureau. Retrieved from <https://www.census.gov/quickfacts/fact/table/>

3 California Office of Traffic Safety. OTS Crash Rankings. Retrieved from <https://www.ots.ca.gov/media-and-research/crash-rankings/>.

The [Kingsburg Area Community Plan](#), created by a Tulare County Board of Supervisors Resolution in May, 2024 aims to positively affect air quality throughout the County by reducing vehicle miles traveled and improving the transit and railroad transportation system. The plan emphasizes laying the groundwork for key projects, such as Safe Routes to Schools, Complete Streets, bike lanes, and pedestrian paths.

The [Kingsburg Downtown Form Based Code to support pedestrian-friendly communities \(2012\)](#) is focused on the preservation of Kingsburg's unique character and outlines base code standards to maintain, ranging from standards for civic spaces, to street types that balance the needs of all road users including pedestrians, bicyclists, and drivers. During the CPBST workshop, community members highlighted the importance of maintaining the character of Kingsburg and creating safer access to the downtown area for pedestrians and cyclists.

The [2019 Caltrans District 6 Bicycle Plan](#) includes proposed Class II Bike Lanes on Draper Street from Tenth Avenue to Sierra Street (SR-201) and Class II Bike Lanes on Sierra Street (SR-201). Bike lane connectivity was brought up as an important concern to community members during the CPBST workshop.

### **Free SafeTREC Data Resources**

The Transportation Injury Mapping System (TIMS) is a web-based tool that allows users to analyze and map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS provides quick, easy, and free access to geocoded crash data. Visit: <https://tims.berkeley.edu>.

Street Story is a web-based community engagement tool that allows residents and community organizations to gather information that is important to transportation safety, including crashes, near-misses, general hazards and safe locations to travel. To promote access to the tool, SafeTREC offers technical assistance to communities and organizations interested in using Street Story. The platform and the information collected is free to use and publically available in English and Spanish. Visit: <https://streetstory.berkeley.edu>.

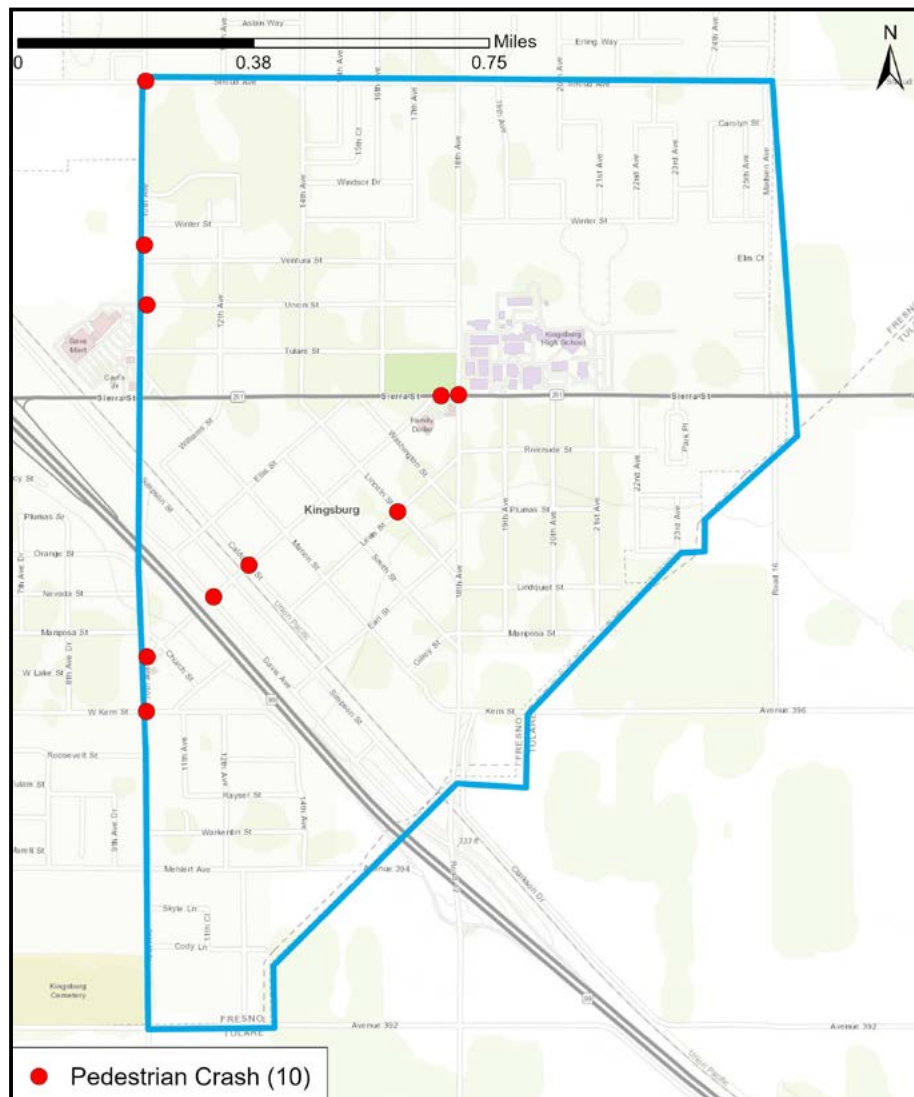


# Pedestrian and Bicycle Crash History

Per the [California Office of Traffic Safety's Crash Rankings](#), in 2021, Kingsburg ranked 37th out of 101 cities of similar population size for people killed or injured in a traffic crash (with a ranking of "one" indicating the worst crash rate). Most notably, Kingsburg ranked 17<sup>th</sup> for young pedestrians under the age of 15 killed or injured and 25<sup>th</sup> for alcohol-involved fatalities and injuries. Kingsburg also ranked 40<sup>th</sup> for speeding-related fatal and injury crashes. Kingsburg had no bicyclist killed or injured in 2021, ranking 81<sup>st</sup> of 101 cities.

The following data is based on police-reported pedestrian and bicycle crashes in the workshop focus area in the City of Kingsburg. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2014 to 2023. Crash data for 2022 and 2023 is provisional as of May 2024. A full discussion of the pedestrian and bicycle crash data can be found in the appendix.

The map below shows crashes involving a pedestrian or bicycle within the workshop boundaries in which a person was injured from 2018 to 2022.



*Pedestrian Crash Map for Workshop Focus Area in the City of Kingsburg, 2019-2023. Data Source: Stateside Integrated Traffic Record System (SWITRS) 2019-2023; 2022 and 2023 data is provisional as of May 2024.*

## Pedestrian Crashes

Over the ten year period between 2014 and 2023, pedestrian crashes ranged from zero to four in any given year with no apparent trend. In the most recent five years of data available, from 2019 to 2023, there were ten pedestrian crashes, including three crashes that resulted in a fatality or serious injury. Pedestrian crashes were concentrated on 10th Avenue and Draper Avenue, and on Sierra Street (SR-201) if we extend the review period to ten years. Of the pedestrian crashes, all ten crashes occurred on a weekday, with 50% of them occurring between 6 AM and 9 AM. Thirty percent of the crashes occurred in February, which workshop participants attributed to the thick ground fog present in the area in the late fall through early spring. Forty percent of the crashes involved a driver's failure to yield the right-of-way to a pedestrian at a marked or unmarked crosswalk.

Among the ten victims of these pedestrian crashes, there was one fatality and two serious injuries, with minor injuries comprising the largest number of injured victims. Forty percent of the pedestrian victims were between the ages of five and twenty, and sixty percent of the victims were male.

