



Chapter 5

COALINGA

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

EXISTING CONDITIONS

The City of Coalinga is located in southwest Fresno County approximately 10 miles west of Interstate-5 (see Figure 1-1).

Existing Bicycle & Pedestrian Facilities

There are 83.5 miles of sidewalks and 7.2 miles of bikeways within Coalinga. These networks are summarized in Table 5-1 and depicted in Figures 5-1 and 5-2.

Table 5-1: Summary of Existing Walking & Bicycling Facilities in Coalinga

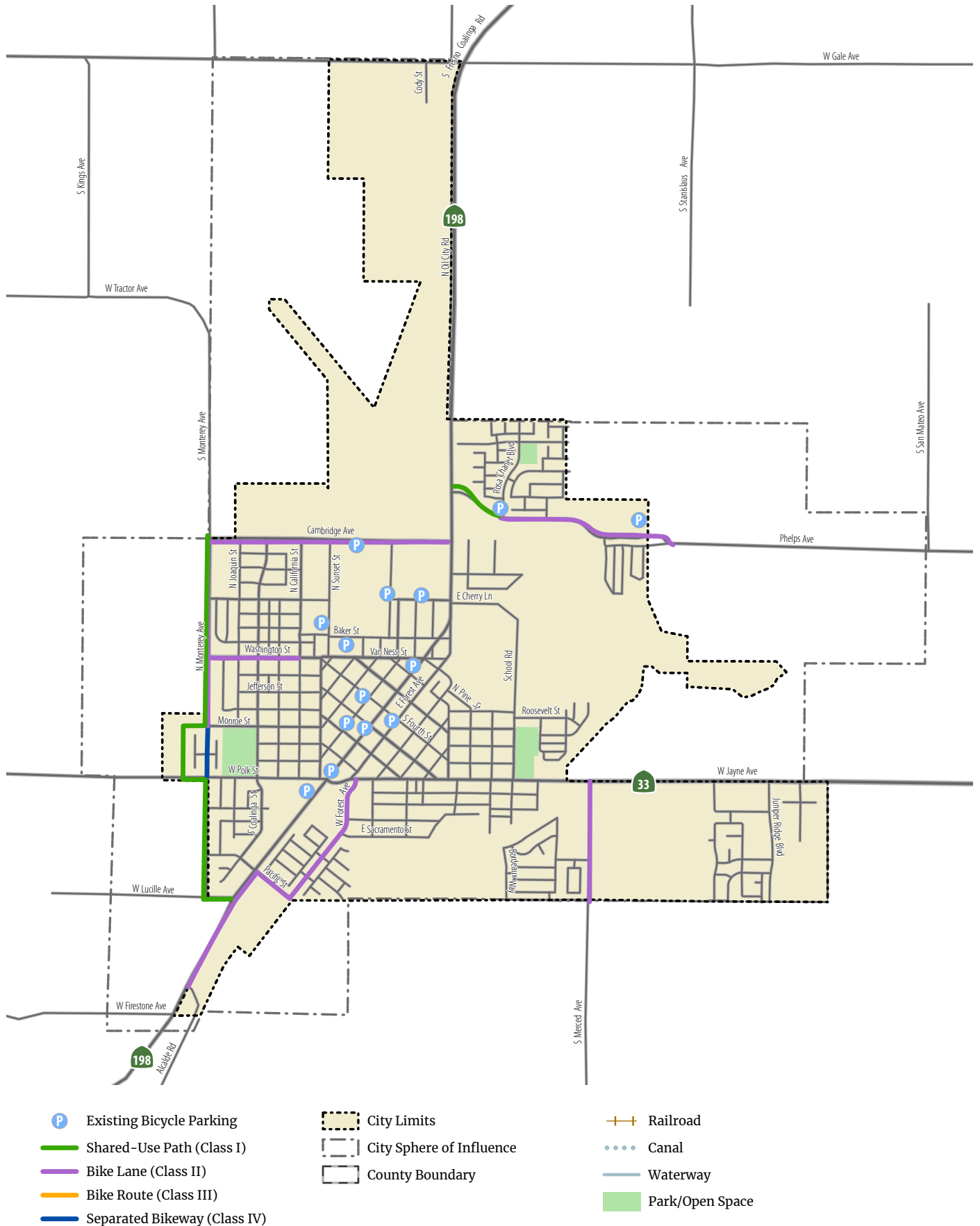
Type	Miles
Sidewalk	83.5
Shared Use Path (Class I)	2.0
Bike Lane (Class II)*	4.7
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.2

**Distance measured by centerline*

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

- » The sidewalk network is built out in most of the city.
- » Pedestrian crossings are sometimes difficult where the angled railroad grid meets the north-south grid.
- » There are shared-use paths along much of the edge of the city.
- » A separated bikeway is present on the west edge of town along Monterey Avenue.
- » There are numerous bicycle parking locations in the central city.

Figure 5-2: Existing Bicycling Facilities in Coalinga



Source: Fehr & Peers, 2023



Cycle track along Monterey Avenue

Plans and Policies Related to Active Transportation

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

- » City of Coalinga General Plan (2009)
- » City of Coalinga Active Transportation Plan (2017)
- » Municipal Code of Coalinga, California

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

Recent expenditures on bicycle and pedestrian facilities are summarized in Table 5-2.

Table 5-2: Active Transportation Expenditures in Coalinga, 2017-2023

Project	Project Cost	Funding Source & Year
Trail Segments 3, 4, and 9 – in right-of-way phase	\$159,656.29	ATP Cycle 4
Trail Segments 10,11,12	\$673,870.50	CMAQ 2017 Cycle
Trail segments 1,2,13,14 – in right-of-way phase	\$158,410.38	CMAQ 2019 Cycle
Polk Street improvements	\$4,422.42	ATP Cycle 5
Polk Street: 5th Street to Elm Street	\$601,824.44	CMAQ 2019 Cycle
Polk Street: Elm Street to Monterey Street	\$938,987.42	CMAQ 2019 Cycle
Elm Street near Coalinga Fire Department	\$758,706.24	City Funds
Elm Street and Cambridge Street	\$514,351.78	City Funds
Sunset Street	\$878,986.94	STBG
Sidewalk Improvements	\$226,139.22	TDA
ADA Compliance	\$48,965.28	Measure C

Source: City of Coalinga, 2023

Maintenance

Coalinga does not have a maintenance policy and procedure for walking and biking infrastructure. However, staff does consider these needs and puts them into work programs during planning for each budget year.

