

Chapter 7

FIREBAUGH

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

RELATIONSHIP TO CITY PLANS AND POLICIES

In addition to the regional, state, and federal plans and policies discussed in Chapter 2, Relationship to Other Plans and Policies, the following City plans and policies are relevant to biking and walking in Firebaugh:

City of Firebaugh General Plan

The City of Firebaugh General Plan establishes guidance for future planning in the City extending to the year 2030.

Circulation Element

The Circulation Element describes the City's plans for all modes of transportation, including bicycling and walking.

The Bikepaths and Pedestrian Pathways section discusses the importance of biking and walking in a smaller community like Firebaugh. These modes of transportation can provide residents with an additional way to make trips within the community. This section also describes how the City can take advantage of the nearby San Joaquin River by creating and extending pathways along the river for pedestrians and bicyclists. Also discussed is how future development should include walking trails and landscaping parallel to the numerous canal banks that are present in the City.

The School Routes section describes how children walking or riding bicycles to school should be provided with safe routes to school. Sidewalks should be constructed along both sides of the roadways leading to schools, and crosswalks should be located at intersections and other appropriate locations.

The Circulation Element goals related to bicycling include

- Encourage residents to walk and ride bikes for good health as well as for environmental reasons.
- Ensure that children have safe walking and bicycling routes to school.

City of Firebaugh Bicycle Transportation Plan (2017)

The Firebaugh City Council adopted the Firebaugh Bicycle Transportation Plan (BTP) in February 2017. The BTP addressed all the required elements that comprise a Bicycle Transportation Plan, as listed in Section 891.2 of the California Streets and Highways Code. The Plan also describes the different types of bikeways, reviews the Firebaugh General Plan Circulation Element's goals and objectives with regard to bicycling, and details funding and implementation. Proposed bikeways within and adjacent to the City are included in the Bicycle Transportation Plan as Map 3, Proposed Bike Path System.

Central Firebaugh Revitalization Plan (2007)

The Central Firebaugh Revitalization Plan identified improvements to State Route (SR) 33, the downtown area, and other key street and pedestrian connections to help revitalize the community by making it a safer and appealing place to walk, shop, gather and do business. The ATP supports and builds upon the recommendations of this plan.

City of Firebaugh Standard Specifications (2008)

The City of Firebaugh Standard Specifications contains specifications for sidewalk, curb, and gutter. These specifications include

- Section 3.12 provides details on sidewalk construction.

The City of Firebaugh Standard Drawings define standards applicable to sidewalks, striping on City roadways, and curb ramps.

- Municipal Code of Firebaugh, California

The Firebaugh Municipal Code is a compilation of all of the City of Firebaugh's ordinances, codified into regulations. In the code, regulations are grouped by subject matter into chapters, each of which is subdivided into sections. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Chapter 7 "Traffic," Chapter 23 "Municipal Airport," and Chapter 25 "Zoning."

“Pedestrian Crossing Prohibited,” 23-1.6, “Motor Vehicle Regulation,” and 23-1.7, “Pedestrians”:

- No pedestrian shall cross State Highway 33 within the corporate limits of the City of Firebaugh at other than crosswalks distinctly indicated for pedestrian crossing by lines or other markings on the surface of the highway.

- The operation of any bicycle inside the fenced area of the airport is prohibited unless authorized by the airport manager and subject to the other conditions.

- No pedestrian shall be upon any landing area of the airport without first having obtained a signed permit from the airport manager, except persons engaged as mechanics or who, by necessity, are required to be there.



EXISTING CONDITIONS

Currently there are 1.7 miles of bicycle facilities and 33.0 miles of sidewalks within the City of Firebaugh. These networks are summarized in Table 7-1 and depicted in Figure 7-1 and 7-2. Sidewalks exist throughout most of the City, but there are gaps, as shown in Figure 7-2.

Table 7-1: City of Firebaugh Existing Facilities

Type	Miles
Sidewalks	33.0
Class I Bike Paths	1.7
Class II Bike Lanes	0.0
Class III Bike Routes	0.0
Class IV Separated Bikeway	0.0