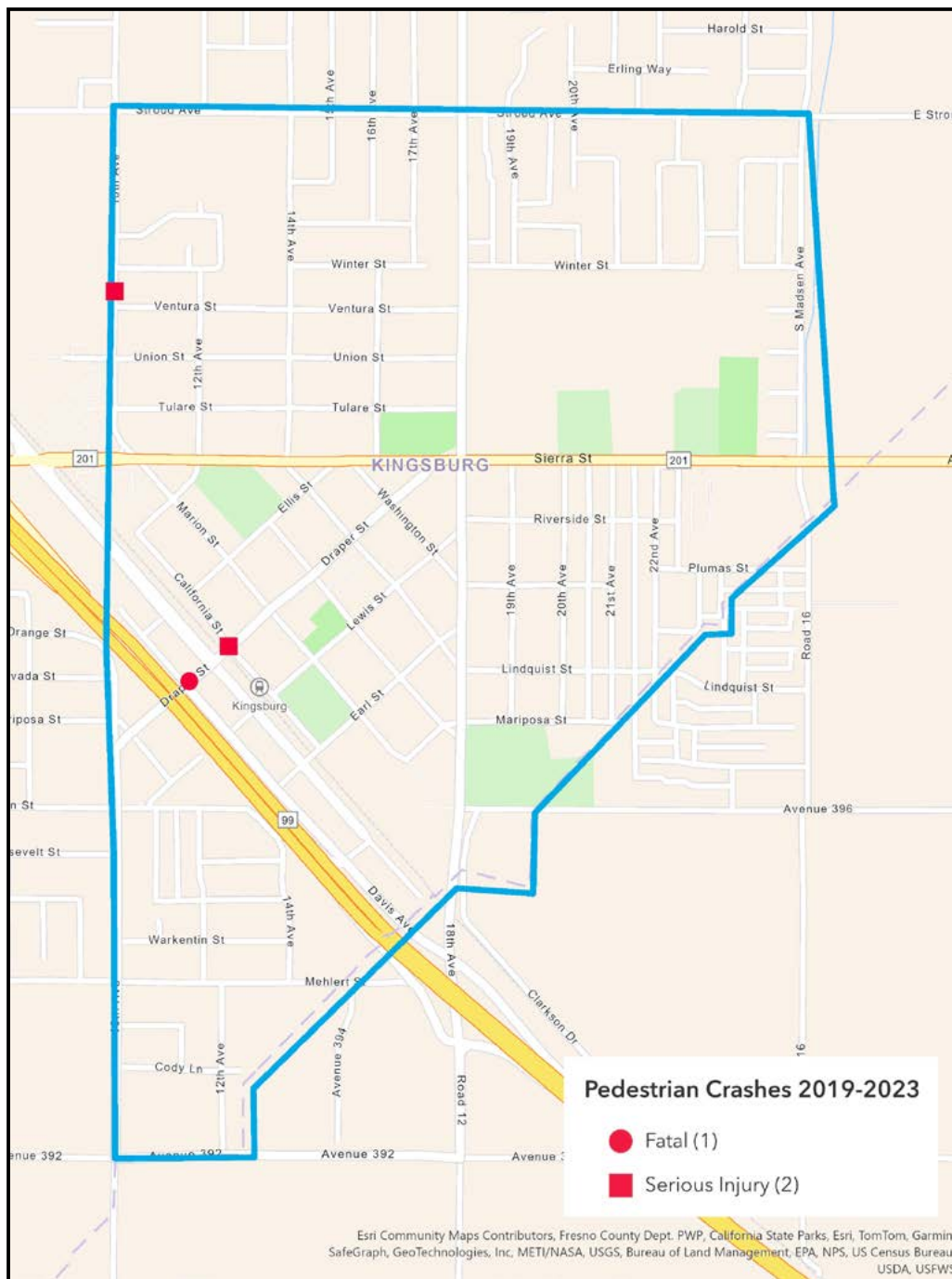
## Bicycle Crashes

Over the ten year period between 2014 and 2023, there were only two bicycle crashes with none reported in the most recent five years. While there were no reported bicycle crashes, that does not necessarily mean that crashes did not happen or that bike infrastructure is not needed. During the workshop, participants recalled bicycle crashes that occurred in the last two years but may not be available yet in the provisional SWITRS data. Additionally, the lack of existing bike infrastructure may contribute to the lack of bicycling.

## Fatal and Serious Injury Crashes

As our work is rooted in the Safe System Approach, we want to prioritize locations with a history of fatal and serious injury crashes for safety improvements when reviewing crash history. Here are the fatal and serious injury crashes involving a pedestrian or bicyclist in the workshop focus area.

Of the three fatal and serious injury pedestrian crashes, two crashes were on Draper Avenue, at California Street in 2022 and at Frontage Road in 2023. All three crashes occurred between November and January; two crashes occurred under the cover of darkness when the roads were illuminated by street lights. Two crashes were attributed to driver violations: speeding and unsafe turning. All three victims were adults aged 50 to 59, including two males and one female.



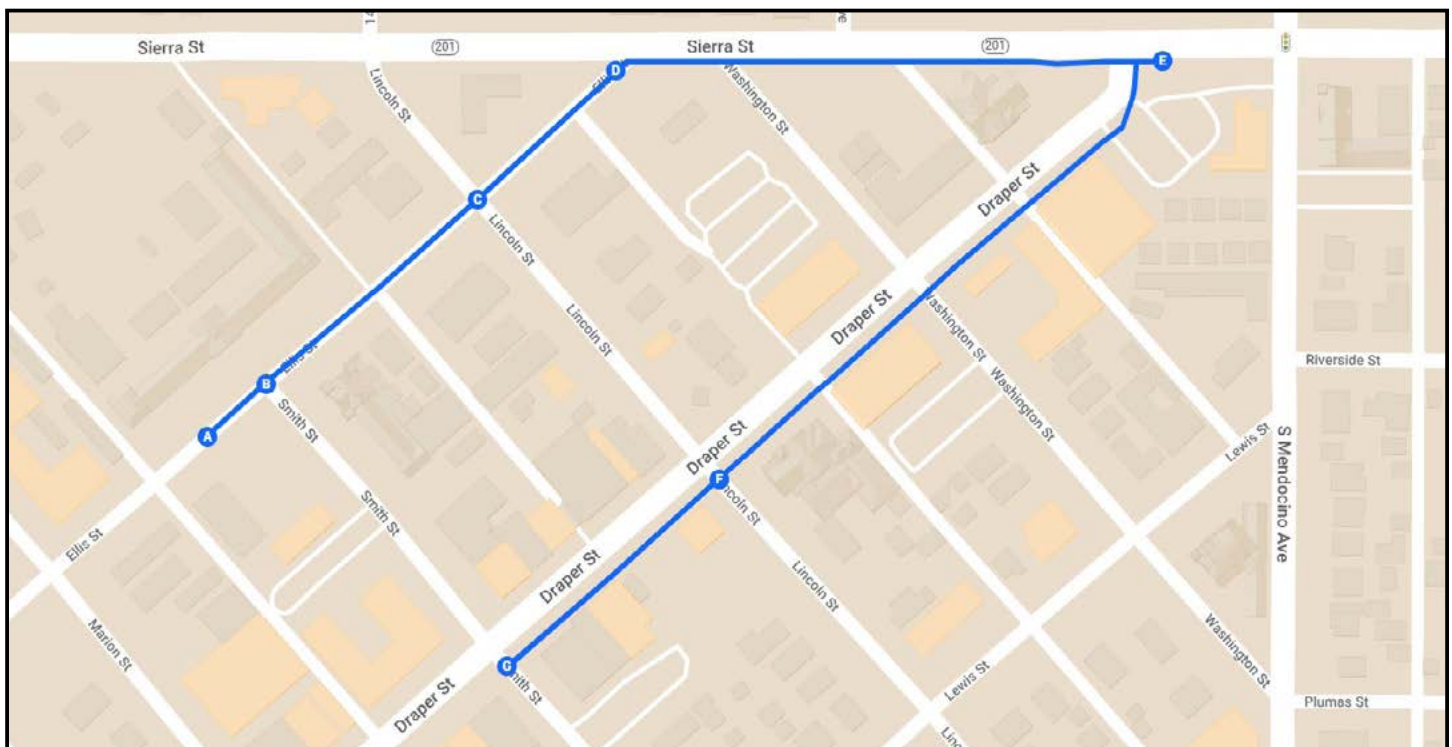
*Fatal and Serious Injury Pedestrian Crash Map for Workshop Focus Area in the City of Kingsburg, 2019-2023. Source: Statewide Integrated Traffic Records System (SWITRS), 2019-2023; 2022 and 2023 data is provisional as of May 2024.*

# Walking and Biking Assessments

During the workshop, the Project Team and participants participated in walking and biking safety assessments along two routes frequently traveled by community residents. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The following is a summary of the walking and biking assessment.

## Route 1: Ellis Street, Sierra Street, Eighteenth Avenue, Draper Street

Sierra Street (SR-201), a significant street-level state highway in California's Central Valley, connects Fresno and Tulare counties, facilitating crucial transportation links. It serves as a vital corridor between State Route 99 and the city of Kingsburg. The intersection of Sierra Street (SR-201) with Eighteenth Avenue (South Mendocino Avenue) and Ellis Street in Kingsburg is a focal point for pedestrian and bicycle safety improvements. The City of Kingsburg intends to address safety and accessibility concerns in this area.



ABOVE: Walking and biking assessment route along Ellis Street to Sierra Street (SR-201) and Draper Street

## Assets

1. This area has a rich historical heritage, with notable landmarks such as the Concordia Lutheran Church, a historically protected site and Kingsburg's longest-running congregation, established over 100 years ago on Sierra Street (SR-201) by Swedish settlers.
2. Memorial Park serves as a vibrant community gathering space, regularly hosting events such as the [Summer Band Concerts Under the Stars](#), [Central California Walk 'N' Roll – Fresno](#), and [Kingsburg Street Eats](#). It is well-equipped with picnic tables, barbecues, an arbor with a bandstand, playground equipment, restrooms, and benches. Located across the street to the west of Kingsburg High School, the park serves as a gathering place for youth and an additional parking area for students at Kingsburg High School.
3. The installation of rectangular rapid flashing beacons (RRFB) and new crosswalks on Sierra Street (SR-201) and Draper Street allow pedestrians and bicyclists to safely cross northward and southward on Sierra Street (SR-201).
4. The area contains pedestrian-friendly sidewalks, particularly along Ellis Street and at the corner of Sierra Street (SR-201) and Washington Street. These sidewalks are spacious enough for two people and lined with trees that provide shade and beautification.
5. The downtown corridor of Kingsburg features many murals that both reflect the city's heritage and add beautification, adding to the town's charm and cultural appeal.



## Assets, continued



*ABOVE: Memorial Park, located across from Kingsburg High School, hosts events like Summer Band Concerts Under the Stars, Central California Walk 'N' Roll – Fresno, and Kingsburg Street Eats.*



*ABOVE: Murals are found throughout downtown Kingsburg, capturing the spirit and history of the city and celebrating its heritage and community pride.*



*ABOVE: Concordia Lutheran Church, a historic landmark and Kingsburg's oldest congregation, established over 100 years ago on Sierra Street (SR-201) by Swedish settlers.*



## Assets, continued



ABOVE: A rectangular rapid flashing beacon at Draper Street and Sierra Street (SR-201) signals drivers that pedestrians are crossing.



ABOVE: Kingsburg ordinances prohibit large trucks on Eighteenth Avenue (South Mendocino Avenue) and down Draper Street, ensuring safer and quieter streets for residents.



ABOVE: Convenient public parking areas around downtown Kingsburg make it easy for visitors to explore the heart of downtown Kingsburg.



ABOVE: Wayfinding signs are strategically placed throughout the City of Kingsburg, guiding residents and visitors to key destinations and the city's historical sites.