Education and Encouragement Programs

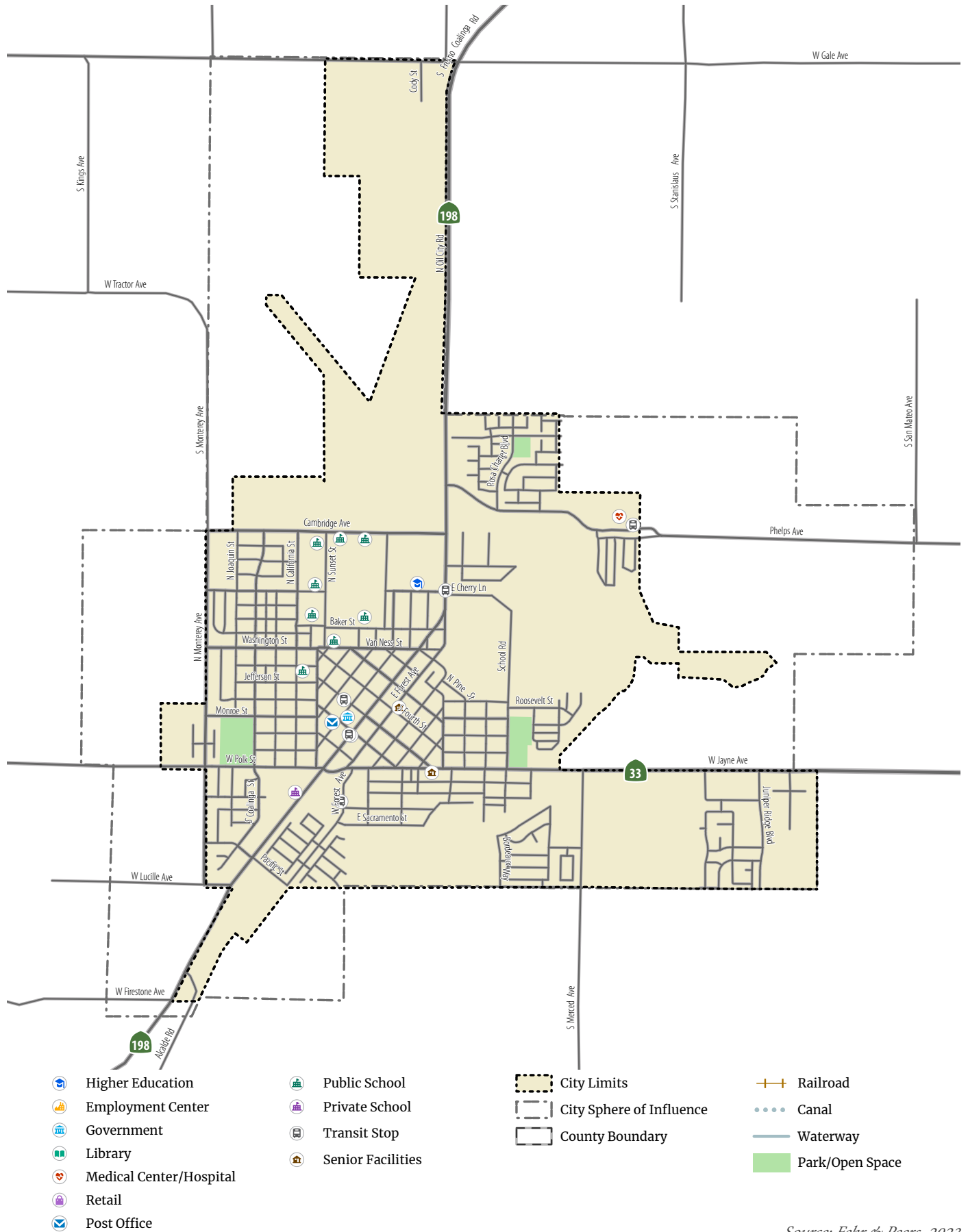
Coalinga uses social media to publicize improvements to walking and biking infrastructure as they are developed and completed.

Key Destinations

Figure 5-3 shows key destinations for bicyclists and pedestrians in the City of Coalinga. Appendix C also includes a city zoning map. Highlights include

- » West Hills College, Coalinga Campus
- » Cambridge High School, Coalinga High School, Coalinga Middle School, Sunset Elementary School, and Dawson Elementary School
- » Coalinga-Huron District Library
- » Keck Park and Keck Park Community Center, George E Olsen Memorial Park
- » Restaurants and businesses downtown, especially along Elm Avenue

