



Chapter 6

FIREBAUGH

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

EXISTING CONDITIONS

The City of Firebaugh is located in northwestern Fresno County adjacent to the San Joaquin River, which flows along the east side of the City (see Figure 1-1).

Existing Bicycle & Pedestrian Facilities

There are 33.6 miles of sidewalks and 1.8 miles of bikeways within Firebaugh. These networks are summarized in Table 6-1 and depicted in Figures 6-1 and 6-2.

Table 6-1: Summary of Existing Walking & Bicycling Facilities in Firebaugh

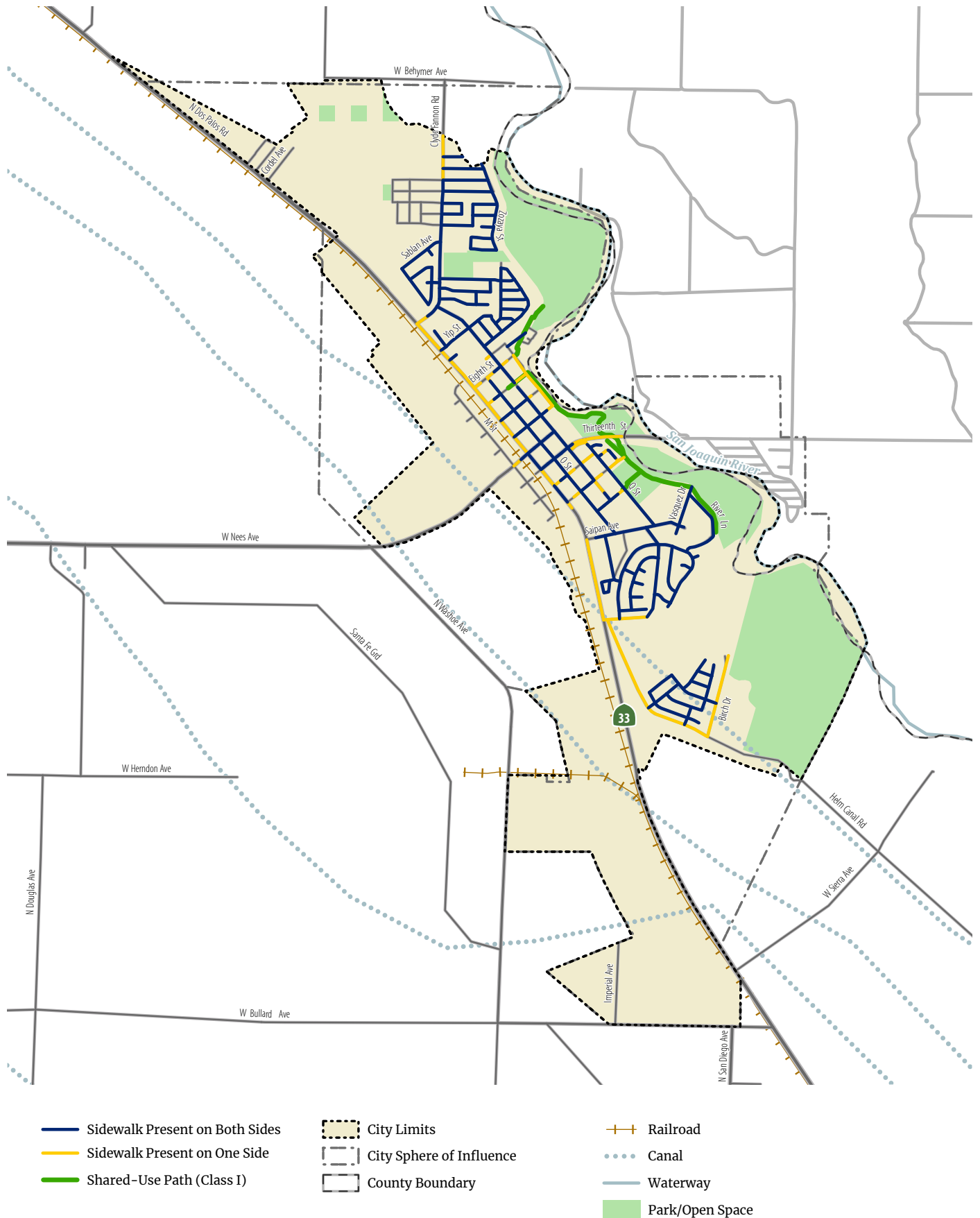
Type	Miles
Sidewalk	33.6
Shared Use Path (Class I)	1.8
Bike Lane (Class II)*	0.0
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