## Concerns

1. Washington Elementary School has inconsistent pedestrian crossing markings, drivers not yielding to those walking and biking, and significant traffic congestion during arrival and dismissal times at Ellis Street and Lincoln Street. Drivers are seen oftentimes not yielding to pedestrians crossing north and south on Ellis Street and Lincoln. Along with these issues, there is no crosswalk on Lincoln Street running north-south.
2. Community members raised concerns around the increased use of e-bikes in Kingsburg and the apparent lack of education about the local laws, regulations, and rules of the road for responsible riding. They noted bicyclists ride their e-bikes on sidewalks and are not following the rules of the road, maintaining safe speeds or respecting all road users on shared paths, which shows there is a need for improved education on the rules of the road for bicyclists in order to improve safety.
3. Bike lane connectivity north-south connecting to downtown Kingsburg between Tulare Street and Simpson Street was raised as a concern by bicyclists at the CPBST workshop. A community member shared the need to identify alternative bike routes to Sierra Street (SR-201) that travel east to west.
4. The Sierra Street (SR-201) and Eighteenth Avenue intersection is burdened by heavy traffic congestion.
  - a. This intersection houses Kingsburg High School on the northeast corner, Memorial Park on the northwest corner, historically protected Concordia Lutheran Church on the southeast corner, and Tom's Donut Shop on the southwest corner, which is a former gas station with underground gas tanks that pose environmental hazards.
  - b. A significant portion of the traffic congestion comes from vehicles turning east-west from Eighteenth Avenue onto Sierra Street (SR-201), which creates hazards for drivers, bicyclists, and pedestrians because it is a single lane and depending on which direction the driver wants to go, the drivers behind them have to wait. There is no turning lane.
  - c. Pedestrians, including students, run across Sierra Street (SR-201) at both Washington Street and Ellis Street to access Memorial Park. Very few people take the time to walk east to the signalized intersection at Draper Street, which is partly due to it being a new installation and community members are still getting used to it.
  - d. While there is a high visibility ladder crosswalk on the western end of the Sierra Street (SR-201) and Ellis Street intersection, the diagonal layout of Ellis Street is wide and there is an incomplete crosswalk east-west on Ellis Street which causes pedestrians to feel unsafe crossing.
5. There are significant sidewalk and signage concerns along the route, including the lack of a sidewalk from east-west on South Sierra Street (SR-201) between Washington Street and Draper Street. Signage is obstructed along the route due to unkept tree growth, including the obstruction of the right-turn-only sign on the south side of Sierra Street (SR-201) at Washington Street. Overgrown trees on the southeast corner of 14th Street obstruct the view for drivers turning east-west onto Sierra Street (SR-201), creating a safety hazard. The stop sign on the eastern side of the intersection of Ellis Street and Sierra Street (SR-201) is not easily visible due to its height; the stop signs are shorter than standard MUTCD height. Stop signs on Draper Street and Smith Street are staggered block to block in the east-to-west and north to south directions on Draper and Lincoln Street. Draper Street is a main corridor in downtown Kingsburg that sees high levels of traffic stress, where drivers often become impatient with the traffic and do not make complete stops, resulting in drivers maneuvering dangerously around pedestrians, bicyclists, and other drivers.



## Concerns, continued



*ABOVE: Student crossing on Sierra Street (SR-201) diagonally from Ellis Street.*



*ABOVE: Parents picking up students at Washington Elementary School crossing at Lincoln Street and Ellis Street.*



*ABOVE: Shorter than standard height stop signs at the Ellis Street / Lincoln Street intersection and at the Ellis Street / Sierra Street (SR-201) intersections, which need to be more visible.*



**Concerns, continued**



*ABOVE: Tom's Donut Shop, located on Sierra Street (SR-201) and Eighteenth Avenue, is a former gas station.*

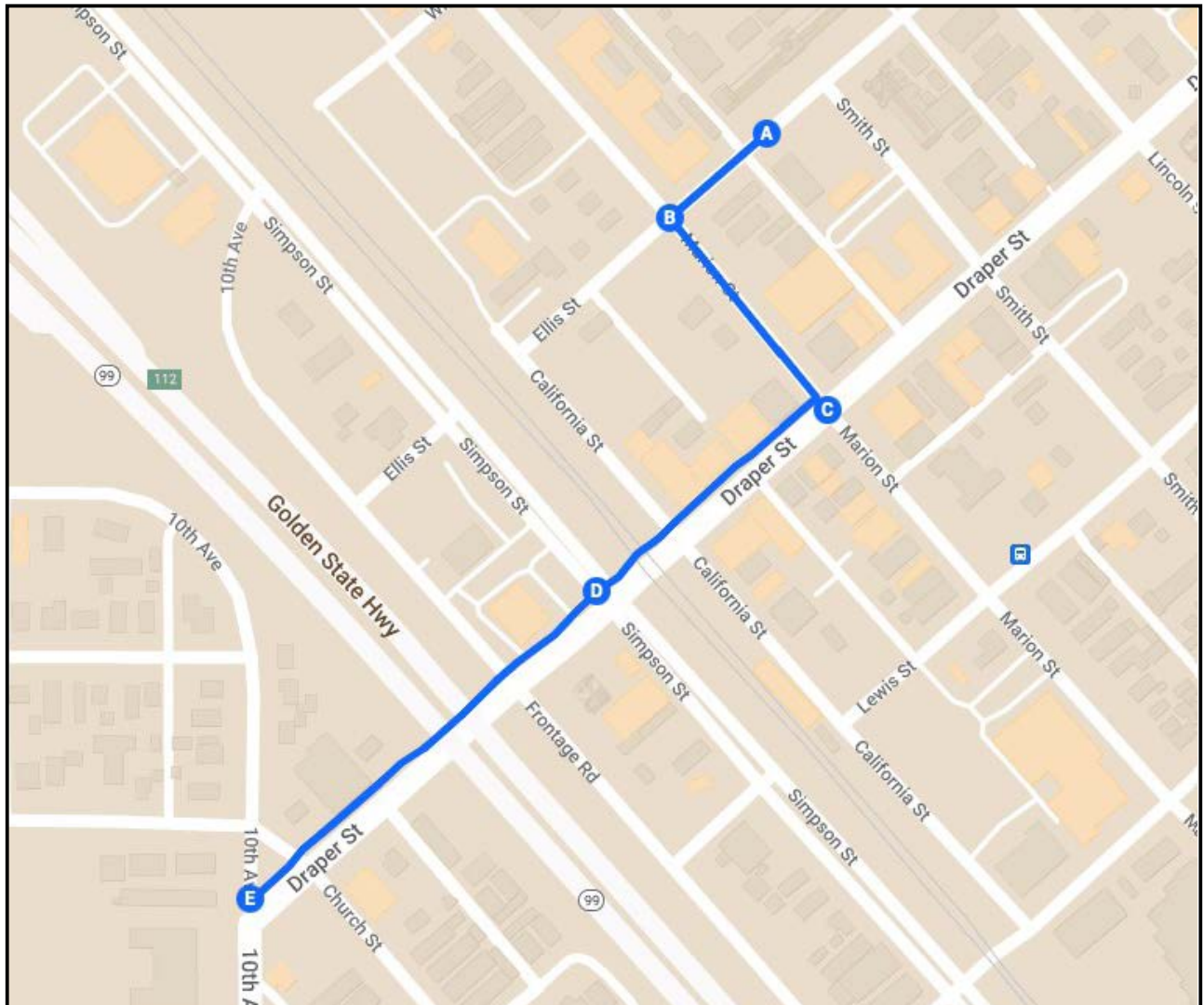


*ABOVE: Obstructed view of Right Turn Only sign on the southside of Sierra Street (SR-201) and west corner of Washington Street.*



## Route 2: Draper Street, Simpson Street, Tenth Avenue

Downtown Kingsburg is a Swedish-themed cultural attraction that serves as a destination for both its residents and visitors. The City of Kingsburg aims to make it pedestrian- and bicycle-friendly, as well as transit-oriented, as they develop the area in and around Downtown. Draper Street is the only east-west route that directly connects downtown to the areas west of State Route 99 (SR-99). Simpson Street runs north-south, parallel to SR-99 and provides access to the downtown street network.



*Walking and biking assessment route along Draper Street west of SR-99.*

## Assets

1. Wayfinding signs and placemaking Dala horses, banners, and murals välkomnar (welcome) people and create a sense of place and community in Downtown Kingsburg. Sidewalks on Draper Street are wide with shade trees and benches that create a comfortable walking environment. Stenciled messages on the ground remind people that sidewalks are a pedestrian zone and to walk their wheels. A water refill station on Draper Street encourages walking and reduces the environmental impacts of single-use plastic bottles. The adopt-a-planter program further promotes community engagement and provides an opportunity to grow civic pride.
2. Curb extensions, or 'bulb-outs', along Draper Street decrease the crossing distance for those walking and improve pedestrian visibility, which promotes walking throughout the downtown area.
3. In addition to school zone signage, yellow continental crosswalk markings, and a stop sign, the rectangular rapid flashing beacon (RRFB) in front of Roosevelt Elementary across 10th Avenue at Draper Street draws drivers' attention to the crossing and enhances the safety of people walking and biking. Anecdotally, participants shared that the newly installed RRFB has improved yielding to pedestrians and bicyclists. Participants also shared that Draper Street was recently striped in the westbound direction for two turn lanes which reduces driver speeds as they turn onto 10th Avenue.
4. The Kingsburg Community Assistance Program, Kingsburg Senior Center, Kingsburg library, local charter schools, and restaurants bring a diverse group of residents to this part of Kingsburg.
5. The Fresno County Rural Transit Authority operates transit services within Kingsburg as the Kingsburg Rural Transit, including a sheltered bus stop in front of the senior center. Reedley College offers transit between Kingsburg and its neighboring communities of Selma, Fowler, Parlier, and Reedley.



*ABOVE: Two marked lanes on westbound Draper Street near Roosevelt Elementary slow drivers as they turn onto 10th Avenue.*



*ABOVE: A rectangular rapid flashing beacon (RRFB) across from Roosevelt Elementary alerts drivers to people crossing 10th Avenue.*



## Assets, continued



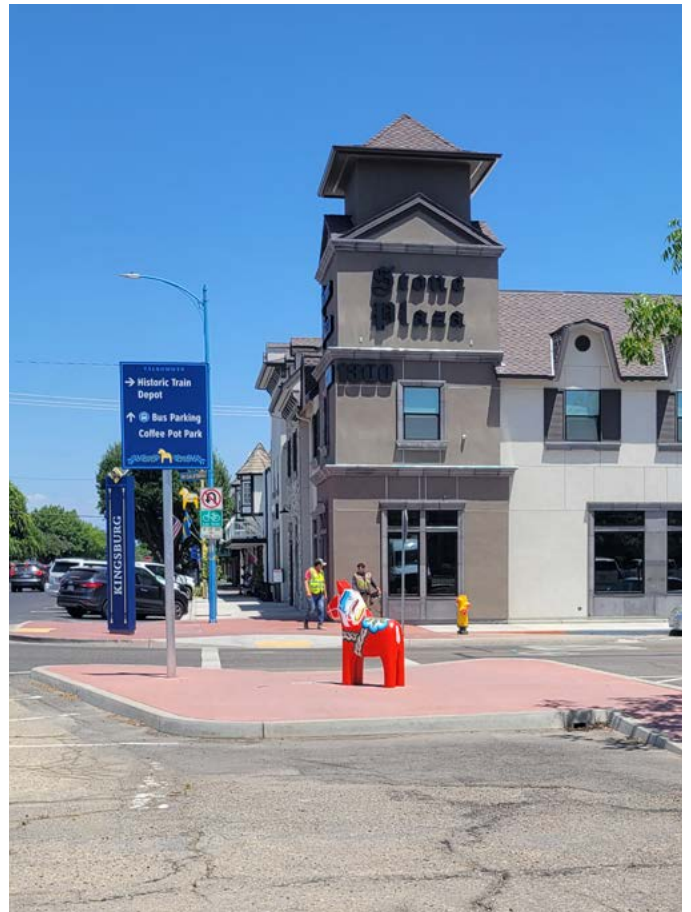
ABOVE: The Fresno County Rural Transit Authority offers fixed route service and reservation-based curbside services in Kingsburg.