Figure 5-3: Key Destinations in Coalinga



Source: Fehr & Peers, 2023

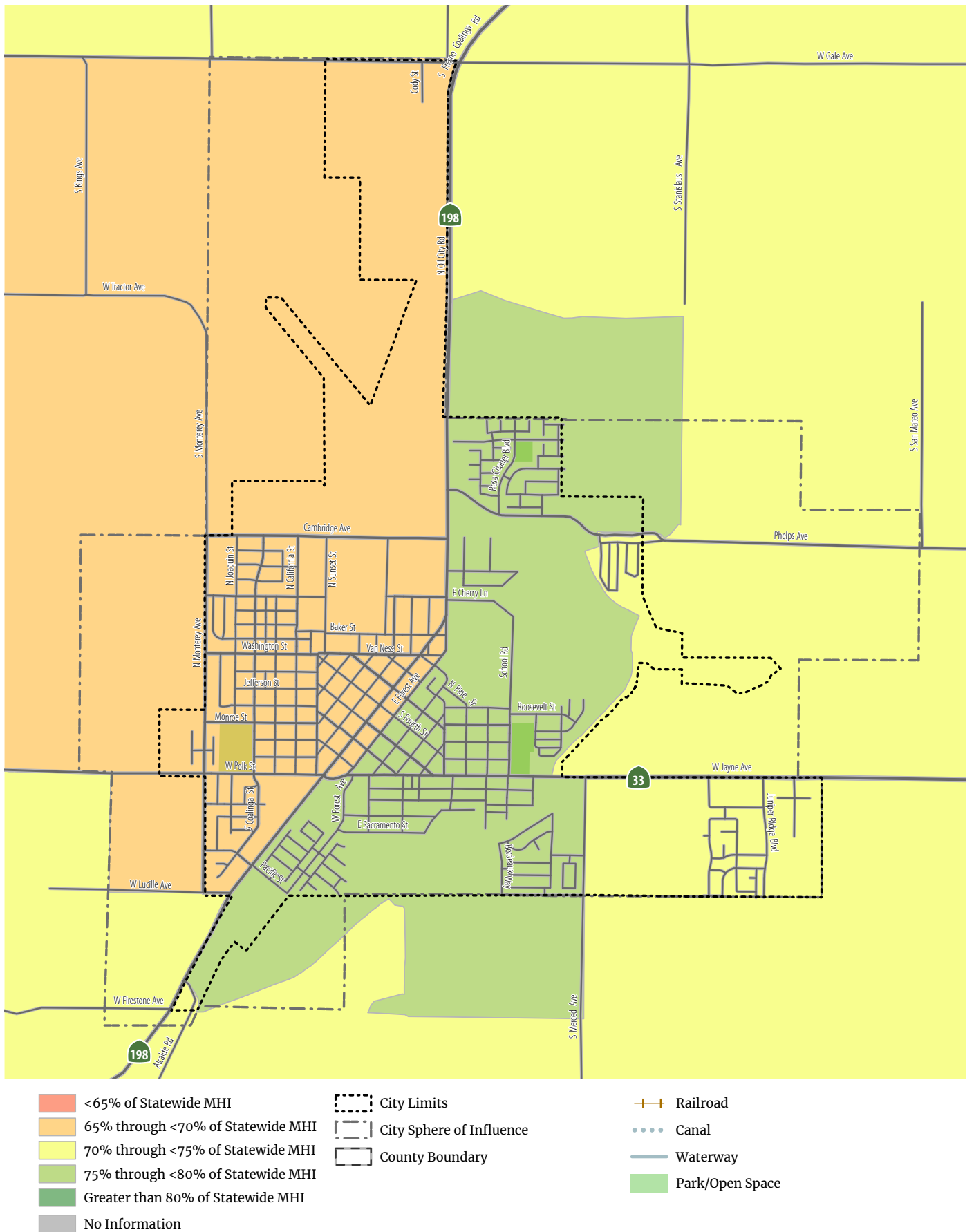
Disadvantaged Communities

All of Coalinga meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** All of Coalinga meets this criterion; households in the western portion have the lowest median household income, as shown in Figure 5-4.
- » **Free & Reduced Price Meals for Schools:** All schools in Coalinga meet this criterion, as shown in Figure 5-5.
- » **CalEnviroScreen:** Areas east of Elm Avenue are within the the 15 through 25 percent most disadvantaged areas in the State, as shown in Figure 5-6.
- » **Healthy Places Index:** Only the far eastern areas of Coalinga are within the 20 percent most disadvantaged areas in the state and thus meet this criterion, as shown in Figure 5-7.
- » **Federal Climate & Economic Justice Screen:** Only areas east of Elm Avenue meet this criterion in any category as shown in Figure 5-8.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** No areas of Coalinga meet this criterion.
- » **FCOG Environmental Justice Areas:** Some areas of Coalinga are considered FCOG Environmental Justice Areas as shown in Figure 5-9

