



2018 Monterey County Active Transportation Plan

5.6 King City

The City of King City is the southern-most small town in the Salinas Valley with 14,480 people, as reported by the California Department of Finance 2017 data. King City is a young and minority-majority city. The median age in King City is 27, which is slightly younger than the median age of 33 countywide. Approximately 25.1% of King City' population is younger than 18 years old¹. Approximately 89.6% of King City' population is Latino.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. Approximately 5,800 King City residents that live in the downtown area are in a disadvantaged neighborhood where 73% of households live in poverty, 15.2% of households do not have access to a car, and 66% have no high school education².

Safety Profile

In the City of King City, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 62 collisions in King City between 2010 and 2016 there were 16 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 25% or nearly 1 out of every 4 collisions. This is alarming given the fact that bicycling and walking mode shares in

King City are approximately 3.5% and 0.4% respectively³.

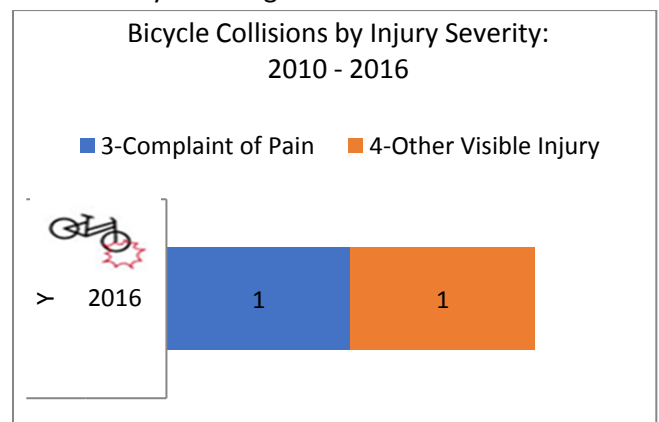
King City
Between 2010 and 2016*, there were:



Bike and pedestrian collisions accounted for 25% of all traffic collisions!

*Source: UC Berkeley Traffic Injury Mapping System. Note: 2015 and 2016 data is provisional and incomplete.

The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank values in the charts represent zeros for those categories and years. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.



¹ Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101

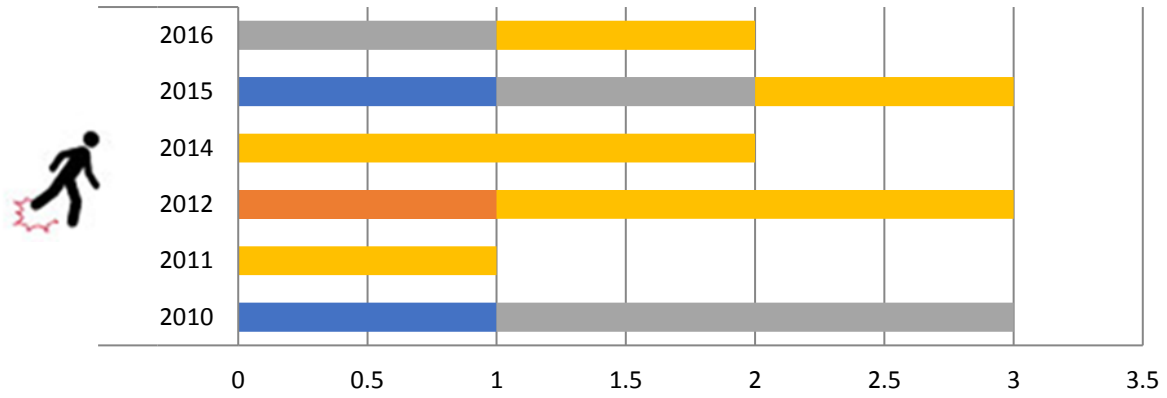
² California Health Disadvantage Index: <http://phasocal.org/ca-hdi/>

³ Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801



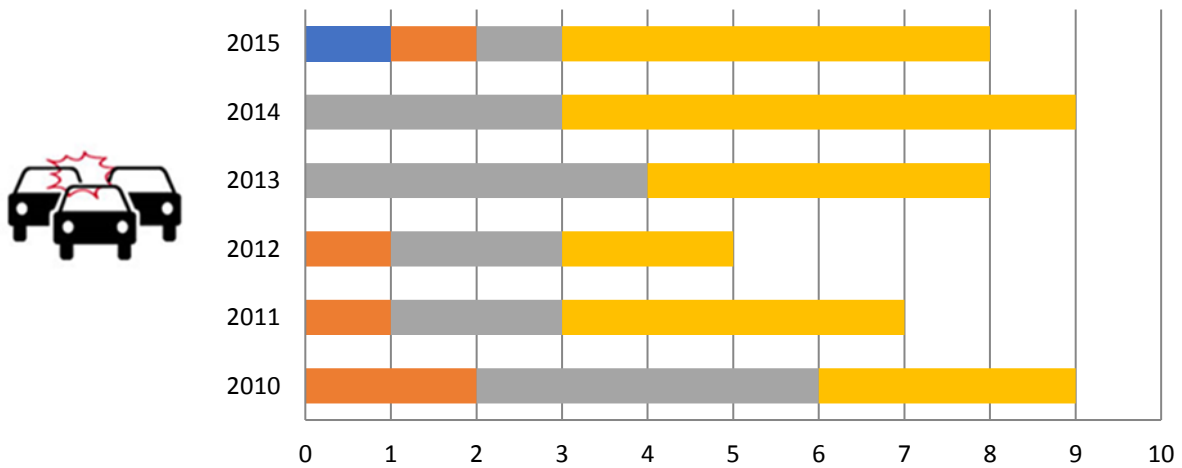
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Pedestrian Collisions by Injury Severity: 2010 - 2016