**Distance measured by centerline*

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

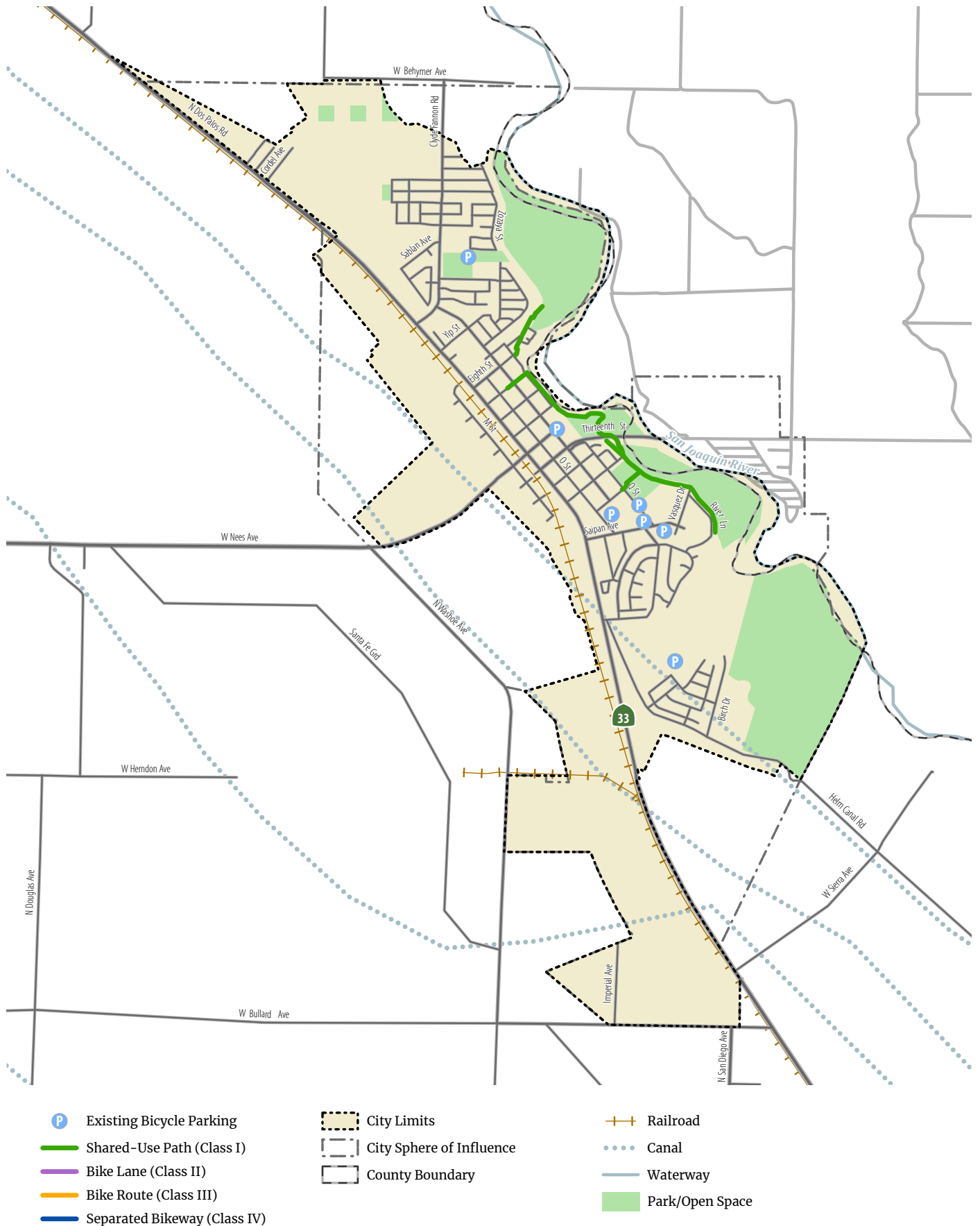
- » Gaps exist in the sidewalk network at locations in the downtown grid and throughout the industrial area along the western side of the city.
- » The neighborhood at the northern edge of Firebaugh is only connected to the rest of the city by N Street (SR 33), which lacks pedestrian and bicycle facilities.
- » 12th Street serves as a connection between the industrial area of the city and commercial destinations, but lacks sidewalks on the north side of the street at the railroad crossing.
- » A Class I shared-use path is located on the river levee, with amenities such as directional trailhead signs and covered benches. The path is being developed and will extend from Maldonado Park to the southern city limit.

Figure 6-1: Existing Pedestrian Facilities in Firebaugh



Source: Fehr & Peers, 2023

Figure 6-2: Existing Bicycling Facilities in Firebaugh



Source: Fehr & Peers, 2023



Plans and Policies Related to Active Transportation

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

- » City of Firebaugh General Plan (2006)
- » City of Firebaugh Bicycle Transportation Plan (2017)
- » Central Firebaugh Revitalization Plan (2007)
- » City of Firebaugh Standard Specifications (2008)
- » City of Firebaugh Standard Drawings (2008)
- » Municipal Code of Firebaugh, 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

The City of Firebaugh spent nearly \$280,000 on projects including walking and bicycling improvements from 2018 to 2023:

- » Poso Canal Trail and pedestrian improvements: 6,770 square feet of sidewalk, \$33,850
- » Waterline replacement and River Lane and Cardella Street rehabilitation: 2,389 square feet of sidewalk, \$57,336
- » Q Street roadway improvements: 1,065 square feet of sidewalk, \$44,730
- » 8th Street pedestrian improvements: 2,517 square feet of sidewalk, \$40,272
- » Concrete improvements and street rehabilitation: 4,033 square feet of sidewalk, \$101,391

Maintenance

The city typically restripes sidewalks before school starts. The City also budgets for sign replacement and replaces sign as needed. Other maintenance needs are handled as they are reported or otherwise identified.