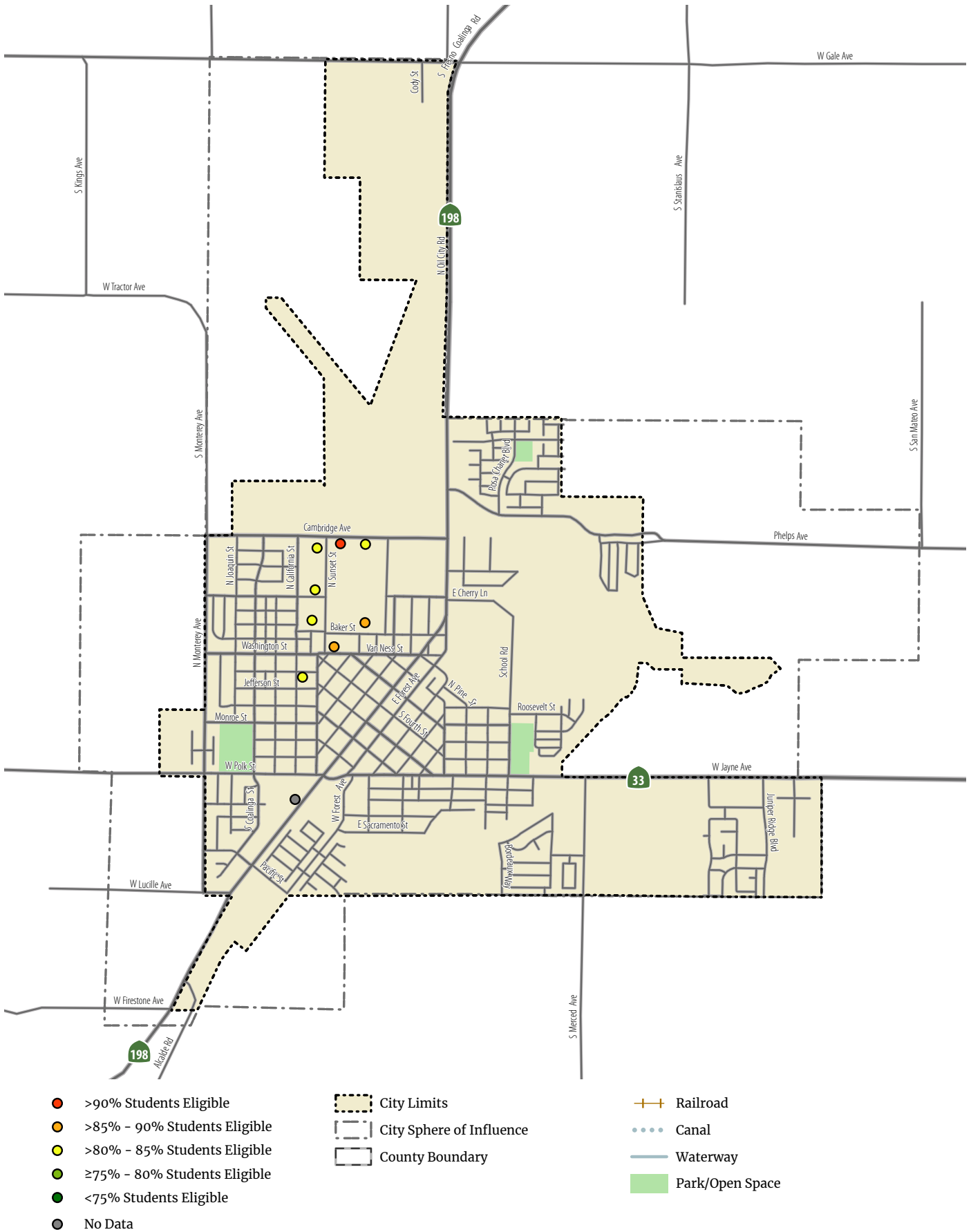


Figure 5-4: Coalinga Median Household Income



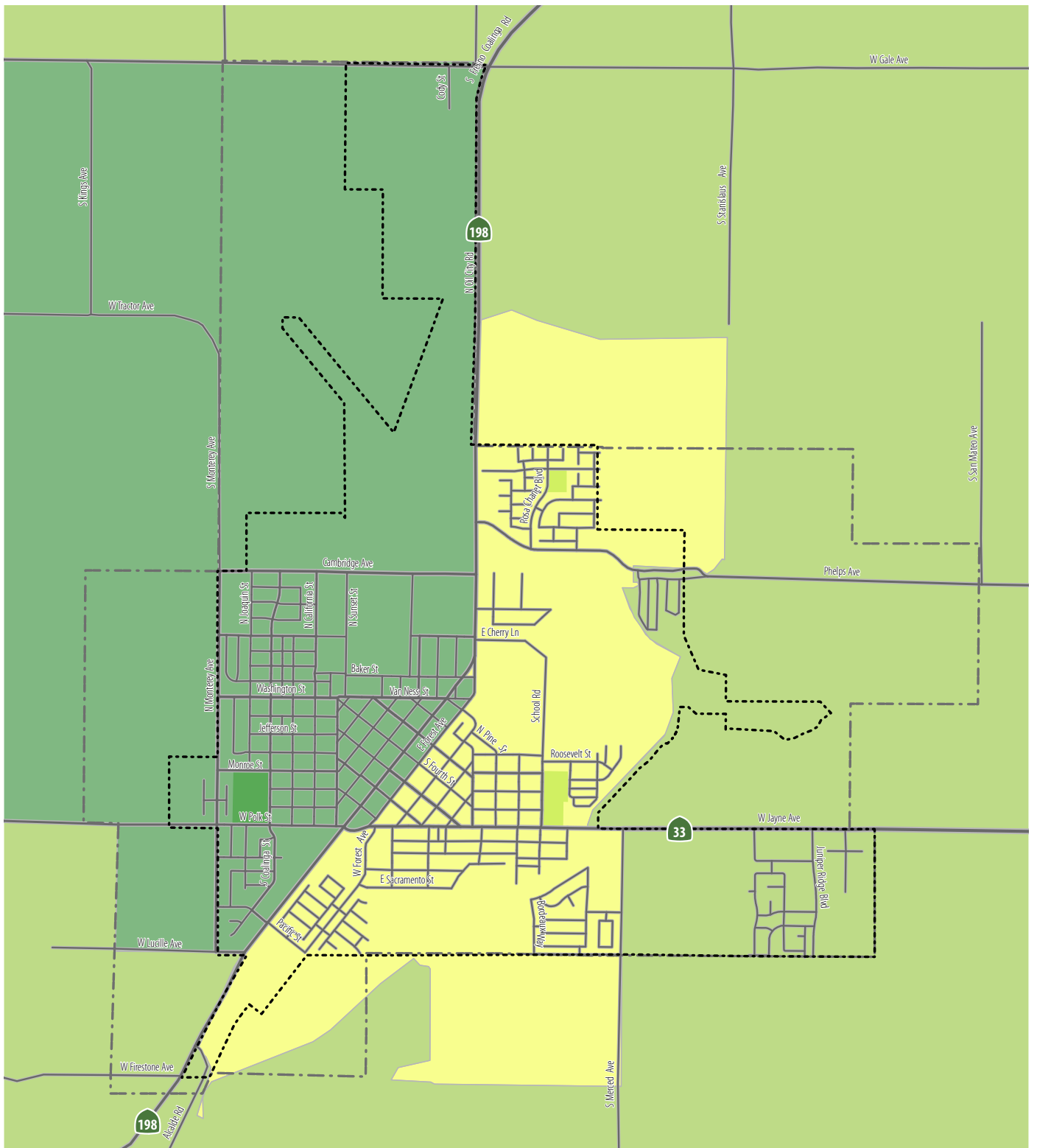
Sources: US Census 2018-2022 ACS, 2023, Fehr & Peers, 2023