Sources: Fresno Council of Governments, 2017, Fehr & Peers, 2017



Class 1 Bike Path along San Joaquin River

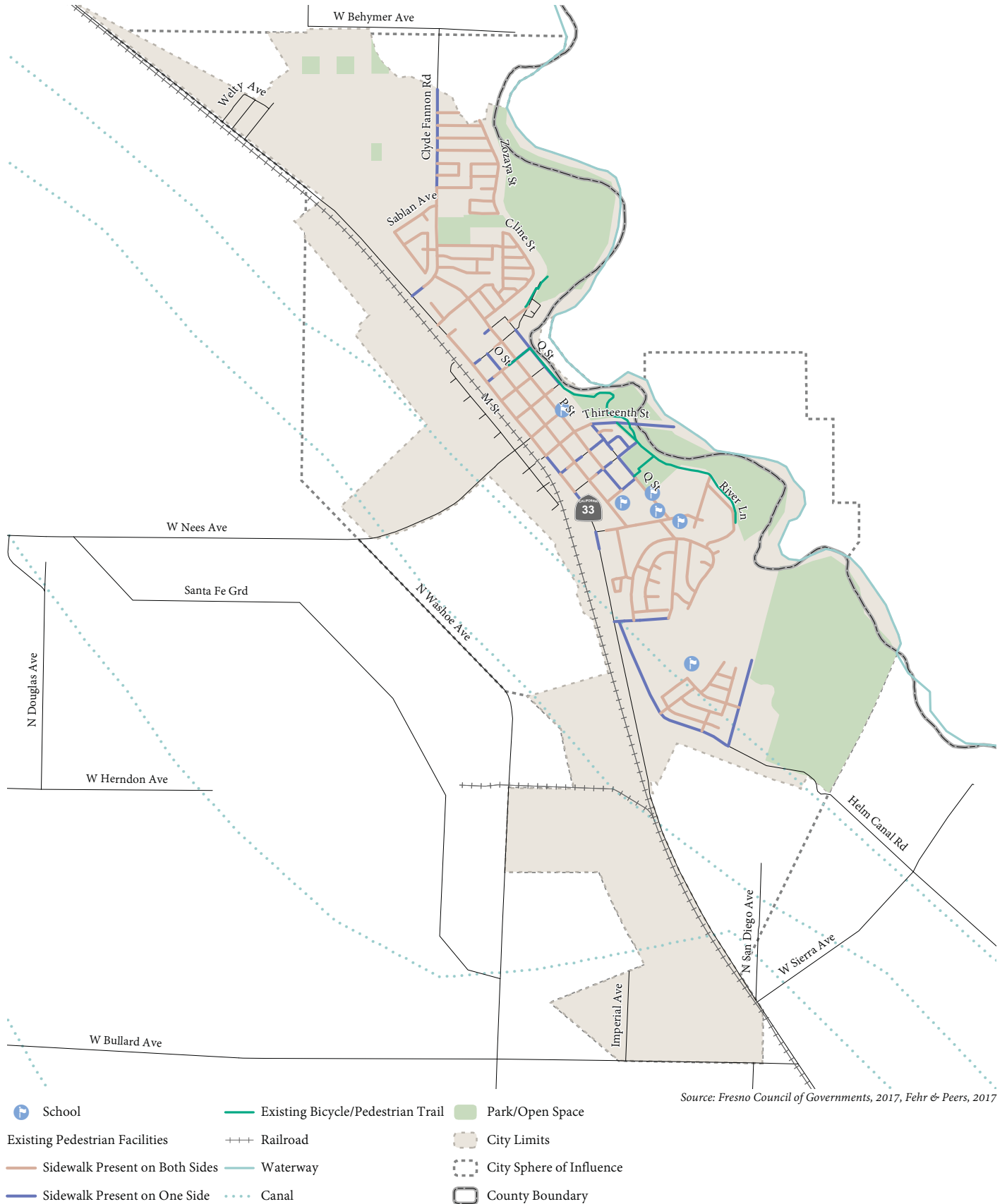


Bicyclists in Firebaugh

Figure 7-1: Firebaugh Existing Bicycle Facilities



Figure 7-2: Firebaugh Existing Pedestrian Facilities



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. The City has constructed a Class I trail on the river levee, with amenities such as directional trailhead signs and covered benches to stop and relax. The trail is still under construction, with plans to extend from Maldonado Park to the southern city limit.

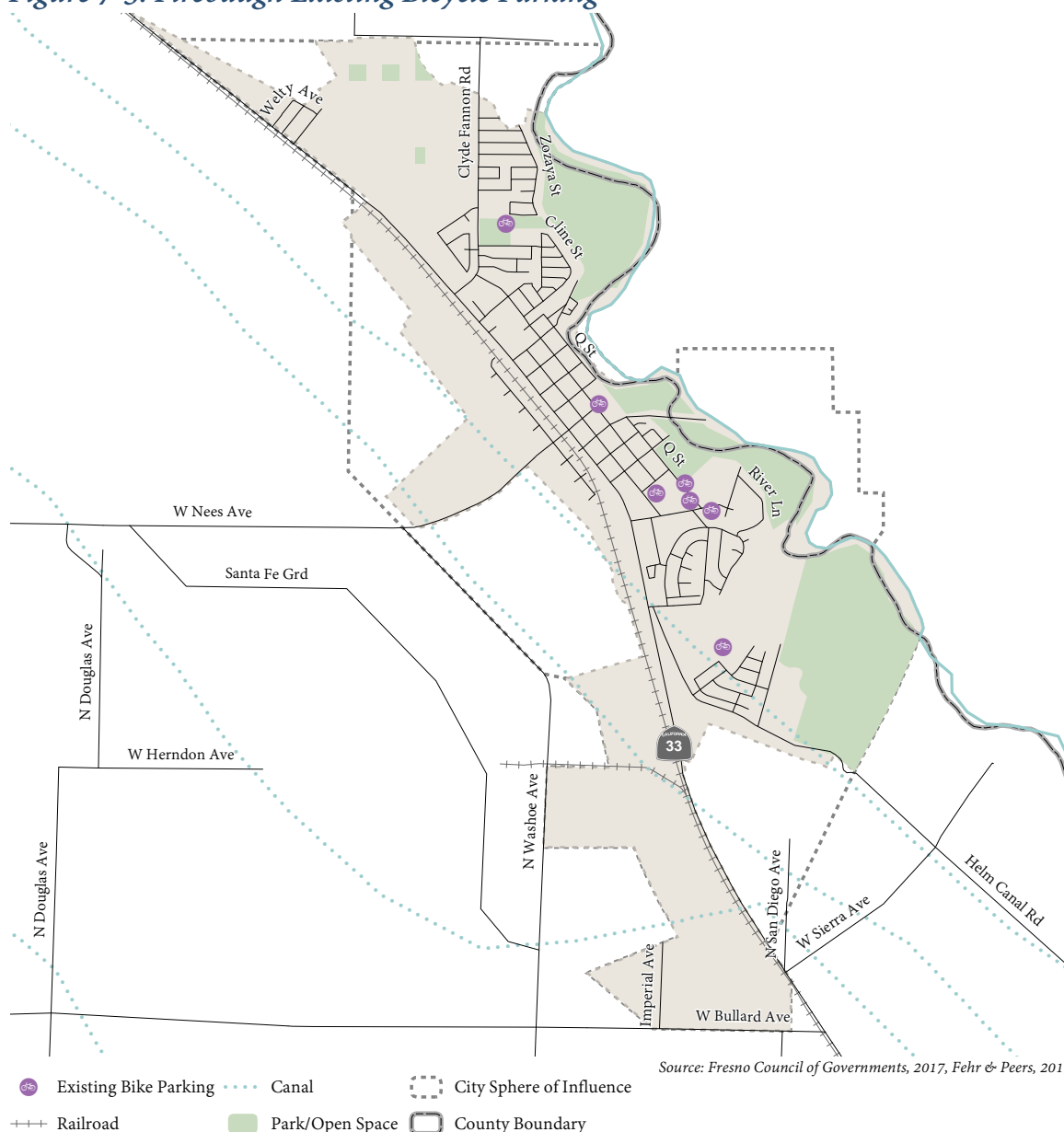
The following factors also are notable to the safety and comfort of bicycling and walking in Firebaugh:

- 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 recently incorporated community 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 (such as restaurants for employees to eat lunch), but lacks pedestrian facilities on the north side of the street at the railroad crossing.

Existing bicycle parking in Firebaugh is shown in Figure 7-3. Much of the existing bicycle parking is at schools.

Figure 7-3: Firebaugh Existing Bicycle Parking

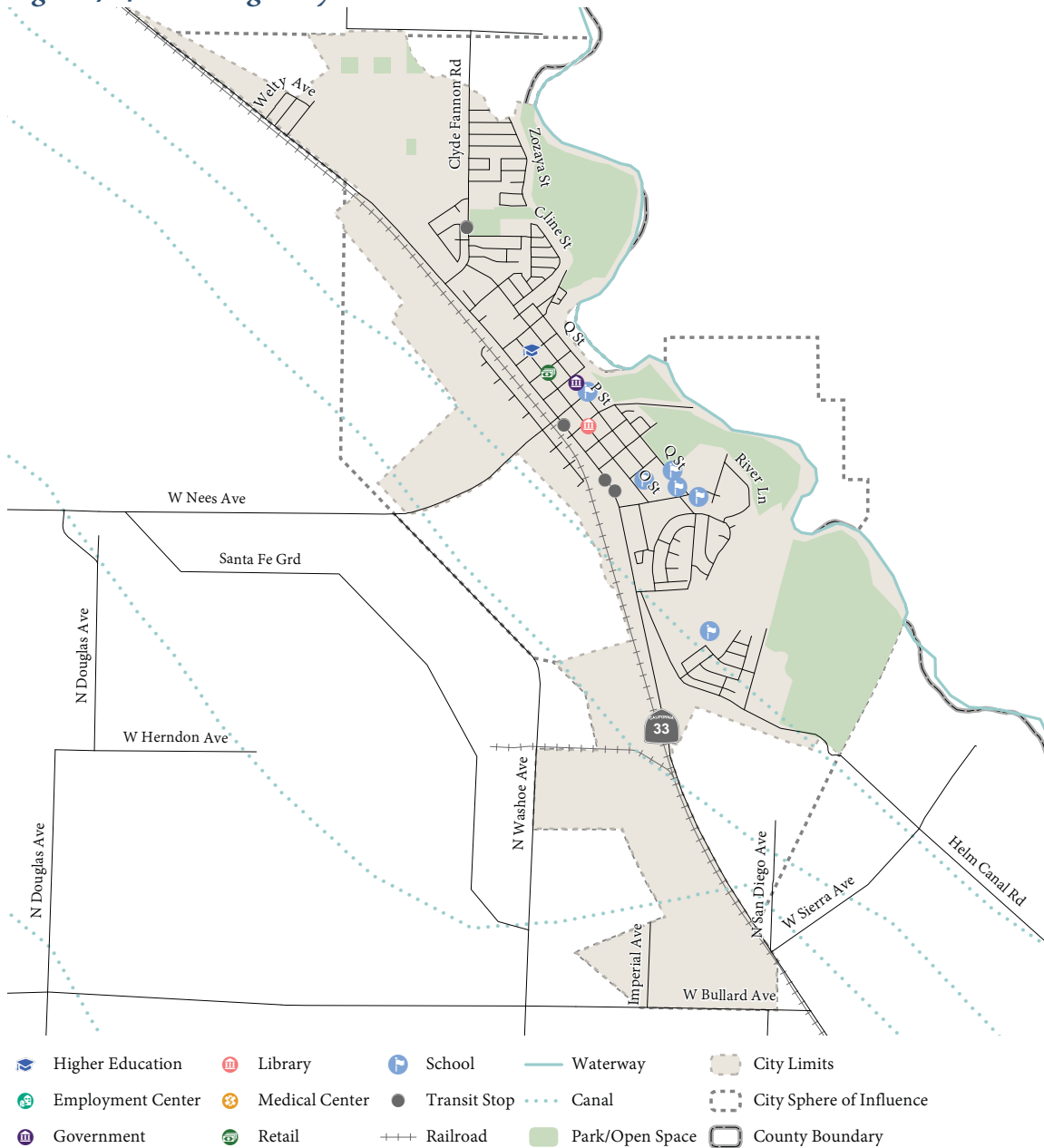


Key Destinations

Figure 7-4 shows key destinations for bicyclists and pedestrians in the City of Firebaugh. Figure 7-5 presents the current general plan zoning map for the City. Highlights include