Education & Encouragement Programs

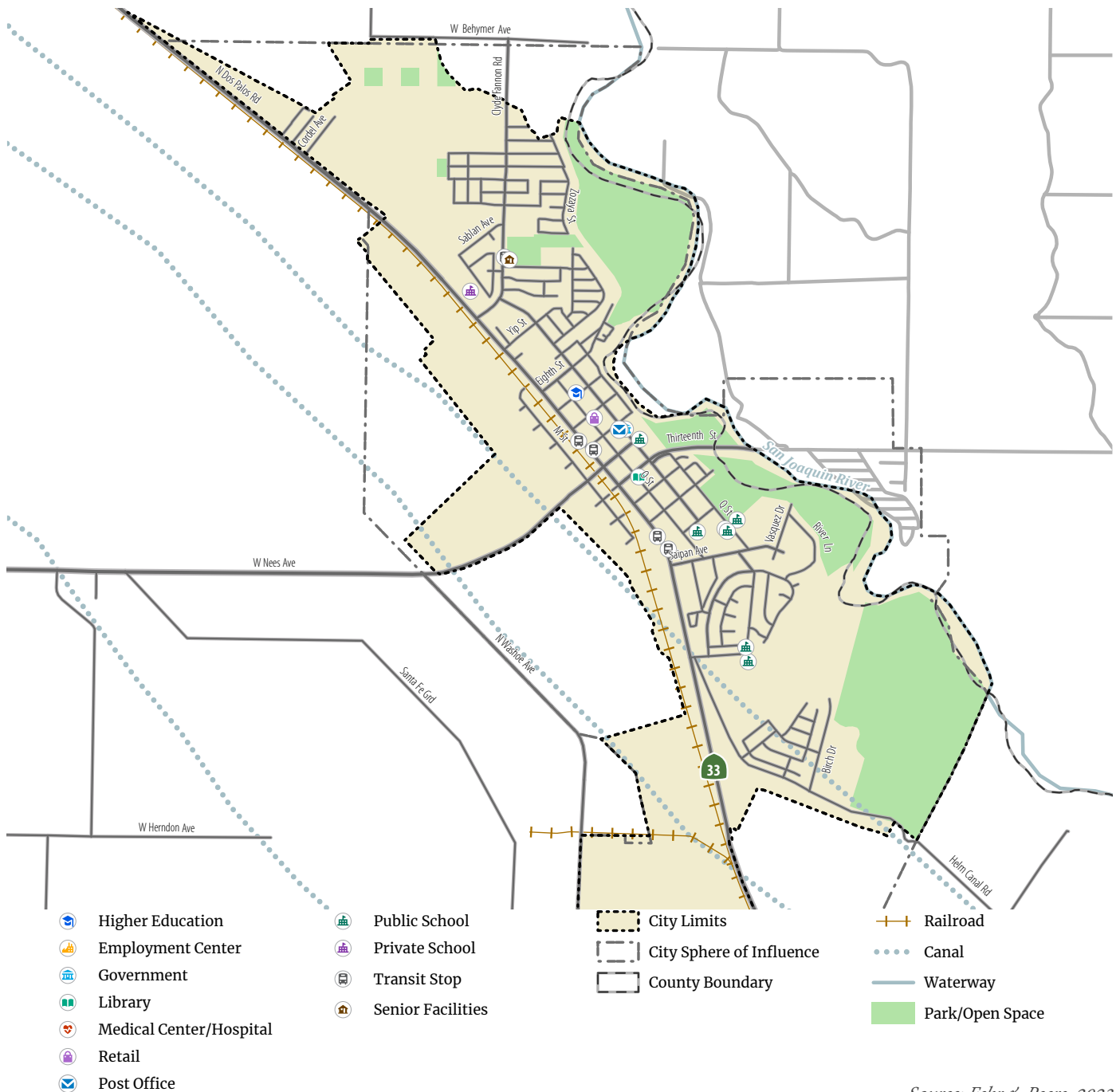
The Firebaugh Police Department conducts checks for yielding to pedestrians in crosswalks and for school bus flashing lights every morning during school commute hours. The police department also has periodically given out bike and skateboard helmets. City staff, school staff, and police personnel are meeting to identify and address ongoing and emerging walking and biking safety issues near schools in the city.

Key Destinations

Figure 6-3 shows key destinations for bicyclists and pedestrians in the City of Firebaugh. Highlights include

- » Schools in the area, including West Hills College Coalinga, Firebaugh Center;
- » Restaurants and businesses downtown;
- » Parks and open space in town and along the San Joaquin River, and
- » Firebaugh Branch Library.