Figure 5-5: Coalinga Schools Free & Reduced Price Meal Eligibility



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

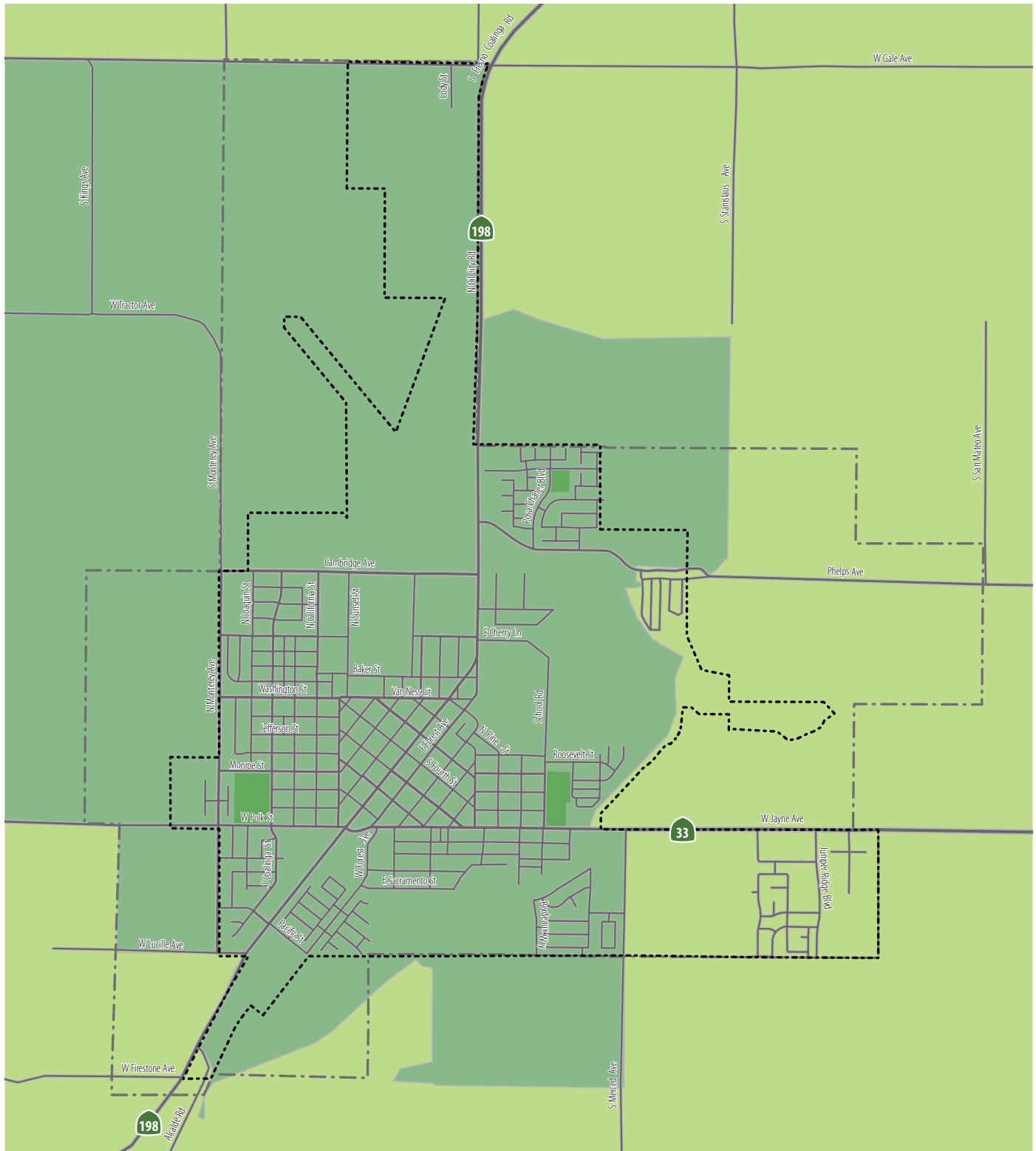
Figure 5-6: Coalinga CalEnviroScreen Score



- | | | |
|---|--|--|
| <10% Most Disadvantaged | City Limits | Railroad |
| 10% through <15% Most Disadvantaged | City Sphere of Influence | Canal |
| 15% through <20% Most Disadvantaged | County Boundary | Waterway |
| 20% through 25% Most Disadvantaged | | Park/Open Space |
| Above 25% Most Disadvantaged | | |
| No Information | | |

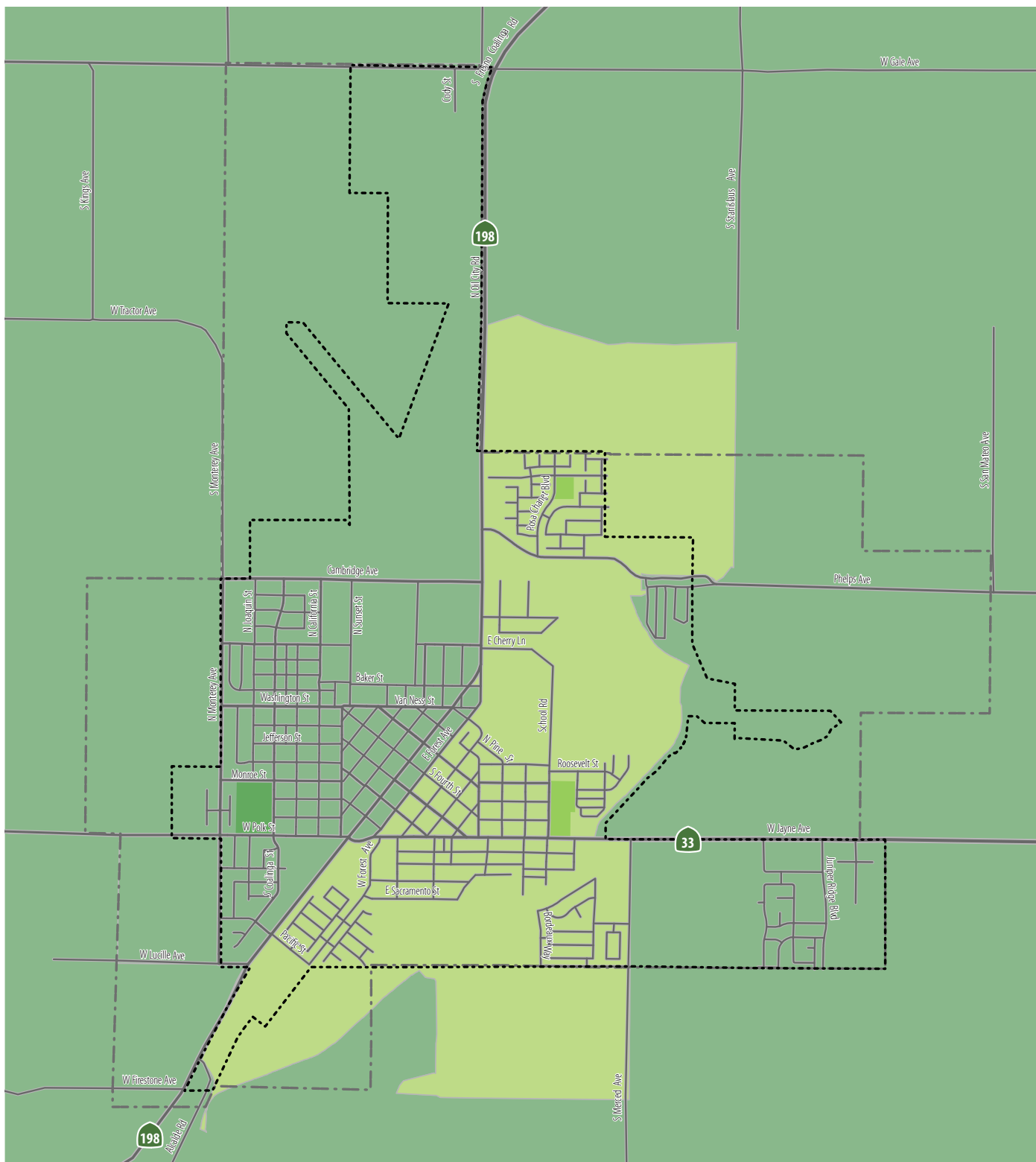
Sources: California Office of Environmental Health Hazard Assessment; 2023, Fehr & Peers, 2023