ABOVE: Stencil on the sidewalk with an image of a person holding a bike and skateboard with the words "Pedestrian Zone: please walk your wheels."



ABOVE: Participants walking in the shade on Draper Street during the walking assessment.



ABOVE: A Dala horse sculpture, placemaking marker, and wayfinding sign welcome people into downtown Kingsburg.

## Concerns

1. There are two at-grade railroad tracks on Draper Street which are associated with multiple road hazards. The pavement surrounding the less used, eastern set of rails is in disrepair with large gaps in the road, which constitute a tripping hazard and make it especially difficult for people using mobility devices, pushing strollers, or biking to navigate safely. There are no pedestrian rail crossing gates or detectable warnings to alert pedestrians of the presence of a rail crossing. Drivers were observed queuing in the left turn lane of Frontage Road and the Draper Street / Frontage Road intersection as they waited for the train to pass in order to access eastbound Draper Street.
2. A preschool, Washington Elementary kindergarten classes, and a senior center are located near the Ellis Street / Marion Street intersection. Despite the number of students and seniors crossing at this intersection, only the southern leg of the Ellis Street / Marion Street intersection has continental crosswalk markings and only the north-south direction is stop-sign controlled. These markers signal to people driving to slow down because people are walking, rolling and biking. Furthermore, there is no pedestrian-scale lighting in this area and no street lights at all on Marion Street north of Ellis Street, which reduces the visibility of those walking and biking.
3. Although there is already a curb extension and bollards to tighten the turn radius at the Draper Street / California Street intersection, participants shared that numerous near crashes have occurred here.
4. Street lights at the Draper Street / Simpson Street intersection illuminate the road for people driving but not those walking or biking. No pedestrian- or bicyclist-scale lights are positioned specifically to illuminate sidewalks and bike lanes to improve the visibility of people walking or biking and reduce the risk of trip-and-fall hazards. At the same time, Class II bike lanes run along northbound Simpson Street while only sharrows run southbound; sharrows lack physical separation from motor vehicle traffic and may discourage some bicyclists from biking. Sidewalks are available on the east side of Simpson Street, but they are split down the middle by planters that narrow the walking space.
5. As drivers leave Downtown Kingsburg and pass SR-99, Draper Street widens, sidewalks narrow, and the built environment changes to prioritize vehicular traffic. The area under the freeway lacks lights to illuminate the roadway.
6. The area west of SR-99 on Draper Street may be challenging for children and people with mobility difficulty or visual impairment to navigate for a number of reasons.
  - a. Vehicles parked outside the autobody shop on Draper Street block the sidewalk and force people to walk in the road.
  - b. Sidewalks in this area have curb ramps but do not have truncated domes to alert people that they are about to enter the road. Some of the curbs in this area pose tripping hazards.
  - c. The crosswalk on the north leg of the Draper Street / 10th Street intersection lacks a curb ramp which forces people into the school driveway.
  - d. The crosswalks at the Draper Street / Church Street intersection are unmarked in the north-south direction which creates the perception that pedestrians may not cross the street at this location.
7. Small street name signs and poorly positioned signs may cause confusion for drivers and increase their crash risk.
  - a. At the Draper Street / 10th Street intersection and the Draper Street / Marion Street intersection, stop signs are shorter than the standard Manual on Uniform Traffic Control Devices (MUTCD) height which may make them less visible and cause confusion about whether these are legitimate signs.
  - b. Street name signs are blue with yellow font and positioned at the intersection; while these colors match the City's aesthetics, to optimize visibility, street name signs could be enhanced with more accessible contrasting colors and some intersections, such as the Draper Street / Marion Street intersection and Draper Street / Simpson Street, may benefit from mounted overhead signs.
  - c. The first school zone sign on westbound Draper Street as drivers emerge from the underpass is faded and set back from the road making it difficult to see. Foliage obstructs the bike route sign at the Draper Street / Marion Street intersection.



## Concerns, continued



*ABOVE: Drivers queue on Draper Avenue and in the left turn lane on Simpson Street as they wait for a freight train to pass.*



*ABOVE: Bike racks are available in downtown Kingsburg but are placed closely to adjacent buildings which limits their utility.*



*ABOVE: The pavement around the railroad track is in disrepair and poses tripping hazards.*



*ABOVE: The curb ramp from Draper Street leads directly to the train tracks with no detectable warnings to alert people that they are entering a train crossing.*



## Concerns, continued



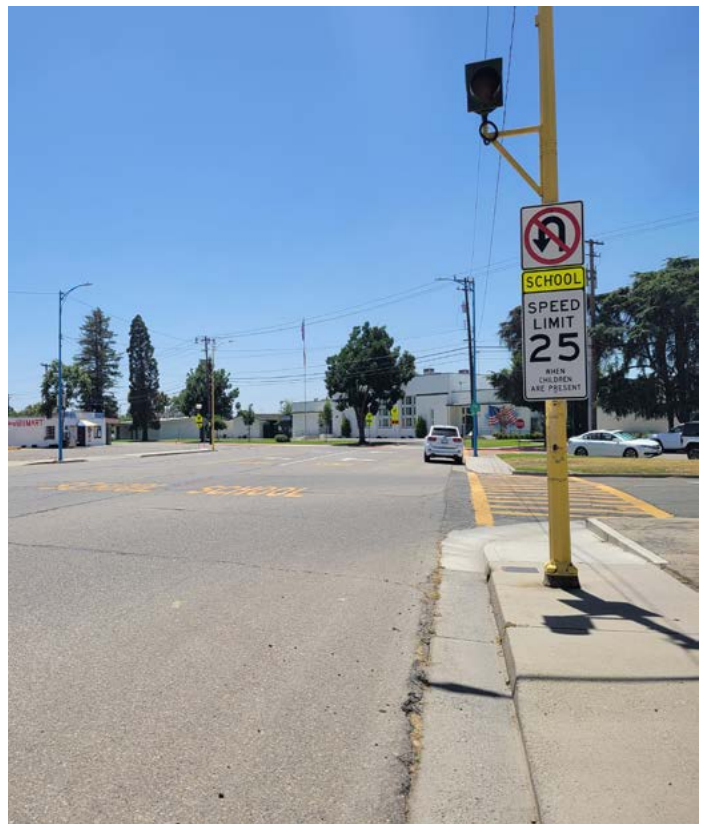
*ABOVE: Participants stand next to a non-regulation height stop sign during the walking assessment.*



*ABOVE: A curb ramp is missing on 10th Avenue in front of Roosevelt Elementary, forcing people to use the adjacent driveway.*



*ABOVE: The curb on 10th Avenue across the street from Roosevelt Elementary is a tripping hazard when larger groups cross at the same time.*



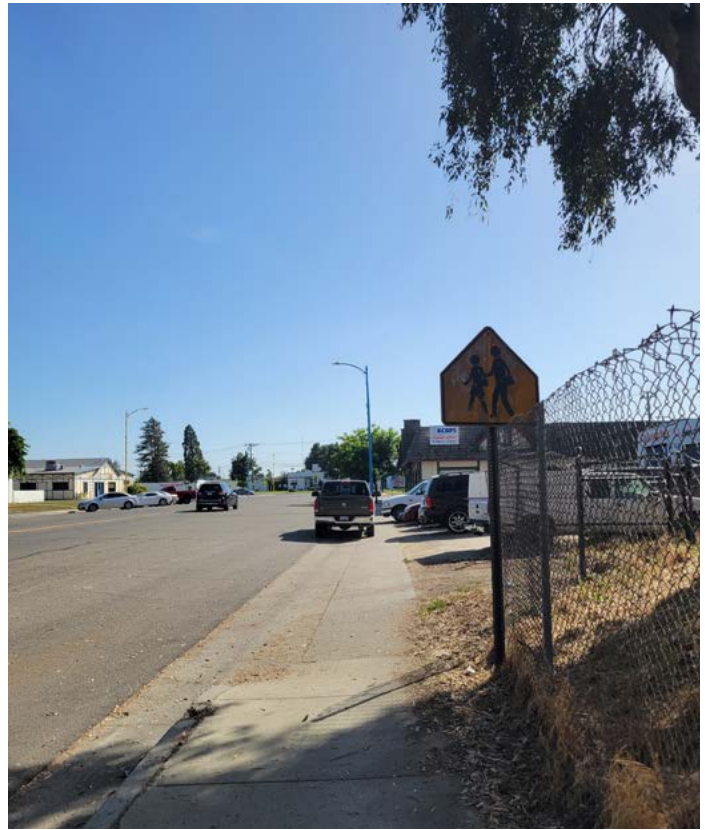
*ABOVE: Unmarked crosswalks in the north-south direction make it challenging for people walking and biking to cross.*