Figure 6-3: Key Destinations in Firebaugh



Source: Fehr & Peers, 2023



Firebaugh Center, West Hills College



Curb Extension in downtown Firebaugh

Disadvantaged Communities

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

- » **Median Household Income:** All households in Firebaugh make less than 65 percent of the state median.
- » **Free & Reduced Price Meals for Schools:** Half of schools with available data have over 90 percent of students eligible for free or reduced price meals, as shown in Figure 6-4.
- » **CalEnviroScreen:** Firebaugh is within the 10 percent most disadvantaged areas in the state.
- » **Healthy Places Index:** Firebaugh is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** Firebaugh exceeds five or six categories in the screening tool.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The periphery of Firebaugh falls within the 15 through 20 percent most disadvantaged areas in the state, as shown in Figure 6-5.
- » **FCOG Environmental Justice Areas:** All of Firebaugh is considered disadvantaged by this definition.

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

Figure 6-4: Firebaugh Schools Free & Reduced Price Meal Eligibility

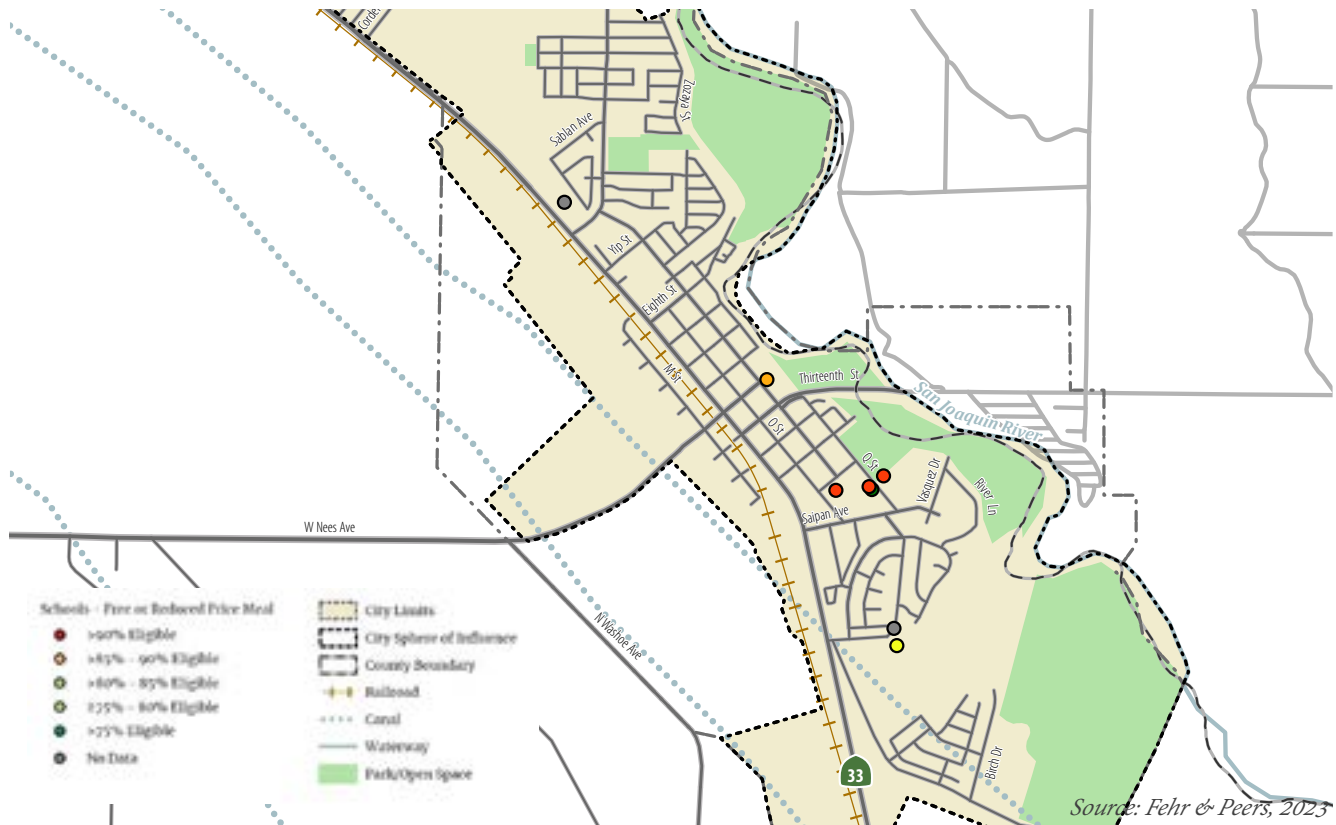
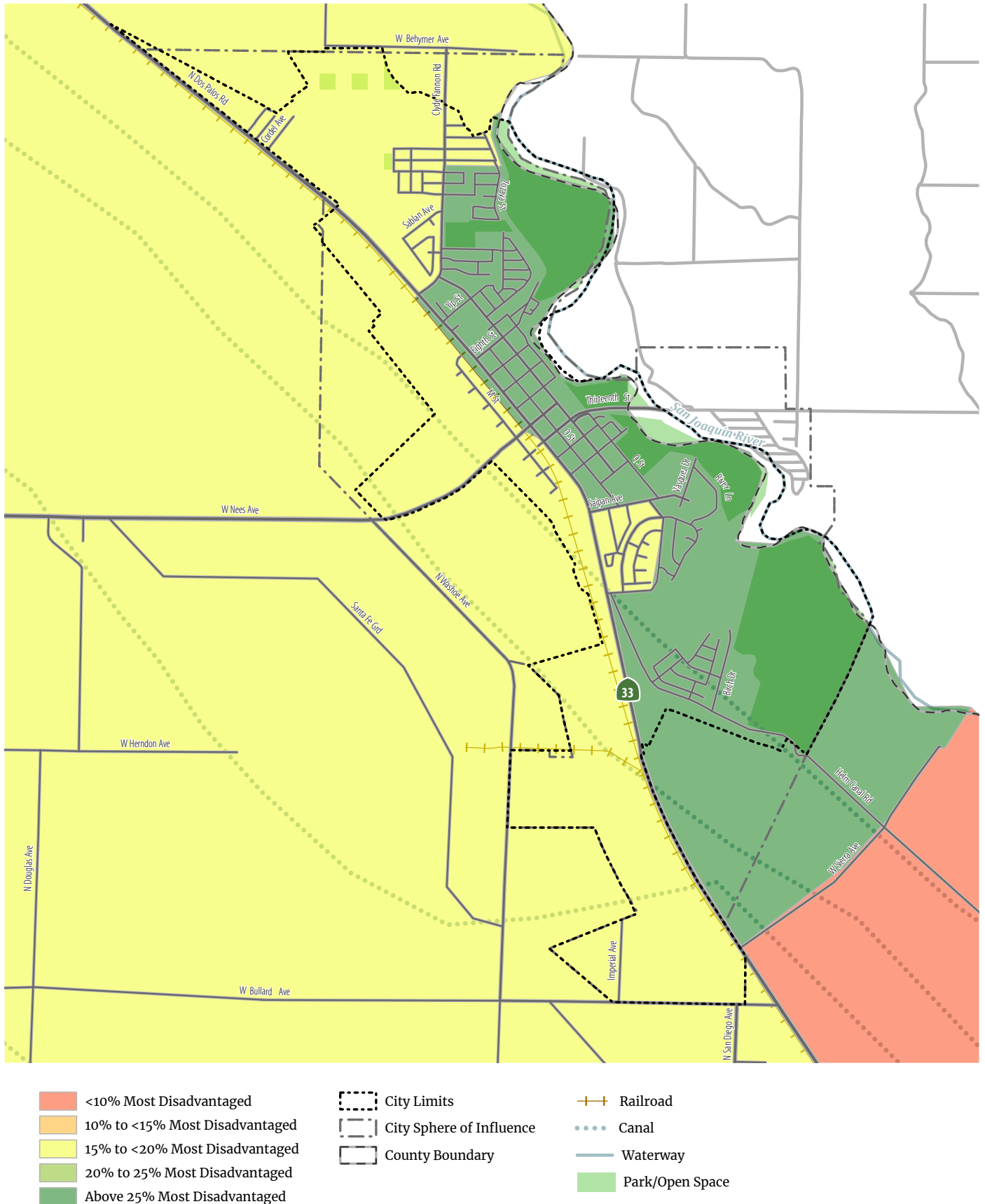