Figure 5-7: Coalinga Healthy Places Index Score



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

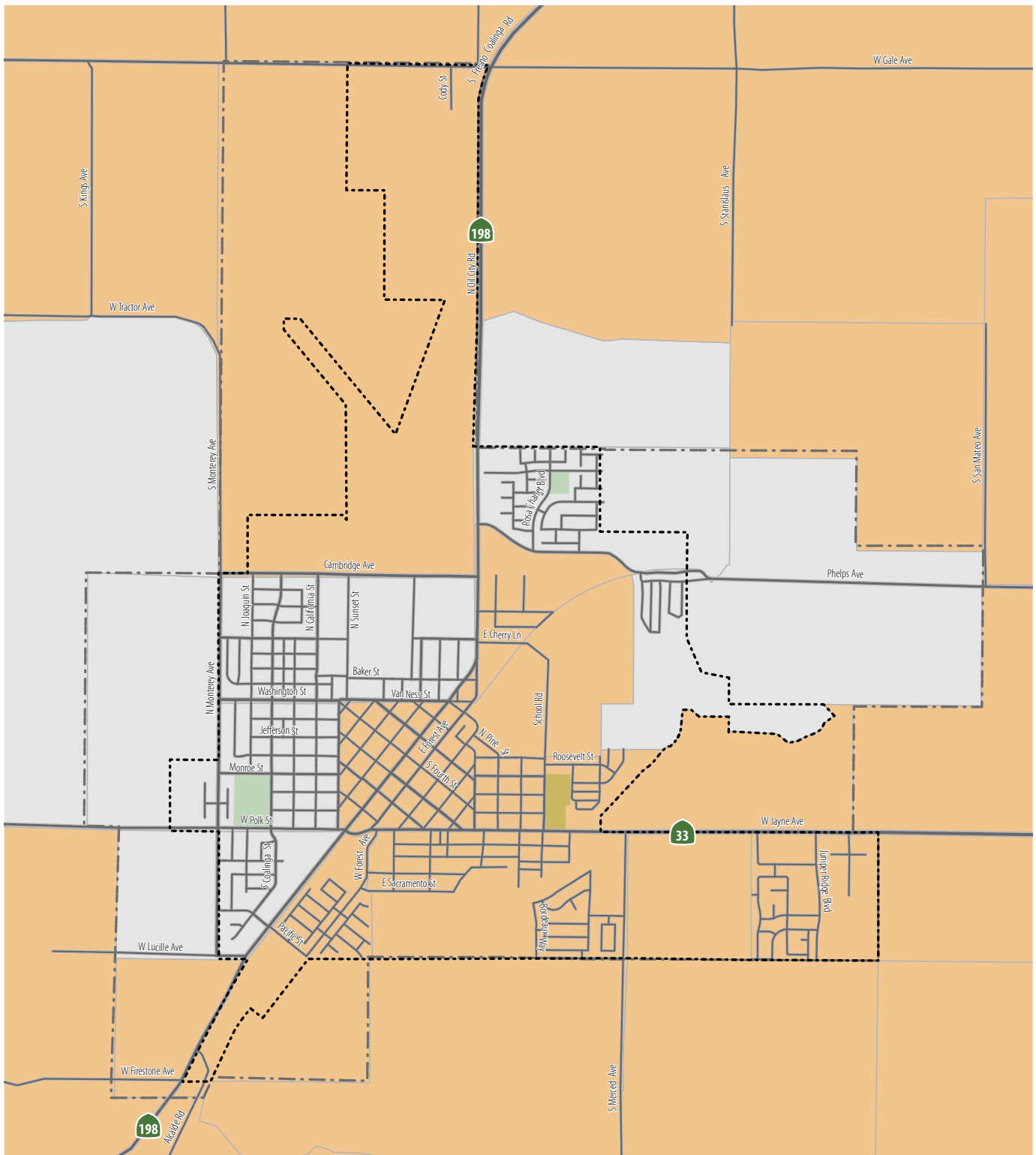
Figure 5-8: Coalinga Federal Climate & Economic Justice Screening Tool Results



- | | | |
|--|--|--|
| 7 Categories Exceeded | City Limits | Railroad |
| 5 - 6 Categories Exceeded | City Sphere of Influence | Canal |
| 3 - 4 Categories Exceeded | County Boundary | Waterway |
| 1 - 2 Categories Exceeded | | Park/Open Space |
| 0 Categories Exceeded | | |

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

Figure 5-9: Coalinga 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

Sources: FCOG, 2023; Fehr & Peers, 2023

Existing Trips

Based on the U.S. Census American Community Survey, approximately 2.4 percent of Coalinga workers commute to work by walking and zero percent commute to work by bicycling. These shares are comparable or less than statewide averages, as shown in Table 5-3. 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 Coalinga is higher than shown here.