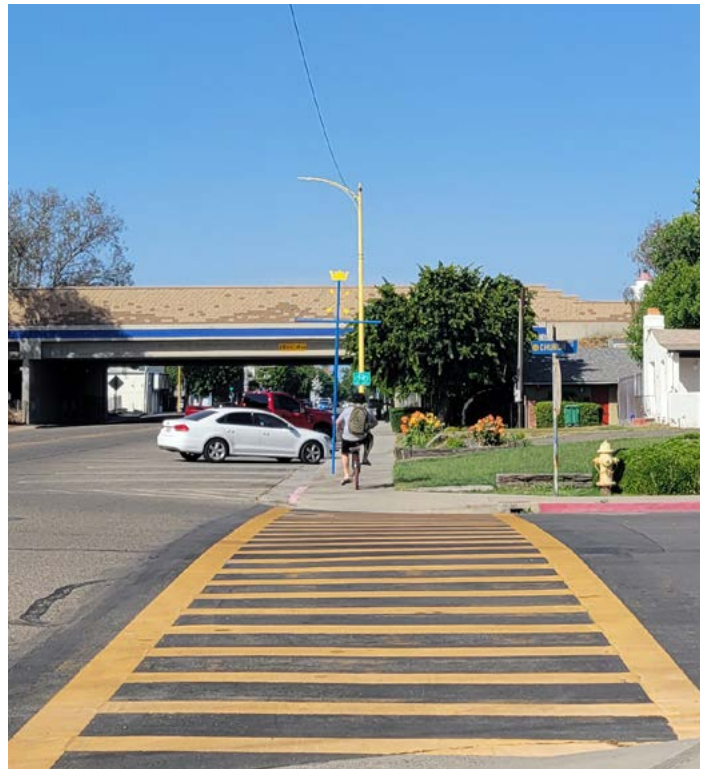
## Concerns, continued



*ABOVE: Foliage obstructs the bike route sign making it difficult for drivers and bicyclists to be aware of this facility.*



*ABOVE: An obstructed sidewalk on westbound Draper Street forces people to walk in the road. The school zone sign is set back from the road and hidden in the shadows.*



*BOTH ABOVE: Road users are off their expected facilities. A bicyclist rides on the sidewalk while two pedestrians, on foot and in a wheelchair, walk on the road.*

# Recommendations

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The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' priorities. The CPBST prioritizes strategies focused on infrastructure improvements, behavior change, and nurturing safety champions. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety best practices and may need to be further tailored by the community.

## Community Recommendations

Participants offered the following programmatic and infrastructure recommendations to create a safer environment for walking and biking. General priorities included:

- To improve access for people with disabilities, a curb ramp should be added to the crosswalk on the northern leg of the 10th Avenue / Draper Street intersection.
- Add bike lanes on Draper Street from California Street to 10th Avenue and connect to the existing bike network.
- Expand crosswalk treatments to more locations across Kingsburg.
- Apply for CARB funding for safety improvements.
- Upgrade stop signs to meet current MUTCD standards.
- Develop a crossing guard program to support elementary school students throughout Kingsburg.
- Add a sidewalk on 16th Avenue between Tulare Street and Sierra Street (SR-201) to complete the sidewalk around Memorial Park and improve walkability.
- To improve drivers' visibility, conduct tree trimming on the northeast corner of 14th Avenue and Sierra Street (SR-201).
- Conduct a study on four way stop signs on Draper Street and Smith Street to see if adding stop signs on north-south sides of Draper Street will improve safety for pedestrians crossing.

## Kingsburg Bike Route Map

**Project Location:** Encompassing the existing bike lanes and proposed bike lanes that intersect downtown Kingsburg.

**Project Description:** There is a need for a bike route network map of existing routes for bikes within the City of Kingsburg. This project would allow those biking to identify which route they would like to use to navigate around town, with an emphasis on avoiding unsafe and busy intersections, like Sierra Street (SR-201) / Eighteenth Avenue (South Mendocino Avenue). The route map for bikes would highlight bike infrastructure by type to allow those biking to choose where to bike based on their comfort levels. The map would also enable the City to highlight existing bike infrastructure, such as the Class II bike lane on Lewis Street and bike parking on California Street and Draper Street in downtown Kingsburg. The consulting City Engineer shared that bike lanes will be installed east-west on Draper Street connecting to Sierra Street (SR-201), which provides an opportunity to incorporate bike network signage into the existing wayfinding infrastructure. There is a green bike lane sign designating a safe area for cyclists on Draper Street west of Washington Street, though more significant bike infrastructure is needed along this corridor, like yield to bikes signage, bicycle pavement markings through intersections, and bike boxes.

### Project Goals:

1. Develop a bike network map to integrate recent configuration changes; and
2. Improve bike lane connectivity and safety in and around downtown Kingsburg; and,
3. Encourage more people to choose bicycling as their mode of travel into downtown Kingsburg.

The following groups can be engaged: Seniors, parents, students, Fresno County Bicycle Coalition, Kingsburg Public Works, Traffic Safety Committee, and other bike safety advocates in the community.

The project would take 6-12 months to initiate and be ongoing until a bike route map is developed.

**Potential Safe System Strategies to use:** Bike and/or pedestrian Master Plans, Bike Signal, Bike and/or pedestrian advisory committees, community coalition, Designated Safe Routes.

### Action Steps:

1. Identify and connect with local businesses, such as the local bike repair shop in downtown Kingsburg, seniors, and students to recruit an action team to engage in the project.
2. Collect user experience information through a survey to support the development of a bike network map and strategize approach.
3. Schedule a meeting with the Traffic Safety Committee to discuss the feasibility of developing a bike route map.
4. Participate at the Kingsburg Public Safety Committee meetings to advocate for more bike infrastructure in downtown Kingsburg.

### Notes/Resources:

- [Bikeway Selection Guide](#)
- [Bike and Pedestrian Master Plans](#)
- [Bikeology Curriculum and Parent Guide](#)
- [Fresno County Bicycle Coalition](#)



## Utilize the Kingsburg Service Request Form

**Project Location:** Half-mile radius from Washington Elementary School.

**Project Description:** The proposed community project aims to enhance pedestrian safety for students, parents, and all residents. Key elements of this initiative include installing high-visibility crosswalks at critical intersections: Ellis Street/ Lincoln Street and Washington Street/ Sierra Street (SR-201). Additionally, community suggestions include completing the sidewalk on the south side of Sierra Street (SR-201) between Washington Street and Draper Street and around Memorial Park on Sixteenth Avenue between Tulare Street and Sierra Street (SR-201).

To further improve safety and visibility, the project proposes allowing residents to request traffic calming studies to identify and address traffic concerns in their neighborhoods, potentially leading to the development and installation of physical traffic calming measures. This community-led initiative aims to improve and create more walkable streets for Kingsburg.

### Project Goals:

1. Create a safe crossing for guardians dropping off and picking up students at Washington Elementary.
2. Create a culture of traffic safety in Kingsburg that prioritizes pedestrians and bicyclists, by enhancing visibility at the intersections of Lincoln Street/ Ellis Street and along Washington Street and Sierra Street (SR-201).
3. Improve the safety of all road users on Draper Street through Downtown Kingsburg.

**Who needs to be involved?** Through this process, the following groups can be engaged: Washington Elementary School administration, parents, Traffic Safety Committee (Kingsburg Public Works, City Engineer, Kingsburg Police), Caltrans District 6, Kingsburg Community Church, and the larger downtown Kingsburg neighborhood.

Portions of the project, like submitting the initial service request form, and the Traffic Safety Committee evaluation, can be completed within 3-6 months. Longer-term infrastructure projects may take two-plus years to complete.

**Potential Safe System Strategies to use:** Bike and/or pedestrian advisory committees, community coalition, funding opportunities that prioritize safety

### Action Steps:

1. Create a community group or identify a resident of Kingsburg to submit an application for service requests using the general online form at [cityofkingsburg-ca.gov/FormCenter](http://cityofkingsburg-ca.gov/FormCenter).
  - a. The Planning department evaluates the application and feasibility of the request.
  - b. The Traffic Safety Committee reviews the application and conducts a 3-6 month study.
  - c. The community group or residents should attend public meetings to follow up on the progress of the Traffic Safety Committee and work together to identify the feasibility and funding opportunities for improvements.
2. For sidewalk and crosswalk improvements on Sierra Street (SR-201), the City of Kingsburg Public Works Department and the City Engineer should closely collaborate with Caltrans District 6.

### Notes/Resources:

- [Kingsburg Report a Concern](#)
- Caltrans manages the [Active Transportation Program](#). The ATP provides funding to communities throughout California to support infrastructure projects, non-infrastructure projects and plans to further active modes of transportation, such as walking and biking.



## Railroad Crossing Safety Advocacy Campaign

**Project Location:** Kingsburg Train Depot

**Project Description:** Long freight trains cross several east-west streets through Kingsburg and impact travel for residents who must wait for it to cross. Workshop participants expressed a need for improved at-grade railroad crossings throughout Kingsburg, including at Draper Street and at additional crossings north of Sierra Street (SR-201). In the downtown area, sidewalks direct pedestrians onto gravel and the railroad tracks. Aside from the tracks themselves, the pavement is cracked and poses potential tripping hazards. There are no pedestrian gates or tactile warning pads to alert people that they are about to cross railroad tracks. There are no clearly marked locations for where someone should stand and wait for the train to pass. While the City is supportive of improved crossing, staff shared that any city-initiated project is cost prohibitive.

Union Pacific operates the railroad tracks, and some of the intersections in Kingsburg that cross the railroad tracks are under Caltrans jurisdiction. As such, workshop participants are interested in engaging community residents to start an advocacy campaign around accessibility related to the Americans with Disabilities Act (ADA) to request Union Pacific and Caltrans improve rail safety in Kingsburg.

The following groups can be engaged: the CPBST Planning Committee and workshop participants, Union Pacific Railroad, Caltrans District 6, City of Kingsburg agencies, including Public Works, the Police Department, and the City Engineer, as well as other interested local stakeholders.

The project would take 6-12 months to initiate and be ongoing until all concerns are resolved.

### Project Goals:

1. Improve road infrastructure at railroad crossings in the City of Kingsburg.
2. Improve the safety of people walking and biking across the railroad tracks.
3. Strengthen the City of Kingsburg's relationships with Union Pacific and with Caltrans.