Figure 6-5: Firebaugh US DOT Equitable Transportation Community Screening Results



Source: US DOT, 2023; Fehr & Peers, 2023

Existing Trips

Based on the U.S. Census American Community Survey, approximately 0.2 percent of Firebaugh workers commute to work by walking and zero percent commute to work by bicycling. These shares are much less than the statewide averages, as shown in Table 6-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Firebaugh is higher than shown here.

Table 6-2 Firebaugh Trips to Work by Bicycling and Walking

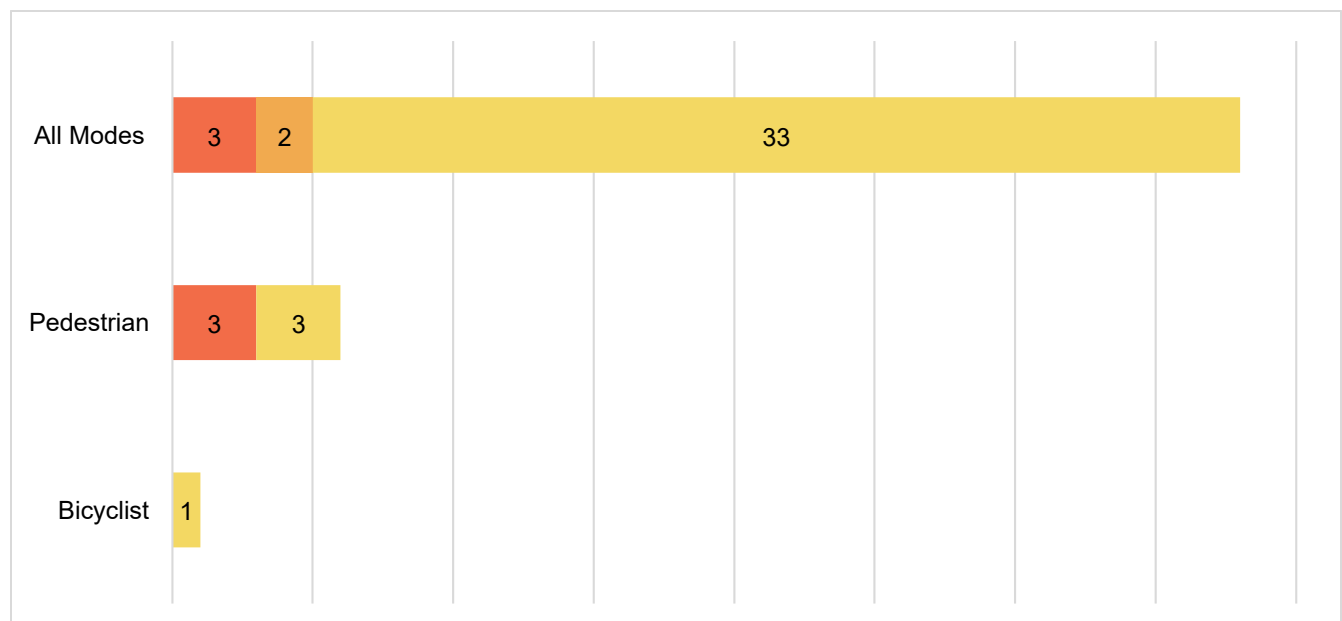
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Firebaugh	0	0.0%	4	0.2%
California	440,483	2.4%	128,474	0.7%

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

Collisions

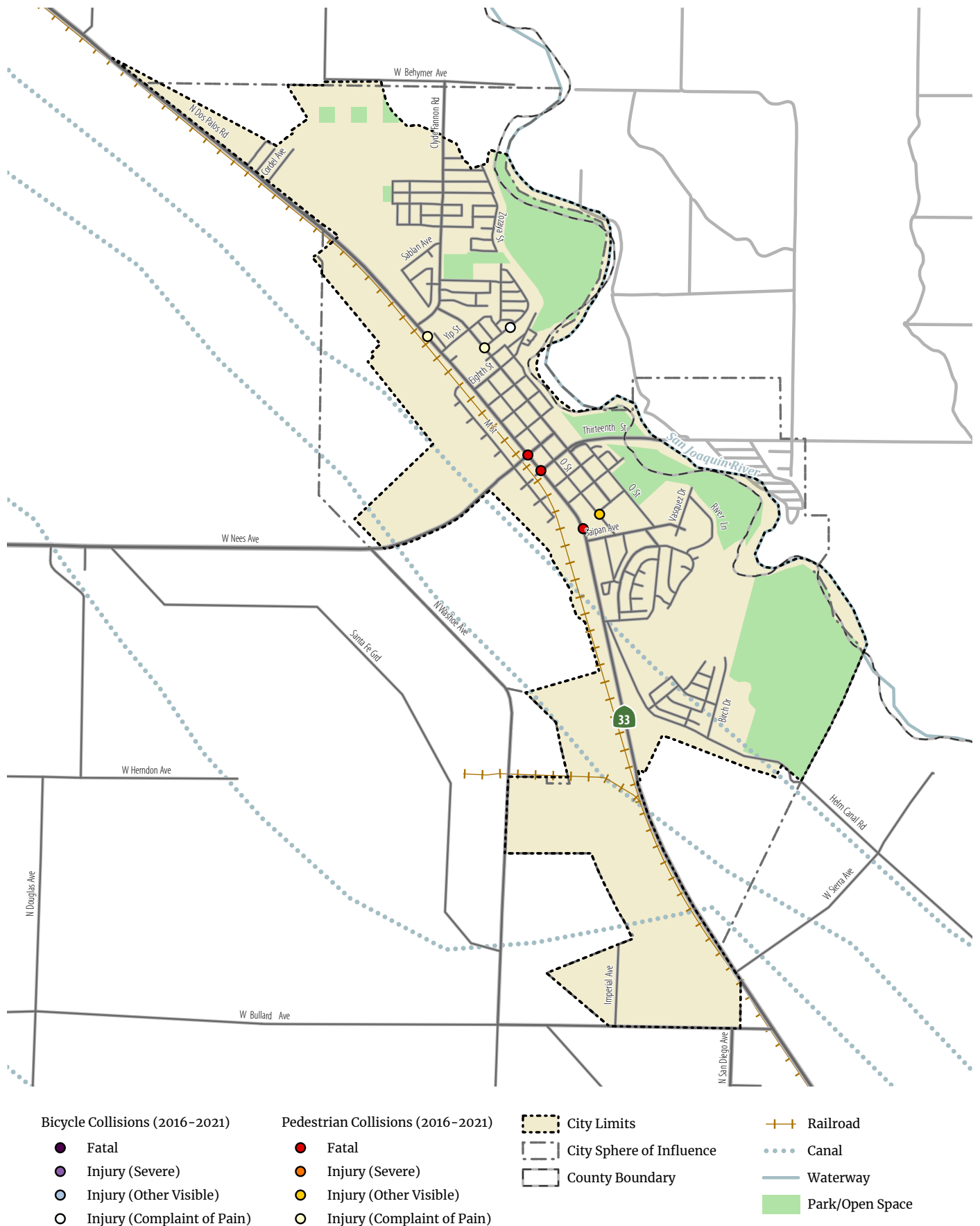
There were six injury collisions reported between 2016 and 2021 that involved a pedestrian and one that involved a bicyclist. In this period, 100 percent of collisions resulting in a fatality involved a person walking and 12 percent of all collisions resulting in injury involved a bicyclist or pedestrian. Figures 6-6 and 6-7, respectively, summarize and map these collisions.