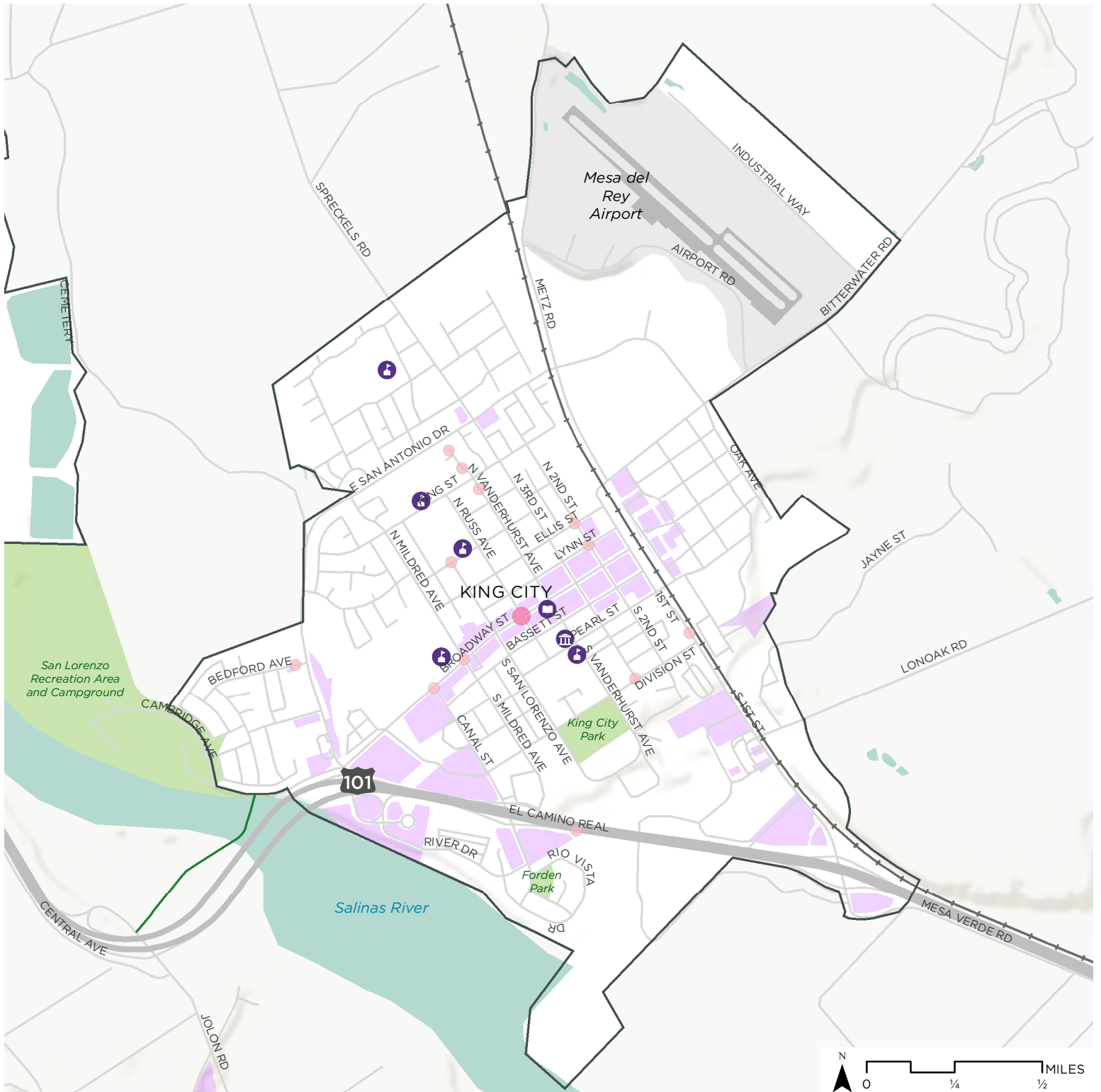


	Y					
	2010	2011	2012	2014	2015	2016
1-Fatality	1				1	
2-Severe Injury			1			
3-Other Visible Injury	2				1	1
4-Complaint of Pain		1	2	2	1	1

Vehicle Collisions by Injury Severity: 2010 - 2016



	2010	2011	2012	2013	2014	2015
1- Fatality						1
2-Severe Injury	2	1	1			1
3-Other Visible Injury	4	2	2	4	3	1
4-Complaint of Pain Injury	3	4	2	4	6	5