**Potential Safe System Strategies to use:** Bike and/or pedestrian advisory committees, community coalition, funding opportunities that prioritize safety

### Action Steps:

1. Develop a grassroots email campaign to share safety concerns with Union Pacific and advocate for safety improvements at railroad crossings in the City of Kingsburg. Consider promoting this campaign in September as part of California Rail Safety Month and California Pedestrian Safety Month efforts.
  - a. Workshop participants will identify Union Pacific contacts to whom emails should be addressed.
  - b. Workshop participants will develop a template message for concerned residents to adapt and send.
2. Establish a citizen action committee to advocate for pedestrian safety and accessibility for persons with disabilities at railroad crossings in the City of Kingsburg by engaging the public, relevant City of Kingsburg agencies, Union Pacific, and other interested stakeholders.
  - a. Recruit citizen action committee members through the Task Force, Dala Monthly, social media, and word of mouth. Potential membership may include representatives from local schools, youth, and local businesses.
  - b. Work with the Traffic Safety Committee to address railroad crossing concerns and identify specific road improvements.
3. Develop advocacy campaigns to improve road conditions at intersections with railroad crossings.
4. Connect with rail safety advocates, such as [California Operation Lifesaver](#), as potential resources to align with more extensive rail safety campaigns.

## Youth Bicycle Safety Education Project

**Project Location:** Kingsburg schools

**Project Description:** As the City of Kingsburg adds more bicycling facilities throughout the city and improves its bicycle network connectivity, it is important for children to have the skills and knowledge to bicycle safely. Workshop participants are interested in integrating age-appropriate bicycle safety curriculum through Kingsburg schools to ensure that all children have the same opportunity for bicycle education. The project could include community engagement with Kingsburg youth at community events through tabling, bike rodeos, community bike rides, or other such tactics.

The following groups can be engaged: Parents, students, staff, and school board members with the Kingsburg Elementary Charter School District and Kingsburg Joint Union High School District, Fresno County Bicycle Coalition, Kingsburg Parks & Recreation, Kingsburg Police Department, and other bike safety advocates in the community.

The project would take 6-12 months to initiate and be ongoing until all concerns are resolved.

### Project Goals:

1. Educate children and their families on the benefits of bicycling.
2. Educate children and their families on the rules of the road.
3. Provide age-appropriate education for students to obtain the skills and knowledge to bicycle safely in Kingsburg.

**Potential Safe System Strategies to use:** bike rodeo, bike train, community bike walk, helmet/light distribution, safe routes to school, bike count

### Action Steps:

1. Work with the Kingsburg Elementary Charter School District and Kingsburg Joint Union High School District to identify interest in bicycle education. If interest is low, consider hosting a community bicycle ride or bicycle rodeo to demonstrate community engagement in this effort.
  - a. City Council member and School District staff Laura North was identified as a potential champion to enlist in this effort.
2. Identify allies in the community, such as Parent Teacher Associations (PTAs) at local Kingsburg schools, bicycle advocates, public health departments, school and school district staff, and others. Educate them on the importance of bicycle safety curriculum and how to provide it to their communities.
3. Connect with the Fresno County Bicycle Coalition to identify potential opportunities to host bicycle education safety activities in Kingsburg.
4. Apply for funding such as... for helmet and light distribution to support bicycling safety. In California, everyone under age 18 must wear a helmet.

### Resources

- [Safe Routes Partnership - paper on integrating bicycle education into physical education curriculum](#)
- [Bikeology Curriculum and Parent Guide](#)
- [California Pedestrian and Bicycle Safety Curriculum for Grades 4 and 5](#) (developed by the California Department of Public Health)
- [Fresno County Bicycle Coalition](#)

## Project Team Recommendations

The Project Team recommends the following for local stakeholder consideration.

### Pedestrian Scramble

The Project Team recommends that the City of Kingsburg submit an application to Caltrans District 6 to install a Pedestrian Scramble at Sierra Street (SR-201) / Eighteenth Avenue (South Mendocino Avenue). However, multiple limitations at this intersection may impact the implementation process and timeline. Namely, a [4\(f\)](#), federally designated historic site, Concordia Lutheran Church, is at the southeast corner of the intersection, which may need additional review and approvals for construction. On the southwest corner by Tom's Donut Shop, there are underground gas tanks from a former gas station on the lot. Viability may be determined through the project proponents, Local Development Review process. These conditions currently restrict widening the street or changes to the sidewalk or roadway to improve pedestrian and bicycle safety. A pedestrian scramble at this intersection would stop driver traffic in all directions and allow pedestrians to simultaneously cross in all directions at this intersection which is currently difficult for those walking and biking to navigate. However, the Project Team suggests that the City of Kingsburg apply to Caltrans District 6 for the installation of a Pedestrian Scramble at the intersection of Sierra Street (SR-201) and Eighteenth Avenue (South Mendocino Avenue) to initiate an intersection control evaluation analysis to determine feasibility.

#### Resources:

- [Active Transportation Program](#)
- [State Transportation Improvement Program](#)
- [Highway Safety Improvement Program](#)
- [Solutions for Congested Corridors](#)
- [Office of Traffic Safety Grant Program](#)

### Street Story

The Project Team recommends the planning committee partner with [UC Berkeley SafeTREC](#) to use [Street Story](#) as a community engagement tool and to create an inventory of safety concerns. SafeTREC also provides the Transportation Injury Mapping System (TIMS), which alongside qualitative data collected through Street Story can help community members and planners make the case for the need for infrastructure improvements in Kingsburg. As the City of Kingsburg is currently developing and updating the City's General Plan and the Parks Master Plan, community stakeholders can provide input through engagement opportunities like Street Story in partnership with the City of Kingsburg. Street Story is a resource for collecting community experiences of those walking and biking in the community, including information about transportation crashes, near-misses, general hazards, and safe routes to travel. Considering that Kingsburg has an active Traffic Safety Committee, they could monitor input and share it with city decision-makers. The Planning Committee can get involved in these opportunities as a way to elevate Street Story as a community tool and encourage pedestrians and bicyclists to report their experiences and safety concerns, including infrastructure improvements and high-visibility road markings and signage, as necessary. Street Story may provide a way for the Planning Committee to make connections directly with those impacted by traffic violence and can bolster community outreach efforts for the above projects and other City-led projects.

#### Resources:

- [Street Story](#)
- [SWITRS](#)
- [TIMS](#)



## Develop a Safe Routes to School Plan for the City of Kingsburg

The Project Team recommends that the Kingsburg Elementary Charter School District and Kingsburg Joint Union High School District develop a collaborative, comprehensive Safe Routes to School plan to improve walking and biking to and from schools. Students matriculate through each of Kingsburg's schools, so families have a vested interest in improving safety system-wide. The project could include the development of a map of Safe Routes to and from each school that inventory crosswalks, sidewalk gaps, bike lanes, and other infrastructure elements that aid in creating the most comfortable route for a student and their family. The project can also help identify infrastructure enhancements and knowledge gaps to improve connectivity and circulation between schools. In developing this plan, the school districts may also want to consider if there is a need for a Safe Routes to School coordinator, pedestrian and bicycle education curriculum, or crossing guards at the schools.

### Resources:

- [Defining Roles and Partnerships for Safe Routes to School](#)
- [School Streets Toolkit](#)

## Implementing bike safety improvements and community engagement

The Project Team recommends the City of Kingsburg conduct more community engagement and planning around bike lanes. Some residents shared negative perceptions of the upcoming installation of bike lanes on Draper Street through downtown. The Project Team recommends that the City consider conducting an evaluation of the bike lanes before and after their installation to see if they: lead to an increase in bicycling traffic volume, increase the number of bike trips, impact road user behaviors, or contribute to more crashes. The City could also assess if perceptions about the bike lanes change over time. These findings could potentially influence the installation of proposed additional bike lanes on Draper Street and Sierra Street (SR-201) that would improve citywide bike network connectivity.

Furthermore, as bike lanes are installed on Draper Street, the City of Kingsburg should also consider the installation of additional features like bike boxes, bicycle signals, and bike sensors to improve the experience and safety of those biking. The City of Kingsburg could also consider developing an [Adopt-a-Bike Path Program](#) to strengthen existing relationships with local businesses, organizations, and residents. The City of Kingsburg could coordinate all bike infrastructure improvements with neighboring Tulare County agencies and Caltrans District 6 to ensure that bicyclists are better connected to businesses, amenities, and other activities along the Downtown corridor, which encompasses multiple jurisdictions.

### Resources:

- [Bikeway Selection Guide](#)
- [Bike Education Online](#)
- [The Changing Mobility Landscape: E-Scooter Safety](#)

# Appendix

- [CPBST Site Visit Data Presentation](#)

# Community Pedestrian and Bicycle Safety Training Program

## Site Visit

The City of Kingsburg  
April 24, 2024

Berkeley SafeTREC

California Walks  
Helping to Make Roads & Communities



1

## Agenda

1. Check-in
2. Crash Data Presentation
3. Safe System Approach Introduction  
and Strategies
4. Workshop Outreach and Logistics
5. Next Steps
6. *Optional: Walk/Bike Assessment*



2



# Pedestrian and Bicycle Crash History

The City of Kingsburg, 2019-2023

3

## What is a pedestrian crash?



### Pedestrian-motor vehicle crash

- Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device

One crash may result in multiple pedestrian victims.

4

# What is a bicycle crash?



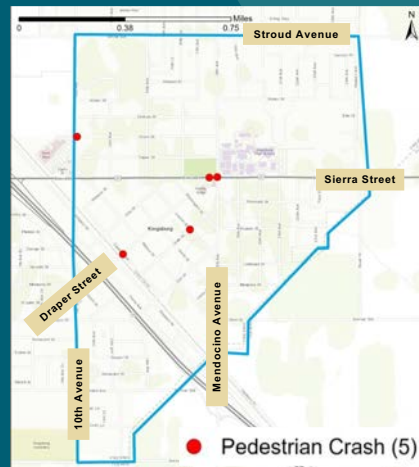
## Bicycle-motor vehicle crash

- Bicycles are considered vehicles and therefore violations committed by a “driver” could have been committed by a motor vehicle driver or bicyclist.