Figure 6-6: Collisions by Severity in Firebaugh, 2016 -2021



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

Figure 6-7: Collisions Involving a Pedestrian or Bicyclist in Firebaugh



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

PLANNED NETWORKS

The planned walking and biking networks for Firebaugh are summarized in Table 6-3 and mapped in Figures 6-8 and 6-9. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Firebaugh’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 6-7 also presents planned bike parking for Firebaugh. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

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

Table 6-3: Summary of Planned Walking and Biking Facilities in Firebaugh

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	33.6	2.3	35.9
Shared Use Path (Class I)	1.8	5.7	7.5
Bike Lane (Class II)*	0.0	8.1	8.1
Bike Route (Class III)*	0.0	2.7	2.7
Separated Bikeway (Class IV)*	0.0	4.8	4.8

**Distance measured by centerline*

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

Costs to implement these facilities are summarized in Table 6-4.

Table 6-4: Cost of Planned Walking and Biking Facilities in Firebaugh

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$653,800	\$865,900
Shared Use Path (Class I)	\$955,700	\$2,771,530	\$5,447,490
Bike Lane (Class II)	\$401,400	\$1,994,958	\$3,243,312
Bike Route (Class III)	\$16,000	\$43,840	\$43,840
Separated Bikeway (Class IV)	\$633,600	\$3,060,288	\$3,060,288
Crossing Improvements		\$662,400	\$662,400
Canal bridge		\$630,000	\$630,000
Total		\$9,816,816	\$13,386,230