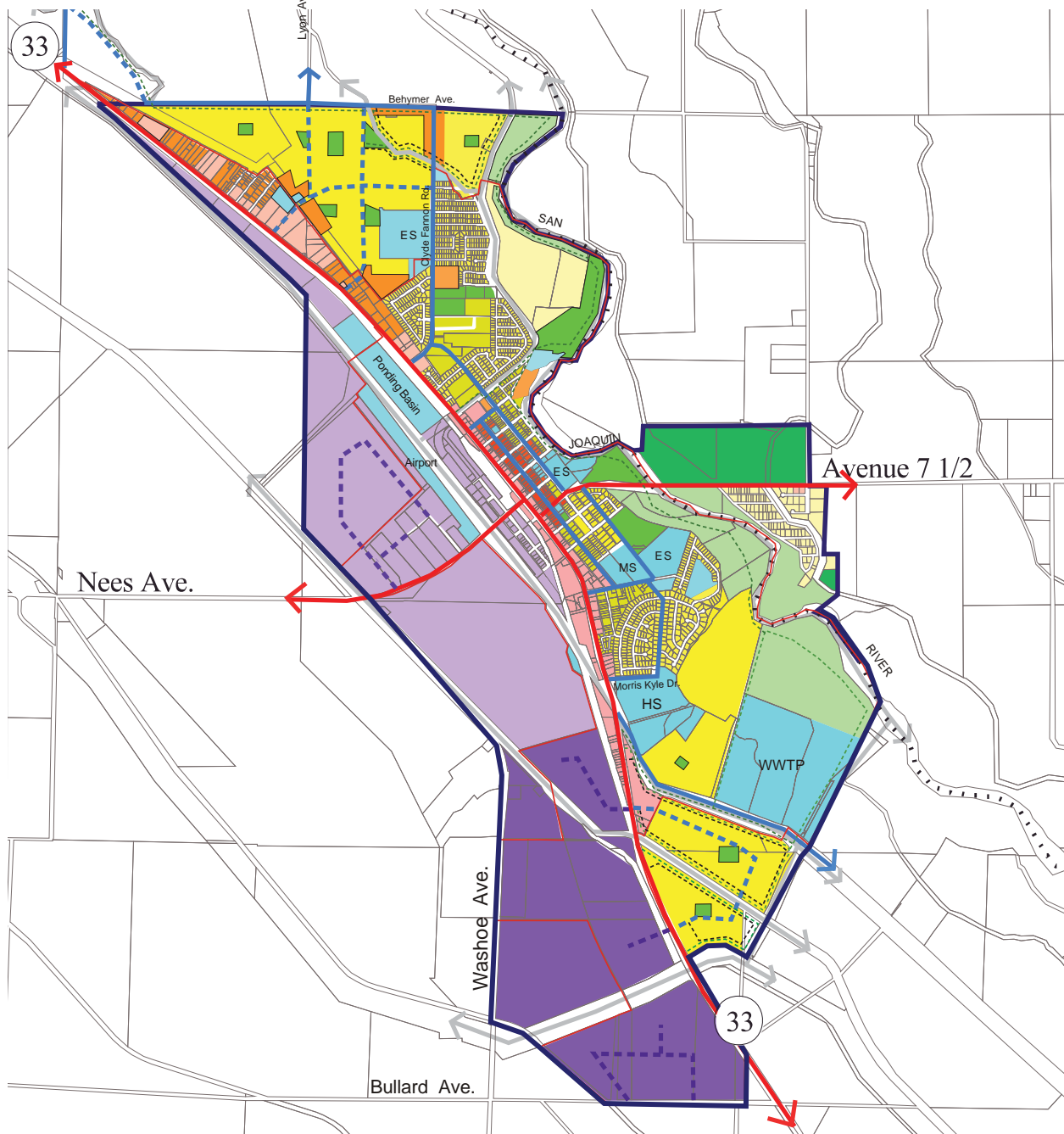
- Schools in the area, most notably West Hills College Coalinga, North District Center;
- Restaurants and businesses downtown; and
- Firebaugh Branch Library.

Figure 7-4: Firebaugh Key Destinations

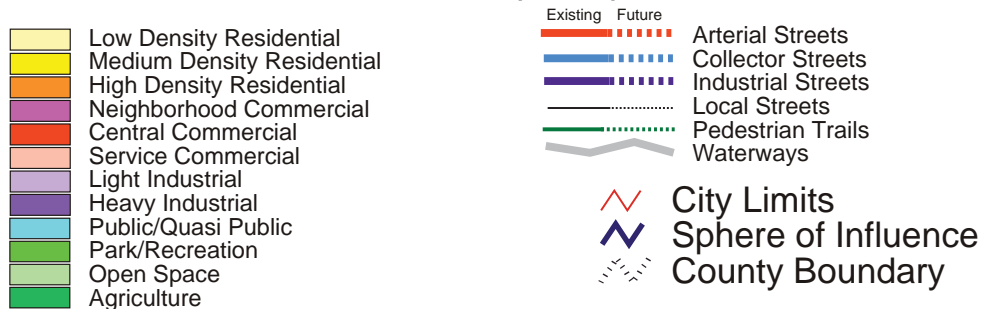


Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Figure 7-5: Firebaugh General Plan Zoning Map