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## Overview of crashes near Kingsburg HS, 2019-2023

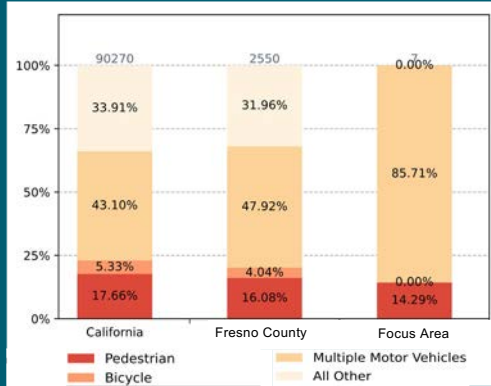
- **ELEVEN** pedestrian crashes in Kingsburg, including:
  - FIVE crashes in the workshop focus area, and
  - FIVE unmapped crashes
- Crashes concentrated on several main corridors:
  - Draper Street (2 crashes)
  - Sierra Street (2 crashes)



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.

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## How does Kingsburg High School compare to other areas? Fatal and Serious Injury Crashes by Involvement 2019-2023



- Our focus area sees primarily multiple motor vehicle crashes and fewer fatal or serious injury pedestrian, bicycle and other types of crashes than both the state of California and Fresno County.

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.

## Pedestrian Crashes 2019-2023



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.

- Three pedestrian injury crashes reported within 1/4-mile of Kingsburg High School
- Two crashes involved teen victims



## Pedestrian Crashes 2014-2023



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.

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## Pedestrian Crashes 2019-2023 By time of day and week

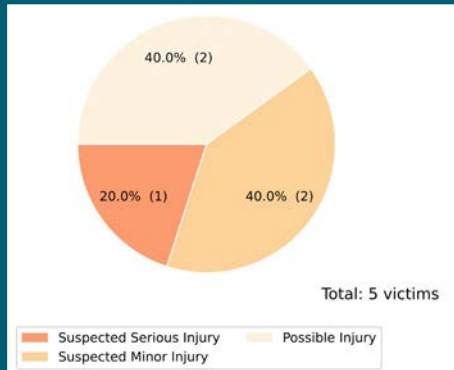
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
09:00PM-11:59PM	0	0	0	0	0	0	0
06:00PM-08:59PM	1	0	0	0	0	0	0
03:00PM-05:59PM	0	0	0	0	0	0	0
Noon-02:59PM	1	0	0	1	0	0	0
09:00AM-11:59AM	0	0	0	0	0	0	0
06:00AM-08:59AM	0	0	1	0	1	0	0
03:00AM-05:59AM	0	0	0	0	0	0	0
Midnight-02:59AM	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.

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## Pedestrian Crashes 2019-2023

### By injury severity



5 victims were injured in 5 pedestrian crashes.

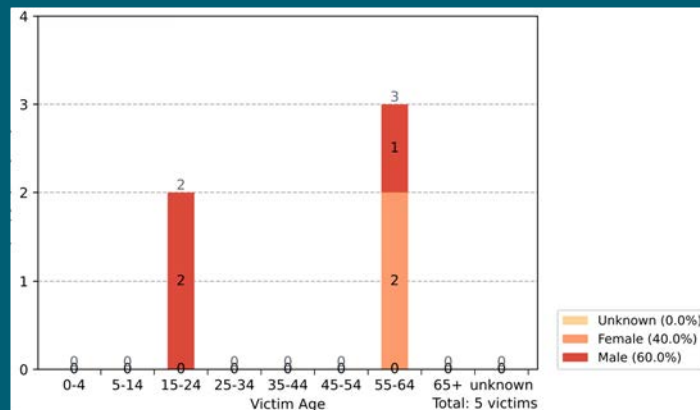
No one was killed.

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.

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## Pedestrian Crashes 2018-2022

### By victim age and gender



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.

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## Pedestrian Crashes 2019-2023

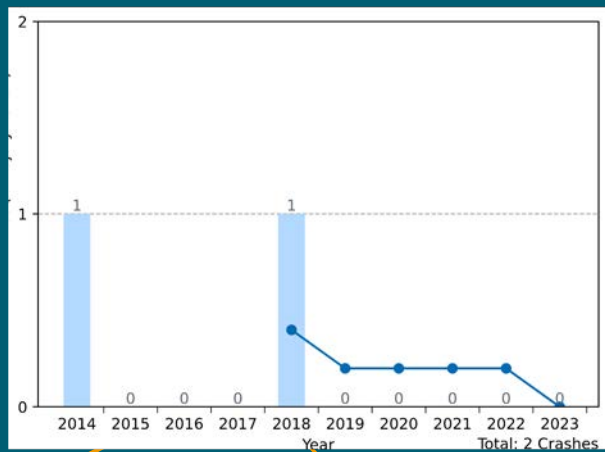
Most frequently cited violations in injury crashes

- 2** crashes **22350.** Speeding or driving faster than is safe for the given conditions.
- 2** crashes **21950a.** Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk.

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.

## Bicycle Crashes 2014-2023

● 5-Yr Rolling Avg  
■ Total (All Injury Levels)



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.



# Bike Lanes

Class I bike lanes (multi-use paths) exist on Madsen Avenue btwn Sierra Street and Stroud Avenue

Class II bike lanes (on road bike lane) exist on:

- **Lewis Street** between California Street and 18th Street
- **Tulare Street** between 10th Avenue and 18th Avenue



Source: [Downtown Kinnsburg Strategic Plan](#) (March 2021)

Where do people bike?  
Do these bike lanes address their needs?

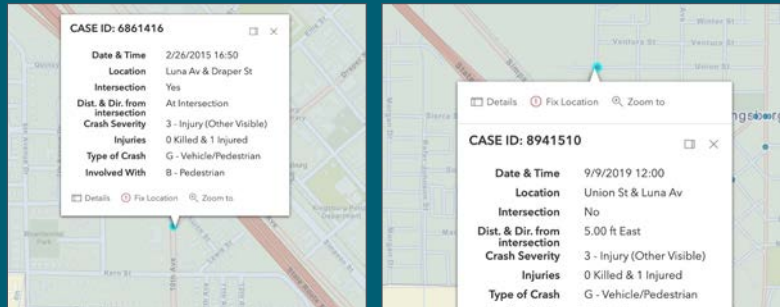
# Unmapped Crashes 2019 - 2023

Where is Luna Avenue? Four crashes reported on Luna Avenue

Primary Rd	Second Rd	Dist.	Dir.	Date	Time
LUNA AV	DRAPER ST	0.00	-	2019-02-13	1344
LUNA AV	VENTURA ST	128.00	N	2020-12-08	1042
STROUD AV	LUNA AV	7.00	E	2021-05-20	0812
KERN ST	LUNA AV	5.00	W	2022-02-02	0750
DRAPER ST	FRONTAGE RD	32.00	E	2023-01-20	0640

## Luna Avenue Mystery

Two other crashes (in 2015 and 2019) reported as Luna Avenue were geocoded on 10th Avenue. Could 10th Avenue be 'Luna Avenue'?



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## Additional Resources

### Street Story

Street Story is a tool for collecting community feedback on transportation safety issues.

Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

[streetstory.berkeley.edu](http://streetstory.berkeley.edu)



### Transportation Injury Mapping System (TIMS)

TIMS is a web-based tool that allows users to analyze and map data from California's Statewide Integrated Traffic Records System (SWITRS).

To further explore collision data, register for a free account to access the tools and resources on TIMS.

[tims.berkeley.edu](http://tims.berkeley.edu)

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## The Safe System Approach:

- **Commits to zero traffic deaths and serious injuries;**
- **Creates a holistic approach with layers of protection for road users; and**
- **Prioritizes safety in road system investments.**

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## Key Principles

- **Deaths and serious injuries are unacceptable**
- **Humans make mistakes**
- **Humans are vulnerable**
- **Responsibility is shared**
- **Safety is proactive**
- **Redundancy is crucial**