King City

Monterey County Active Transportation Plan

Existing Bikeways
 — Class I Shared Use Path

- Points of Interest
- K-12 School
 - City Hall
 - Public Library

- Land Use
- Park/Open Space
 - Commercial Area
 - City Boundary

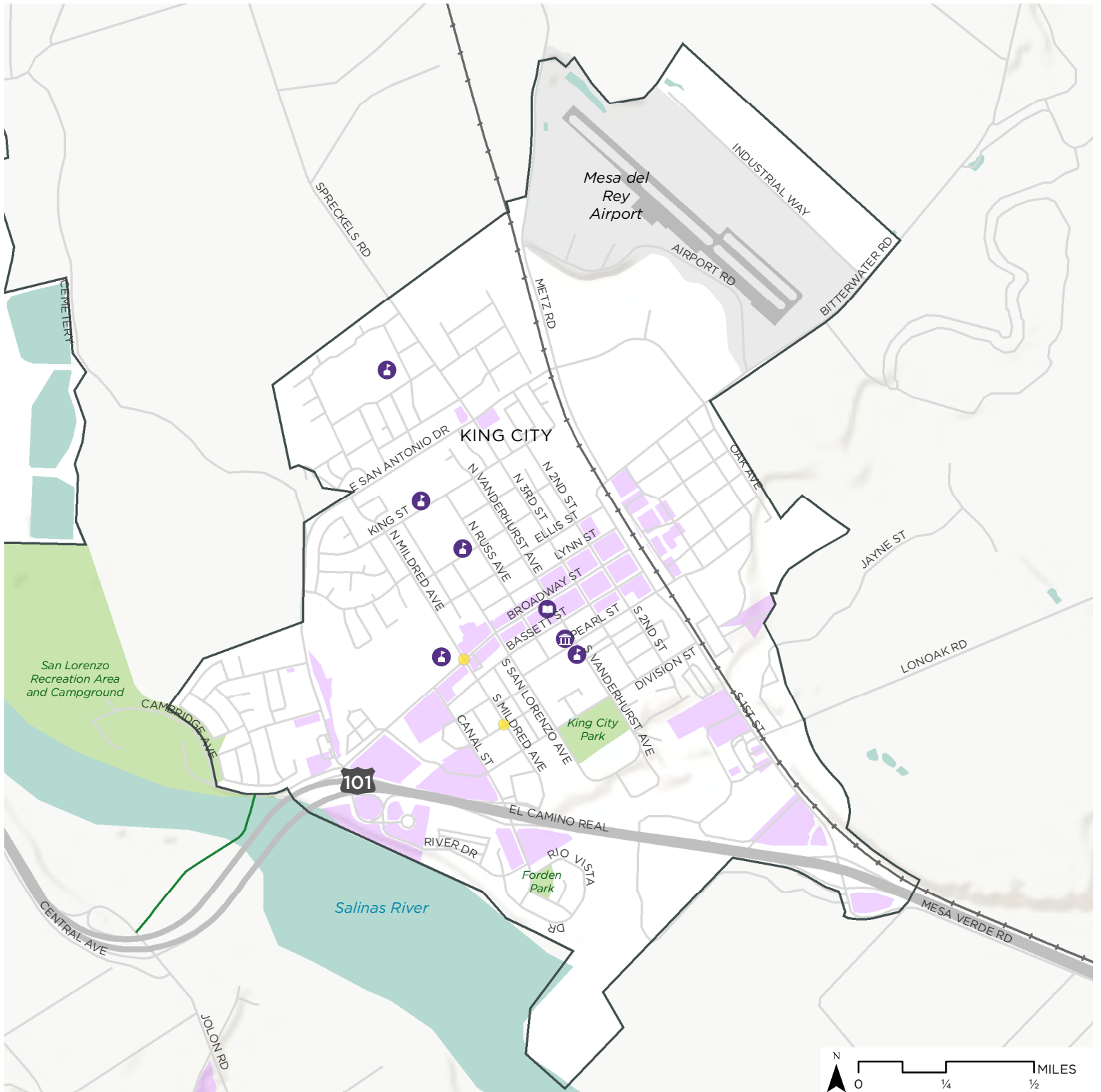
Pedestrian Collisions

- 1
- 2 - 3



Data provided by Monterey County TAMC, UC Berkeley TIMS 2010-2016. Terrain data by ESRI, NOAA.
 Map produced October 2017 by Alta Planning + Design.





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Bicycle Collisions

1



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2018 Monterey County Active Transportation Plan

Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other King City Plans. The bicycle and pedestrian improvements identified in the City’s plans are included in this Active Transportation Plan.

King City General Plan

King City adopted its most current General Plan in 1998. Circulation policies that support the projects in this Plan include:

- Policy 1.1: The City shall identify, within its annual budget, capital improvements and operating expenses necessary to provide safe and adequate streets, sidewalks, and other transportation infrastructure.
- Policy 1.4: The City shall coordinate its transportation planning efforts with the Transportation Agency for Monterey County...
- Policy 3.2: The City shall maintain its basic gridded street system within the core area, providing easy pedestrian and vehicular access between residential neighborhoods, commercial shopping areas, and industrial districts.

First Street Corridor Master Plan



King City adopted the First Street Corridor Master Plan in 2013. This Master Plan includes refined circulation and land use policies on First Street and strategic strategies for a multimodal transit center to reestablish rail service in King City. The Master Plan identified bike and pedestrian infrastructure improvements to enhance connectivity.