2030 Firebaugh General Plan - Proposed Land Use Map
with Circulation and Open Space Features

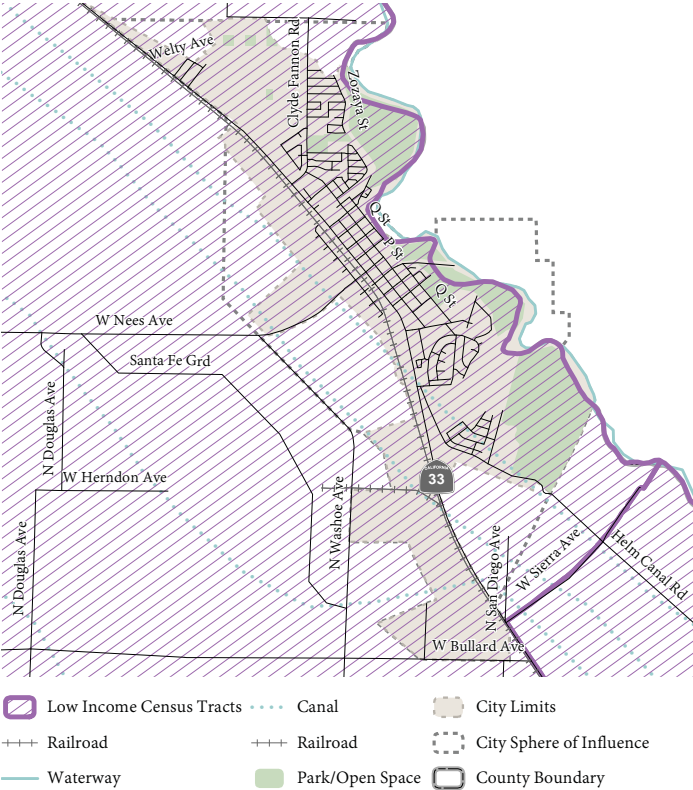


Source: City of Firebaugh, 2017

Disadvantaged Communities

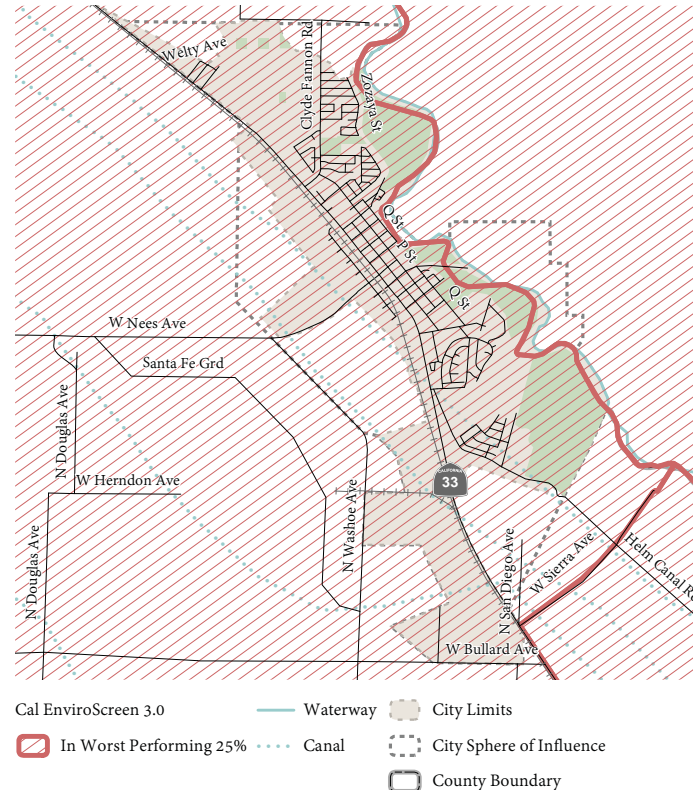
All of Firebaugh meets one or more of the criteria for disadvantaged communities, as shown in Figures 7-6 to 7-9. These indicators are explained in Chapter 3, Existing Conditions.

Figure 7-6: Firebaugh Household Median Income



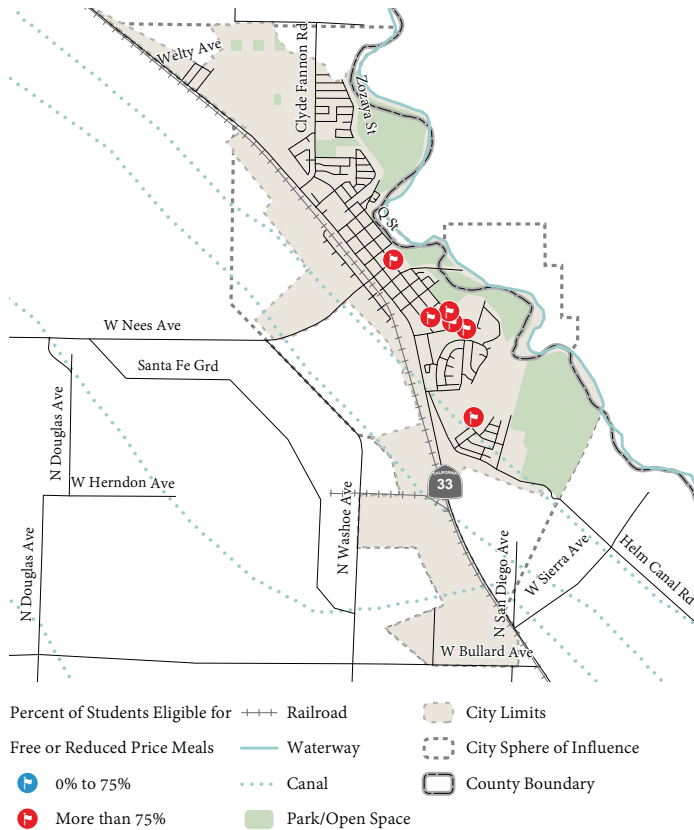
Sources: U.S Census American Community Survey, 2016, Fehr & Peers, 2017