Table 5-3: Coalinga Trips to Work by Bicycling and Walking

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Coalinga	131	2.4%	0	0.0%
California	440,483	2.4%	128,474	0.7%

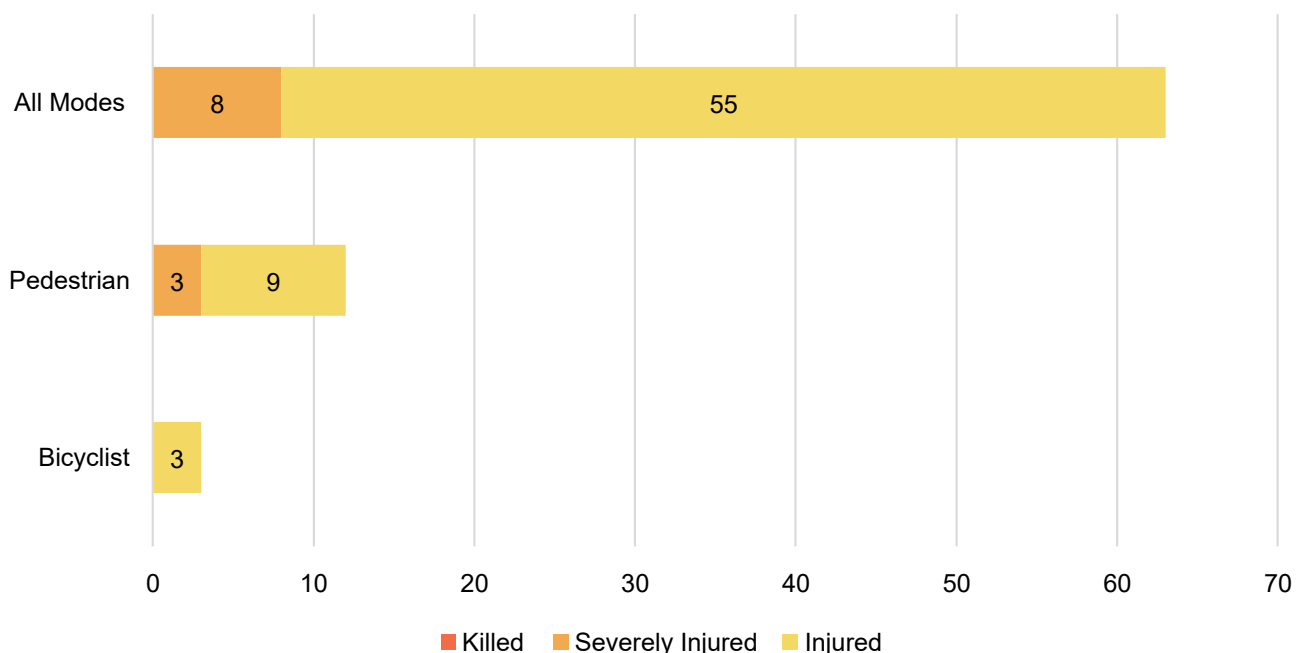
*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.
Sources: U.S. Census 2017-2022 American Community Survey, 2023; Fehr & Peers, 2023*

Collisions

There were 12 injury collisions reported between 2016 and 2021 that involved a pedestrian, representing 19 percent of all injury collisions. There were 3 injury collisions reported in the same period that involved a bicyclist, representing 5 percent of all injury collisions. In this period, 38 percent of collisions resulting in severe injury involved a person walking.

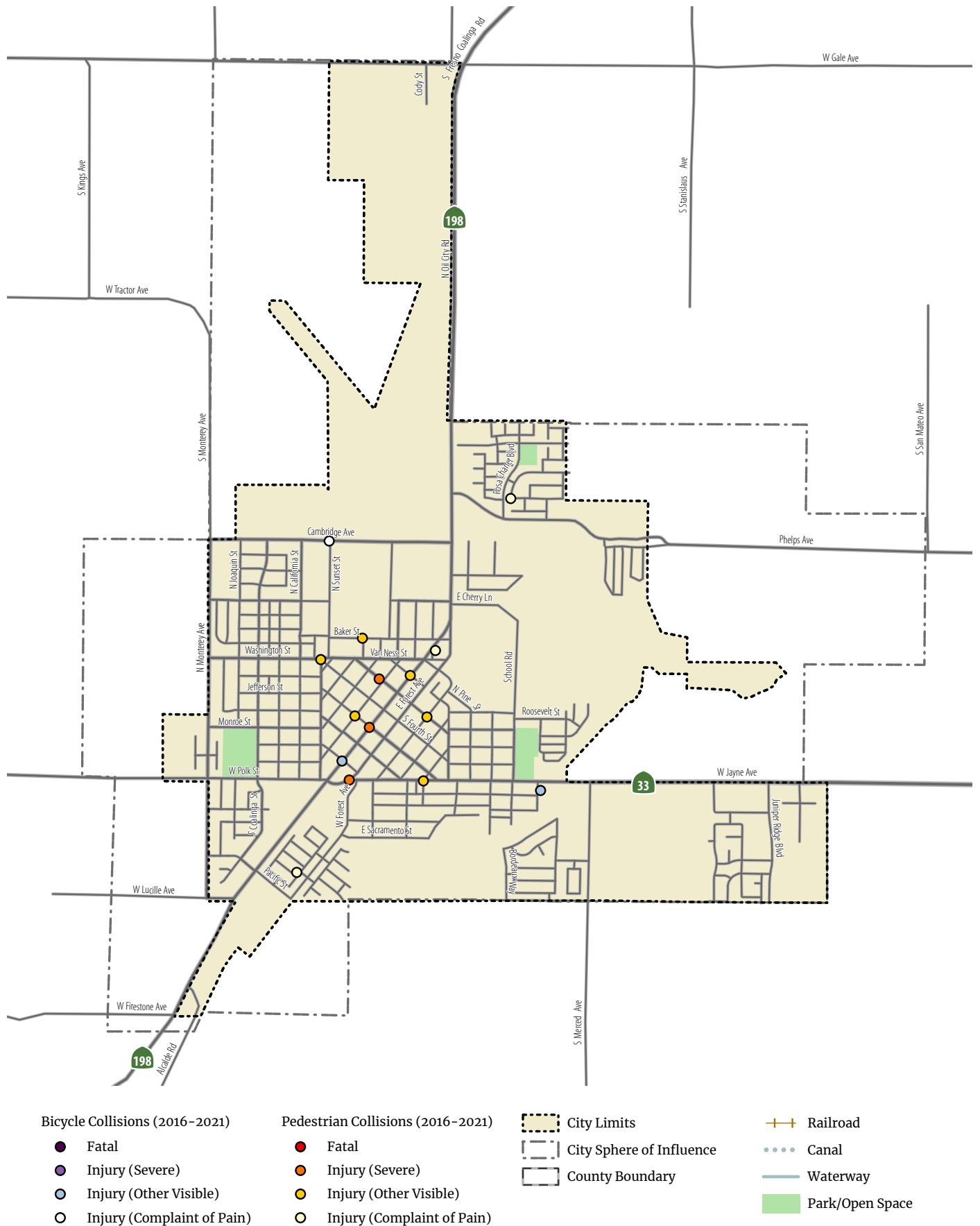
Refer to Figures 5-9 and 5-10 for a summary and map of these collisions.