Downtown Streetscapes Plan

In 2016, King City initiated the Downtown Streetscapes Plan to lead to private investment and revitalization of downtown businesses. The Streetscapes Plan includes sidewalk, bicycle infrastructure and pedestrian intersection crossing improvements.

Public Comments

In addition to including projects identified in other King City Plans, the improvements included in the Active Transportation Plan draw from this Plan’s extensive public outreach campaign. The following table describes the comments received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory Committee and through public participation via the online Wikimapping tool.

	Pedestrian Improvements
<ul style="list-style-type: none"> • Need for pedestrian lighting • Shared bike and pedestrian paths: <ul style="list-style-type: none"> ○ Division St to S. Vanderhurst Ave ○ “Health Loop” around King City connection along the San Lorenzo Park trail, Salinas River, San Lorenzo Creek, San Lorenzo Ave, and San Antonio Dr 	
	Bicycling Improvements
<ul style="list-style-type: none"> • Bike lanes along: <ul style="list-style-type: none"> ○ 3rd St ○ Pearl St ○ Mildred Ave ○ San Lorenzo Ave ○ N. Vanderhurst Ave • Cycletracks along: <ul style="list-style-type: none"> ○ King St • Beech St 	



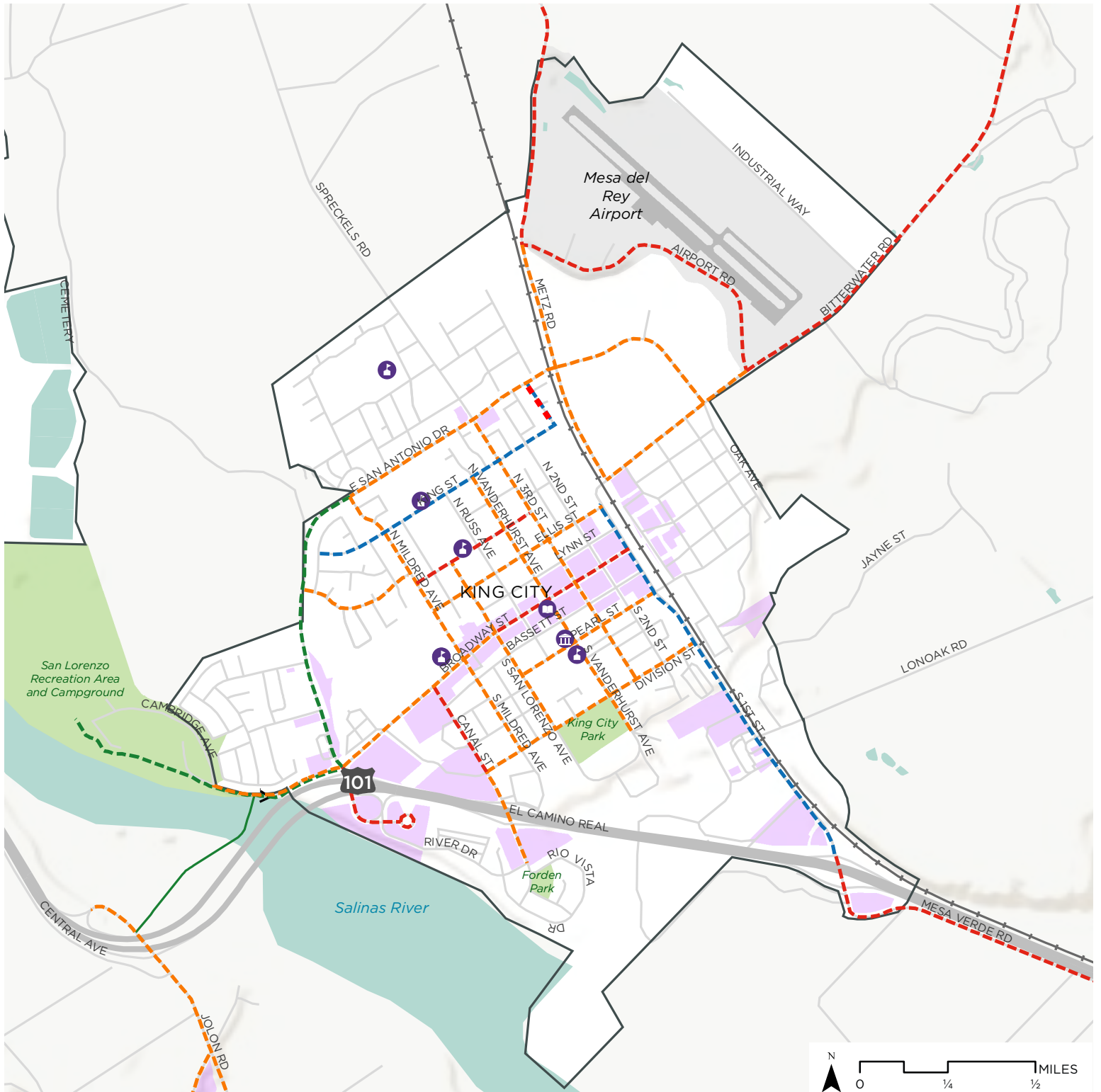
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Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within King City.