Figure 7-7: Firebaugh CalEnviroScreen 3.0 Score



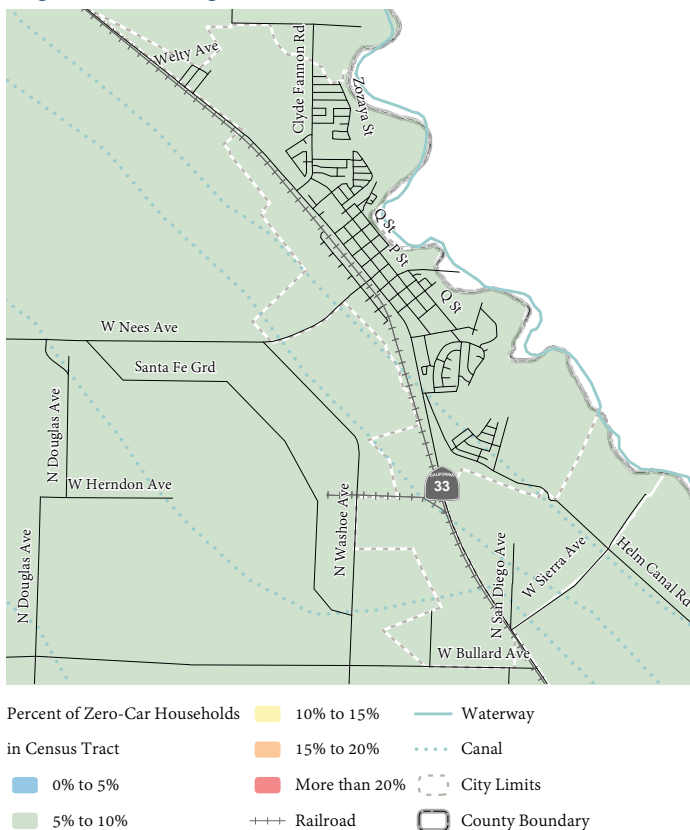
Source: California Office of Environmental Health Hazard Assessment, 2017, Fehr & Peers, 2017

Figure 7-8: Firebaugh Free or Reduced Price Meal Eligibility



Source: California Department of Education, 2011, Fehr & Peers, 2017

Figure 7-9: Firebaugh Zero Automobile Households



Sources: U.S. Census 2011-2015 American Community Survey, 2016, Fehr & Peers, 2017

Existing Trips

Based on data collected through the U.S. Census American Community Survey, approximately 0% of Firebaugh workers commute to work by bicycling and 0.1% commute to work by walking. These shares are much lower than the statewide averages, as shown in Table 7-2. 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 Fresno County is higher than shown here.

Table 7-2: Firebaugh Trips to Work by Bicycling and Walking

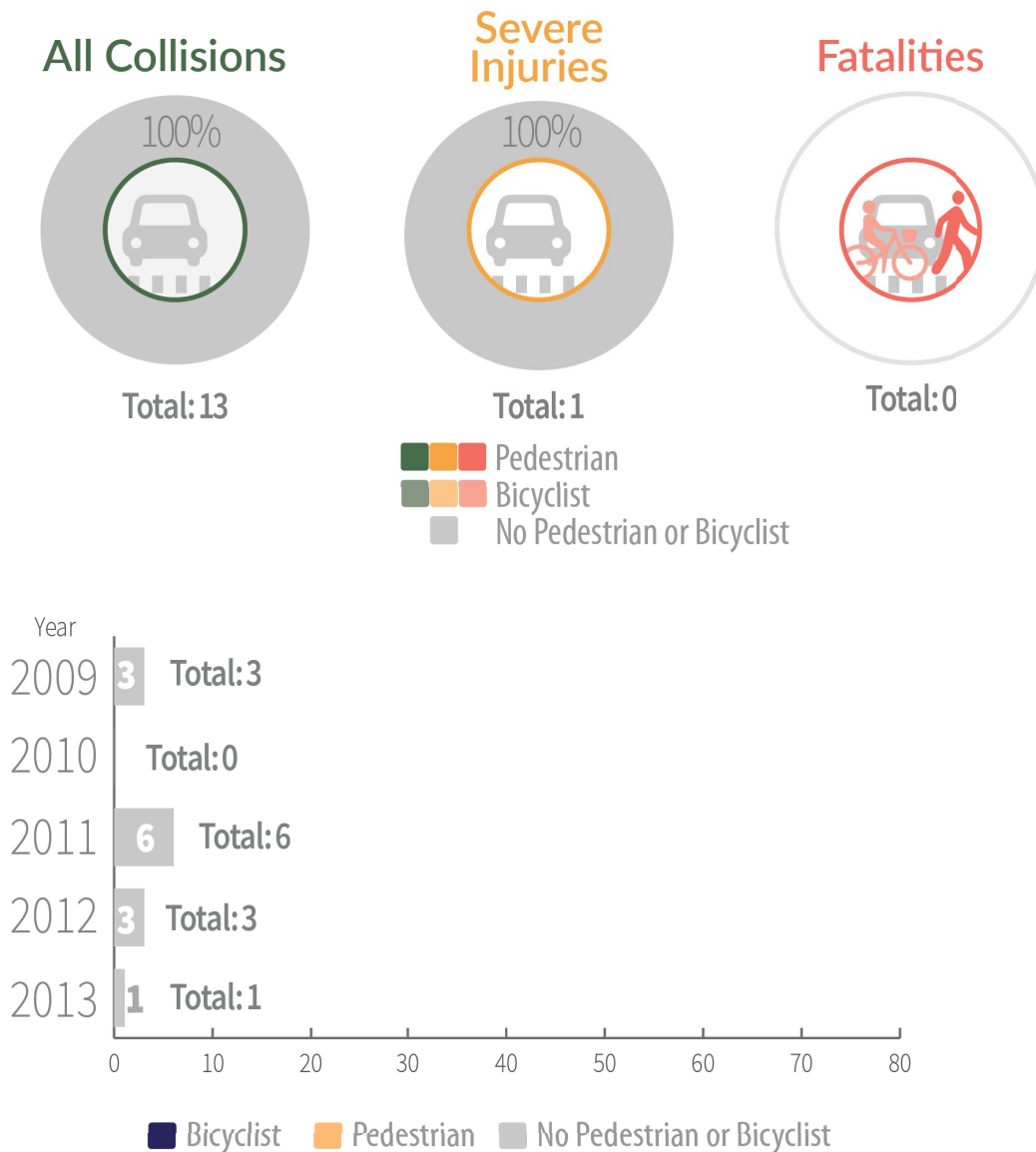
Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Firebaugh	0	0.0%	2	0.1%
California	188,736	1.2%	458,5623	2.9%