Source: Fehr & Peers, 2023

Figure 6-8: Firebaugh Planned Walking Facilities

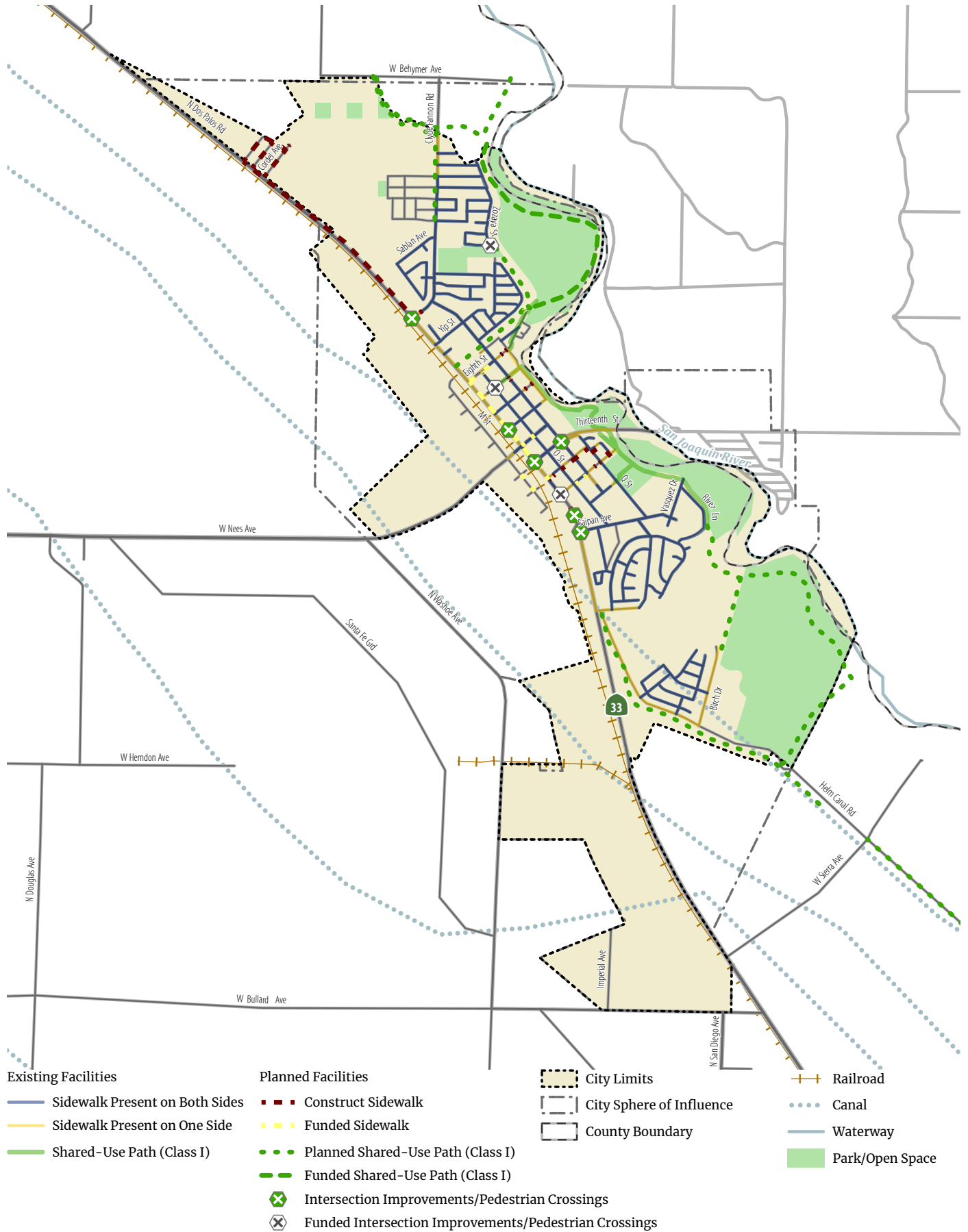
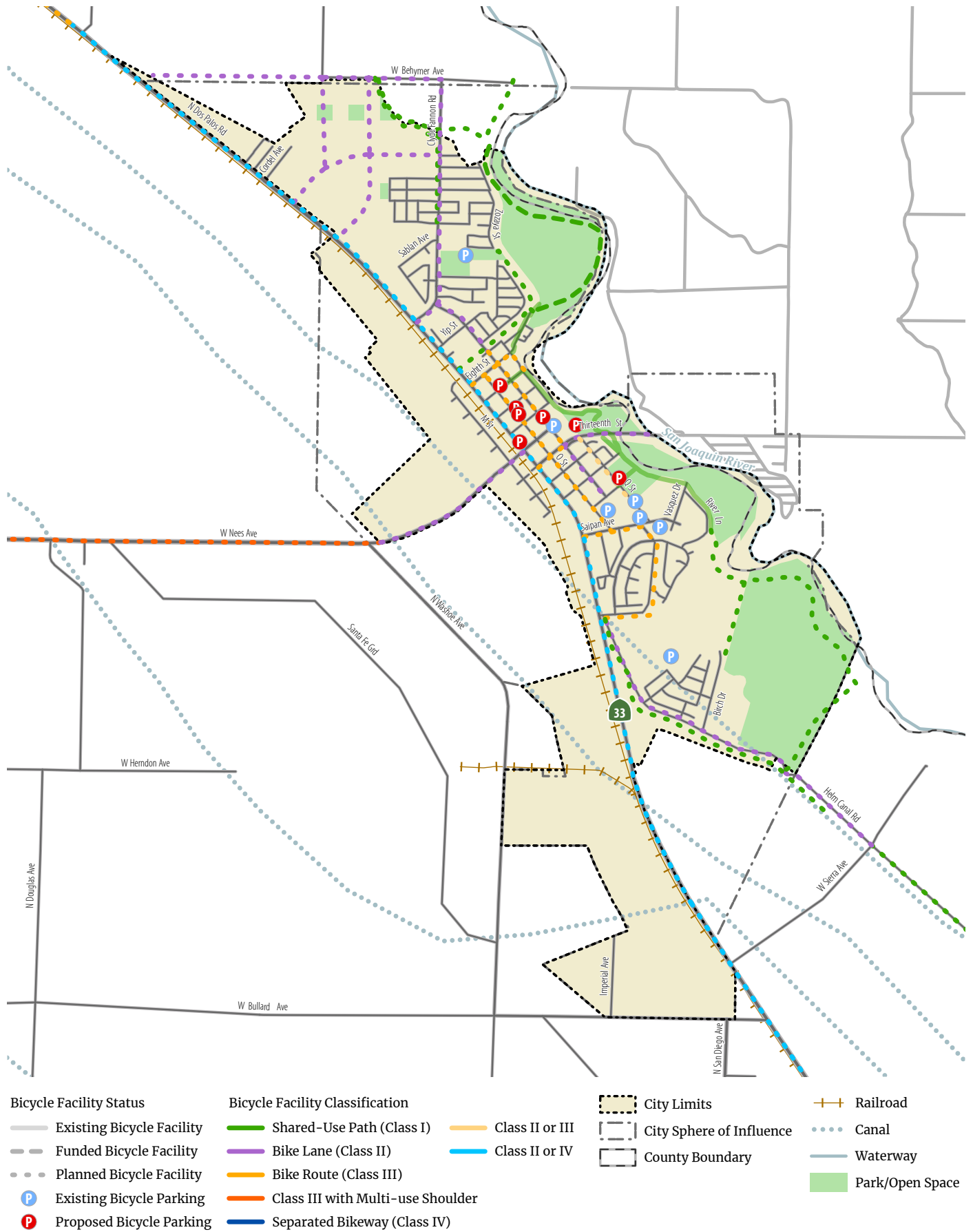


Figure 6-9: Firebaugh Planned Bicycle Facilities





FIREBAUGH
CITY HALL