Figure 5-9: Collisions by Severity in Coalinga, 2016 -2021



Sources: Traffic Injury Mapping System, 2023, Fehr & Peers, 2023

Figure 5-10: Collisions Involving a Pedestrian or Bicyclist in Coalinga



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

PLANNED NETWORKS

The planned walking and biking networks for Coalinga are summarized in Table 5-4 and shown in Figures 5-11 and 5-12. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Coalinga’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 combined into a fact sheet, which is included in Appendix F.

Figure 5-12 also presents planned bike parking for Coalinga. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas.

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

Table 5-4: Summary of Planned Walking and Biking Facilities in Coalinga

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	83.5	3.0	86.5
Shared Use Path (Class I)	2.0	7.6	9.6
Bike Lane (Class II)*	4.7	4.5	9.2
Bike Route (Class III)*	0.0	5.7	5.7
Separated Bikeway (Class IV)*	0.2	0.0	0.2

**Distance measured by centerline*

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

Costs to implement these facilities are summarized in Table 5-5.

Table 5-5: Cost of Planned Walking and Biking Facilities in Coalinga

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	-	\$1,093,400
Shared Use Path (Class I)	\$955,700	-	\$7,263,320
Bike Lane (Class II)	\$401,400	\$634,212	\$1,790,244
Bike Route (Class III)	\$16,000	-	\$90,400
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$8,700	\$857,300
Total		\$642,912	\$11,094,664

Source: Fehr & Peers, 2023

Figure 5-11: Coalinga Planned Walking Facilities

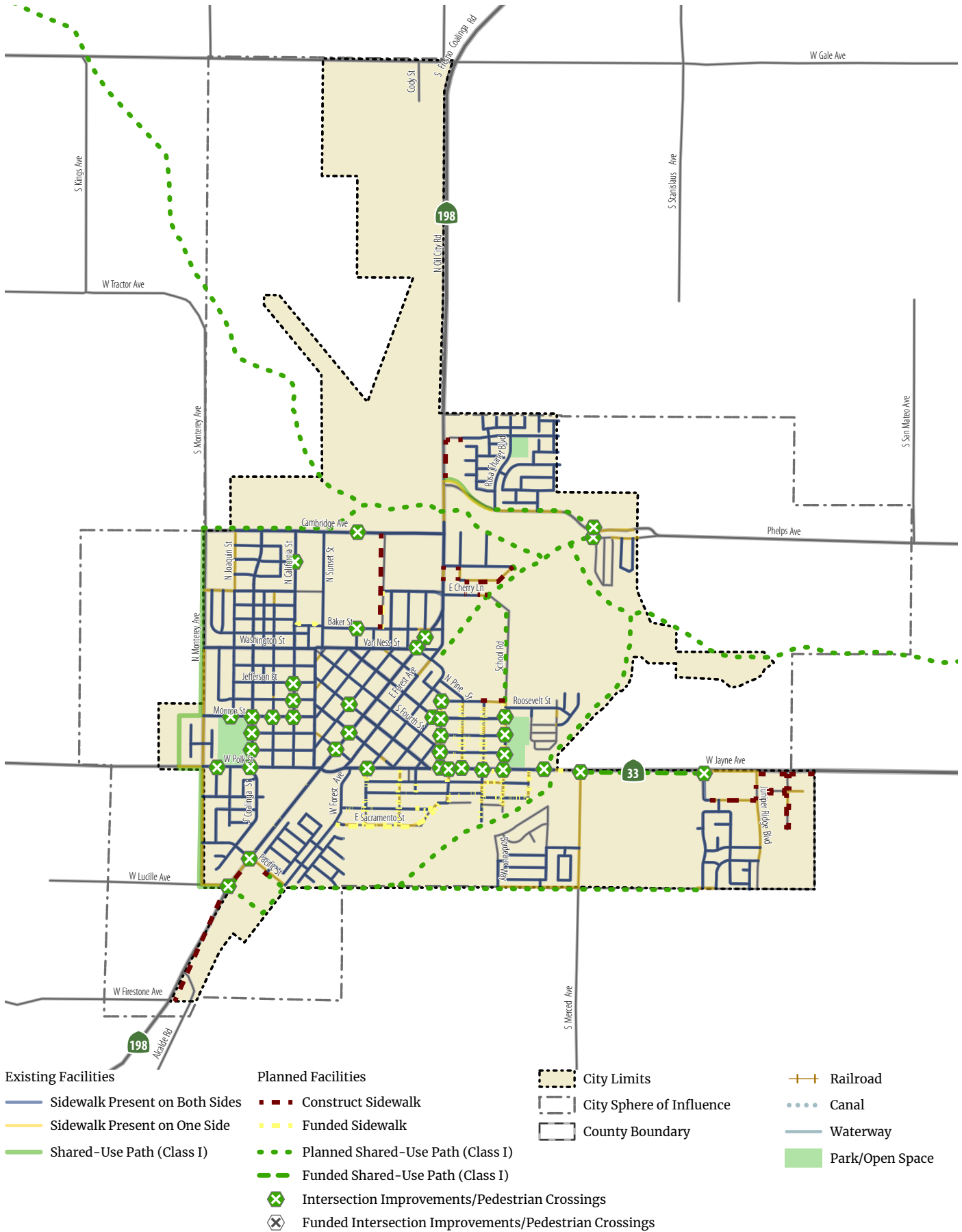


Figure 5-12: Coalinga Planned Bicycle Facilities