Note: Workers aged 16 years and older, excludes percentage of employees that work from home.

Source: U.S. Census 2011-2015 American Community Survey, 2016; Fehr & Peers, 2017

Collisions

There were no injury bicycle or pedestrian collisions reported between 2009 and 2013. However, in 2008 there was one collision involving a pedestrian at the intersection of O Street and 11th Street. The collision did not result in a severe injury or fatality.



Sources: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017

Past Expenditures

Recent expenditures on bicycle and pedestrian facilities are summarized in Table 7-3. In addition to these expenditures, several other recent local projects also included sidewalk improvements.

Table 7-3: Firebaugh Active Transportation Expenditures, 2011-2017

Project	Project Cost	Year Completed	Funding Source
SRTS Cycle 2 Improvements	\$351,000	2010	Federal
Dunkle Park Sidewalk Improvements	\$143,000	2010	Local
ARRA Sidewalks	\$98,000	2010	Federal
O Street Sidewalk Improvements	\$257,000	2011	Local
SRTS Cycle 3 Improvements	\$461,000	2013	Federal
SR2S Cycle 10 Improvements	\$375,000	2013	State
CMAQ – Pedestrian/Bike Improvements at 3 Locations	\$235,000	2016	Federal
CMAQ – Poso Canal Trail	\$210,000	2016	Federal
ATP – Trail Rehabilitation & Pedestrian Improvements	\$375,000 (Programmed)	2019 (Projected)	Federal

Sources: City of Firebaugh, 2017

Maintenance Policies

The City of Firebaugh maintains bike lanes, trails, and sidewalks on an as-needed basis as maintenance is required.

Five E's

Firebaugh's recent efforts supporting each of the five E's are presented in Table 7-4.

Table 7-4: Firebaugh Five E's of Active Transportation

E	Discussion
Education 	The City of Firebaugh has held bike rodeos, most recently in 2015. Another rodeo is planned for 2017. The police department has also held bike helmet giveaways.
Encouragement 	The City of Firebaugh Police Department Activities League is planning to create program to encourage physical activity using the trails in 2018.
Enforcement 	The City of Firebaugh Police Department conducts regular enforcement for bicycle helmet use (citations dismissed if the cited person returns with a helmet), jaywalking, vehicles yielding to pedestrians, and vehicles yielding to stopped school buses.
Engineering 	The City of Firebaugh has completed Safe Routes to Schools pedestrian improvement projects and developed trails along the San Joaquin River connecting to the City in recent years.
Evaluation 	The City of Firebaugh completed a bikeability survey in 2015.

Sources: City of Firebaugh, 2017, Fehr & Peers, 2017

PLANNED NETWORKS

The planned bicycle and pedestrian networks for Firebaugh are summarized in Table 7-5 and shown in Figures 7-10 to 7-11. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Firebaugh's multi-use trails, 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.

Figure 7-12 presents planned bike parking for Firebaugh. 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 7-5: Firebaugh Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	33.0	3.5	36.5
Class I Bike Path	1.7	5.7	7.4
Class II Bike Lane	0.0	21.1	21.1
Class III Bike Route	0.0	6.5	6.5

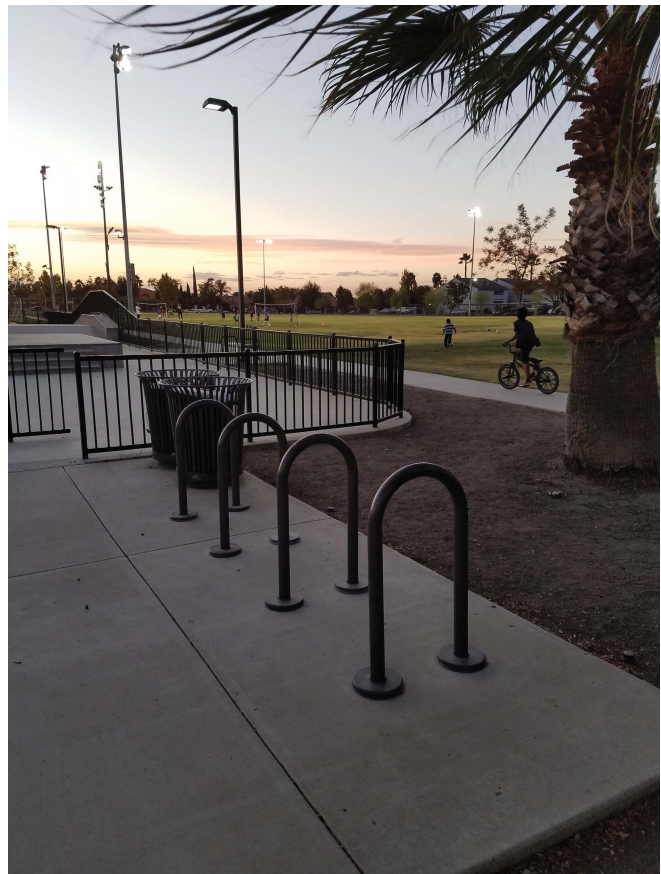
Sources: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Costs to implement these facilities are summarized in Table 7-6.