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## Layers of Protection

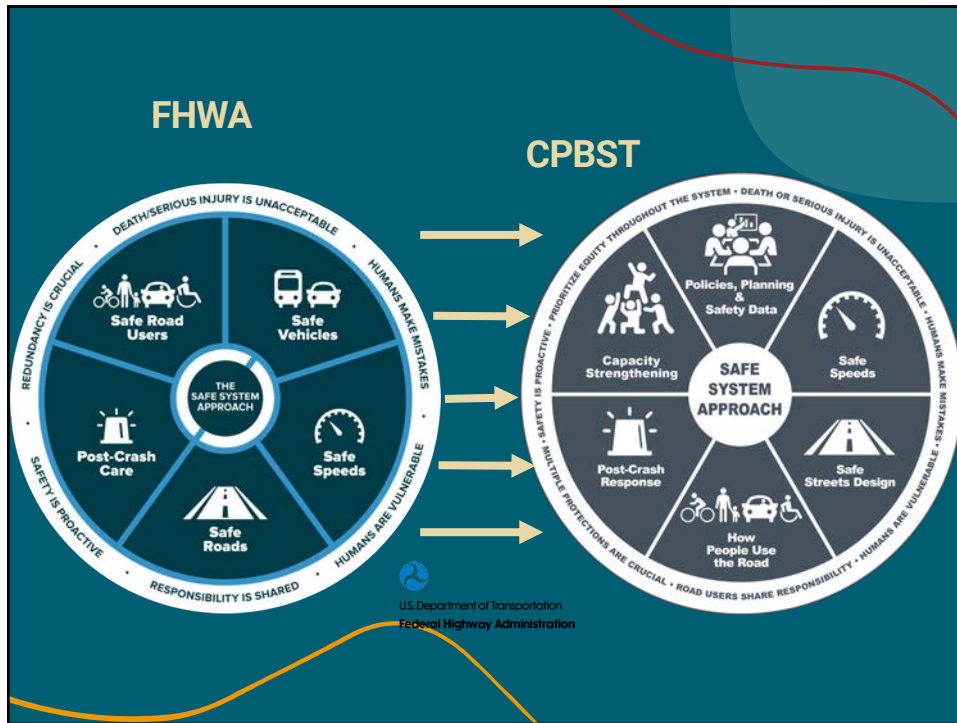


23

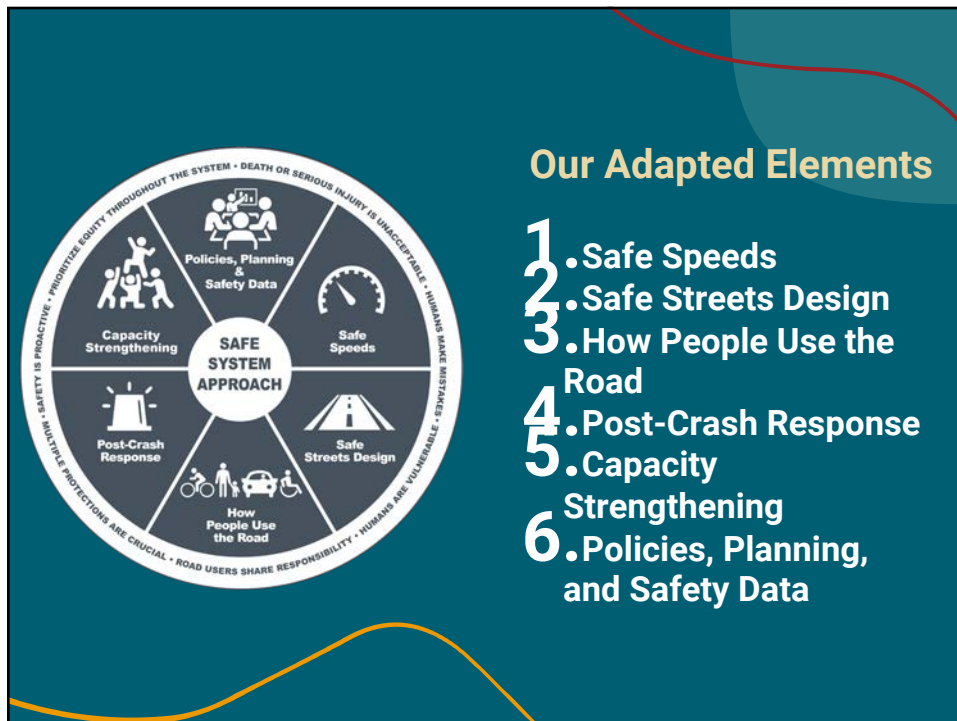
## The Traditional Approach vs. Safe System Approach

Prevent crashes	→	Prevent death and serious injuries
Improve human behavior	→	Design for human mistakes
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

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## CPBST Safe System Elements

- **Safe speeds:** Reduce driver speeds to reduce injury severity for all road users.
- **Safe streets design:** Design roads that are people-focused and reduce conflict between users.
- **How people use the road:** Create opportunities for and expand awareness of safe walking, biking, and rolling.

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## CPBSP Safe System Elements cont'd

- **Post-crash response:** Provide physical and emotional care to crash survivors and their families.
- **Capacity building and empowerment:** Empower communities to claim ownership of safe streets and public spaces.
- **Policies, planning, and safety data:** Create systems change at the local and statewide policy level.

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## Potential Safe System Strategies

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## Neighborhood Speed Awareness Program

- Using radar trailers and changeable message sign boards to make people aware of their speed.
- Encouragement and Education



Photo: Cal Walks

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## Raised Crosswalk

- A type of speed table that brings the roadway to the same level as the sidewalk.
- Encouragement and Education



Photo Credit: Federal Highway Administration

31

## Pedestrian-Scale Lighting

- Lighting that is positioned towards sidewalks and pedestrian paths.
- Encouragement and Education

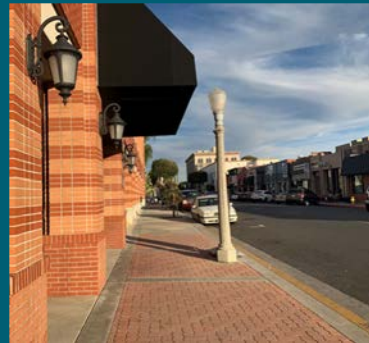


Photo credit: Cal Walks

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## Bike Parking

- A designated location for bicycles to be safely stored. They encourage people to bike to their destination by eliminating the storage barrier.
- Infrastructure



Photo Credit: City of Berkeley, CA

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## Community walks and bike ride

- A comfortable introduction to biking in the community for those with no experience.
- Community Engagement/ Partnerships



Photo Credit: SPARC, Arvin, CA

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# Safe System Toolkit

**2022-2023 Community Pedestrian and Bicycle Training Tool Kit**

**Safe System Approach to Road Safety:**

The Safe System Approach focuses on recognizing that humans make mistakes and better to design, develop or tolerate the resulting harm and reduce damage when it does occur through ways a system is designed. The way we manage our streets and their infrastructure, and engaging and educating communities to share in road safety.

The Community Pedestrian and Bicycle Safety Training (CPBST) was adapted from the <https://www.csbst.org/> (https://www.csbst.org/). CPBST is a 2-day training and education to help those responsible for the communities we live with. We believe we must have community engagement as a key element in a Safe System, and make safety a shared responsibility. We also emphasize the role of collaboration between transportation professionals and the community. The goal is to create a road safety culture for all.

Within the Safe System Approach, the CPBST team:

1. Reviews pedestrian and bike crash data and safety strategies.
2. Develops walking and biking masterplans.
3. Engages with communities to define specific pedestrian and bike safety goals and activate road space.
4. Empowers communities to strengthen collaborations to implement specific walking and biking masterplans.

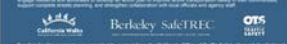
We've created a series of optional community improvements that can help you create a safer community with the Safe System Approach. These are ideas that you can discuss and address community the next time you're meeting.

Below are some of the optional community improvements, and we suggest that you discuss the road safety to the public. Some ideas include:

- Community Engagement/Partnerships: allow opportunities to engage with the community and create partnerships with community-based organizations, local businesses, and others.
- Data: strategies that collect, analyze, and provide data for projects.
- Development and Evaluation: strategies that include safety, such as the public transportation and provide educational opportunities to learn how to safely walk, bike, or use a wheelchair.
- Infrastructure: infrastructure projects that target the needs of the community.
- Safe Routes to School (SRTS): encourage and support SRTS efforts in communities.
- Speed Management: work on road space in the roadway to make communities safer for those walking and biking.
- Vulnerable Populations: create safer streets and communities for our most vulnerable populations such as seniors, people with disabilities, and children.

**About the CPBST**

The Community Pedestrian and Bicycle Safety Training (CPBST) program is a regional effort to improve walking and biking safety in the region. It is a partnership between the University of California, Berkeley, and the California Department of Transportation (Caltrans). The program is supported by the California Department of Transportation (Caltrans), the National Highway Traffic Safety Administration, and the California Department of Transportation (Caltrans).



Funding for this program was provided by the California Department of Transportation (Caltrans), the National Highway Traffic Safety Administration, and the California Department of Transportation (Caltrans).

**Community Benefit Agreement**

A legally enforceable contract between a community coalition and the developer of a proposed development project. In exchange for public support of the project, the developer contributes benefits to the local community, such as pedestrian and bike safety improvements and open green space.

**When to Use:** To improve the safety of people walking and biking or increase open green space for the community at or near new development projects.

Community Engagement/Partnerships, Encouragement and Education, Infrastructure, Speed Management, Vulnerable Populations

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**Community Coalition**

A variety of partners in a community that work together to improve active transportation safety. This can include work in affordable housing and active transportation, land use solutions, and public transportation investments.

**When to Use:** To provide a well-rounded, safe community for those living in and traveling to it.

Community Engagement/Partnerships, Data, Encouragement and Education, Infrastructure, Safe Routes to School (SRTS), Speed Management, Vulnerable Populations

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**Community Liaison/Promotores Campaign**

A program that trains community residents to become public health workers. They can teach their neighbors advocacy skills to promote safe walking and biking behaviors among their communities.

**When to Use:** To promote safe walking and biking in communities, by teaching the people in the community themselves to become advocates.

Community Engagement/Partnerships, Encouragement and Education, Safe Routes to School (SRTS), Speed Management, Vulnerable Populations

# Workshop: Logistics

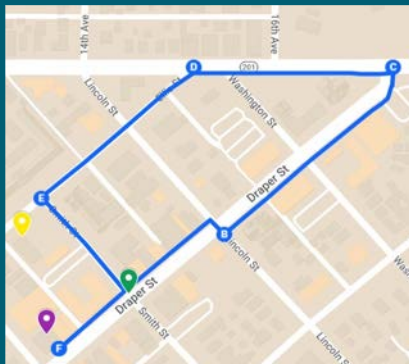
- **Workshop Date:** [Friday, May 17]
- **Time:** What 3 to 3 1/2-hour window works best for the community?
- **Location:**
  - What spaces are available in the community that have access to seats, tables, restrooms, and internet access?
  - What space is next to or closest to the routes we'll conduct our walking and biking assessments on?
  - Who can reserve the space for our workshop?
  - Is there a need for interpretation? Who can hire interpreter?

## Workshop: Outreach

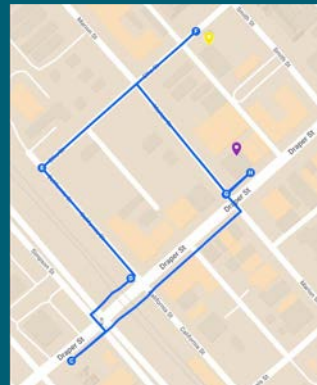
- What community members, institutions, organizations, etc. would we like to attend our workshop?
- Who has connections to each identified individual or organization?
- What support do you need from the Project Team in order to conduct outreach?

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## Route A



## Route B



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# Questions?

For more information, email Emilio Hernandez with CalWalks at [emilio@calwalks.org](mailto:emilio@calwalks.org) or Katherine Chen with SafeTREC at [kchen@berkeley.edu](mailto:kchen@berkeley.edu)

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Berkeley SafeTREC

California Walks  
Promoting Safe Pedestrian, Bicyclist, & E-Scooter Mobility



**Thank you for your interest in the  
Community Pedestrian and Bicycle  
Safety Program.**

For more information, please visit:

<http://bit.ly/CPBSP>.

For questions, please email [safetrec@berkeley.edu](mailto:safetrec@berkeley.edu).

Visit SafeTREC on the Web at

<https://safetrec.berkeley.edu/>.