Bicycle Infrastructure Improvements

Rank	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate
1	KC-16	San Antonio Dr	Metz Rd	Broadway St	1 mile of Bike path/ 0.5 miles of bike lane	1.55	\$795,300
2	KC-2	King St	Sandringraham St	Beech St	protected bike lane	0.77	\$919,919
3	KC-3	Beech St	San Antonio Dr	King St	protected bike lane	0.15	\$178,010
4	KC-4	Broadway	Mildred Ave	San Lorenzo St	Bike Lane	0.12	\$6,157
5	KC-5	Division St	1st St	Canal St	Bike Lane	0.70	\$36,523
6	KC-6	Broadway	San Lorezno St	1st St	Bike Route	0.45	\$5,448
7	KC-7	Broadway St	San Lorenzo Rd	N San Lorenzo St	Bike Lane	0.85	\$44,436
8	KC-8	Mildred Ave	San Antonio Dr	Division St	Bike Lane	0.90	\$46,217
9	KC-9	Vanderhurst Ave	King St	Villa Dr	Bike Lane	0.86	\$44,996
10	KC-10	N Vanderhurst Ave	Queen St	Broadway St	Bike Lane	0.50	\$26,200
11	KC-11	3rd St	Broadway St	Division St	Bike Lane	0.88	\$45,902
12	KC-12	Canal St	Division St	River Dr	Bike Lane	0.29	\$3,476
13	KC-13	Pearl St	San Lorenzo Ave	1st St	Bike Lane	0.44	\$14,956
14	KC-14	Ellis St	1st St	Mildred Ave	Bike Lane	0.57	\$29,706
15	KC-15	3rd	San Antonio Dr	Division St	Bike Lane	0.90	\$47,160
16	KC-17	Broadway Cir	San Antonio Dr	River Dr	Bike Route	0.39	\$4,721
17	KC-18	Metz Rd	Airport Rd	1st St	Bike Lane	0.72	\$37,540
18	KC-19	San Lorenzo Ave	Collins St	Division St	Bike Lane	0.40	\$29,292
19	KC-20	Bitterwater Rd	Airport Dr	1st St	Bike Lane	0.51	\$26,501
20	KC-21	San Antonio Dr	Metz Rd	Bitterwater Rd	Bike Lane	0.52	\$27,428
21	KC-22	Willow St	San Antonio Dr	N Mildred Ave	Bike Lane	0.34	\$17,816
22	KC-23	Airport Rd	Metz Rd	Bitterwater Rd	Bike Route	0.91	\$11,001



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Points of Interest

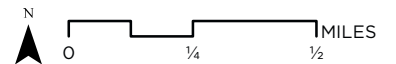
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Proposed Bikeway Improvements

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane



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