Table 7-6: Firebaugh Planned Bicycle and Pedestrian Network Costs

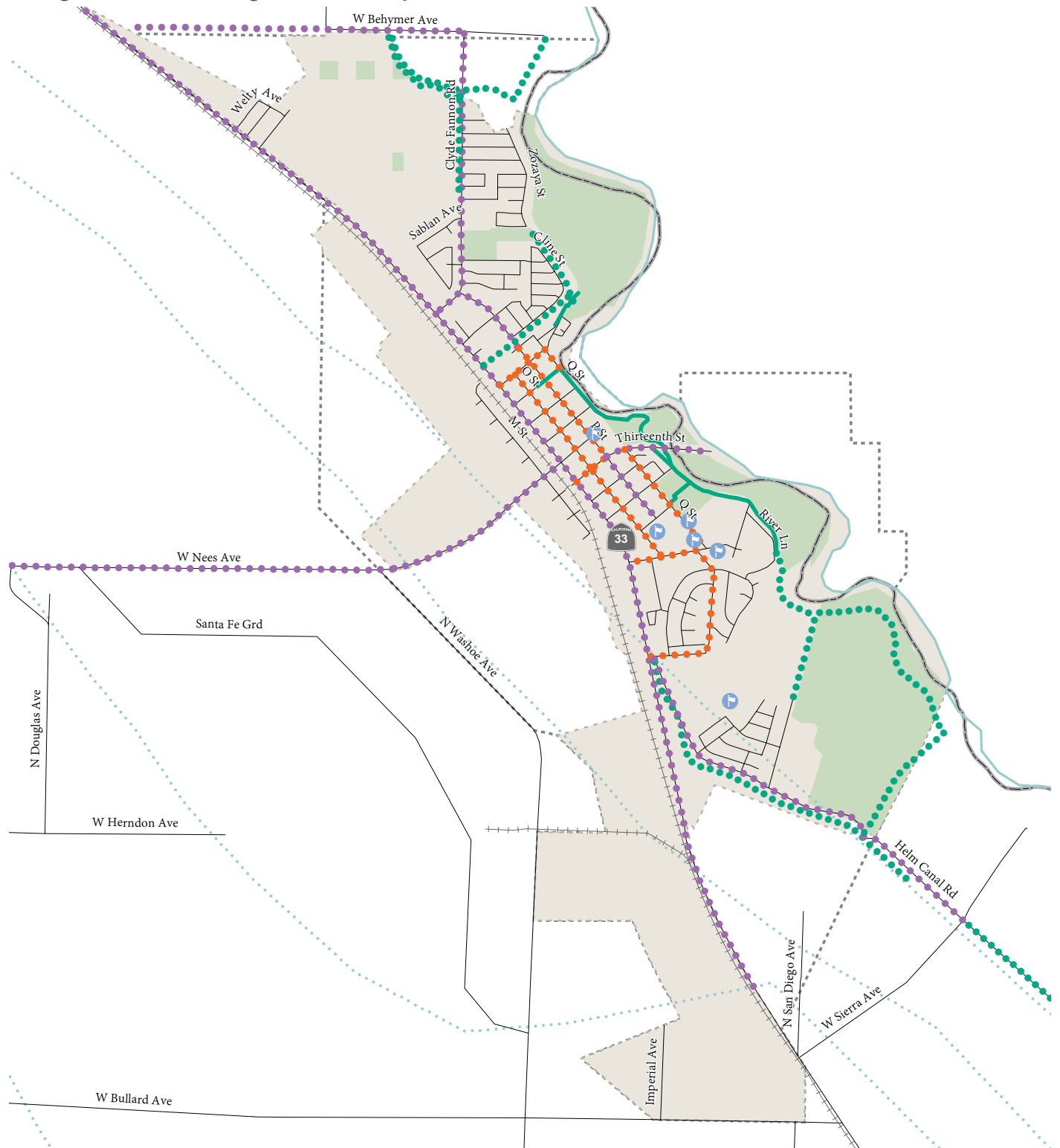
Facility Type	Cost Per Mile	High Priority	Other	Total
Class I Bike Path	\$750,000		\$4,292,000	\$4,292,000
Class II Bike Lane ¹	\$175,000	\$1,795,000	\$1,901,000	\$3,696,000
Class III Bike Route	\$8,000	\$15,000	\$35,000	\$50,000
Overcrossing (canal bridge)			\$500,000	\$500,000
Sidewalks	\$343,000	\$700,000	\$508,000	\$1,208,000
Crossing Improvements		\$200,000		\$200,000
Total		\$2,710,000	\$7,236,000	\$9,946,000

Source: Fehr & Peers, 2017



Bike rack at Maldonado Park.

Figure 7-10: Firebaugh Planned Bicycle Facilities



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Existing Bicycle Facilities

— Class I Bikeway (Bike Path)

— Class II Bikeway (Bike Lane)

— Class III Bikeway (Bike Route)

Planned Bicycle Facilities

••• Class I Bikeway (Bike Path)

••• Class II Bikeway (Bike Lane)

••• Class III Bikeway (Bike Route)

••• Class IV Bikeway (Separated Bikeway)

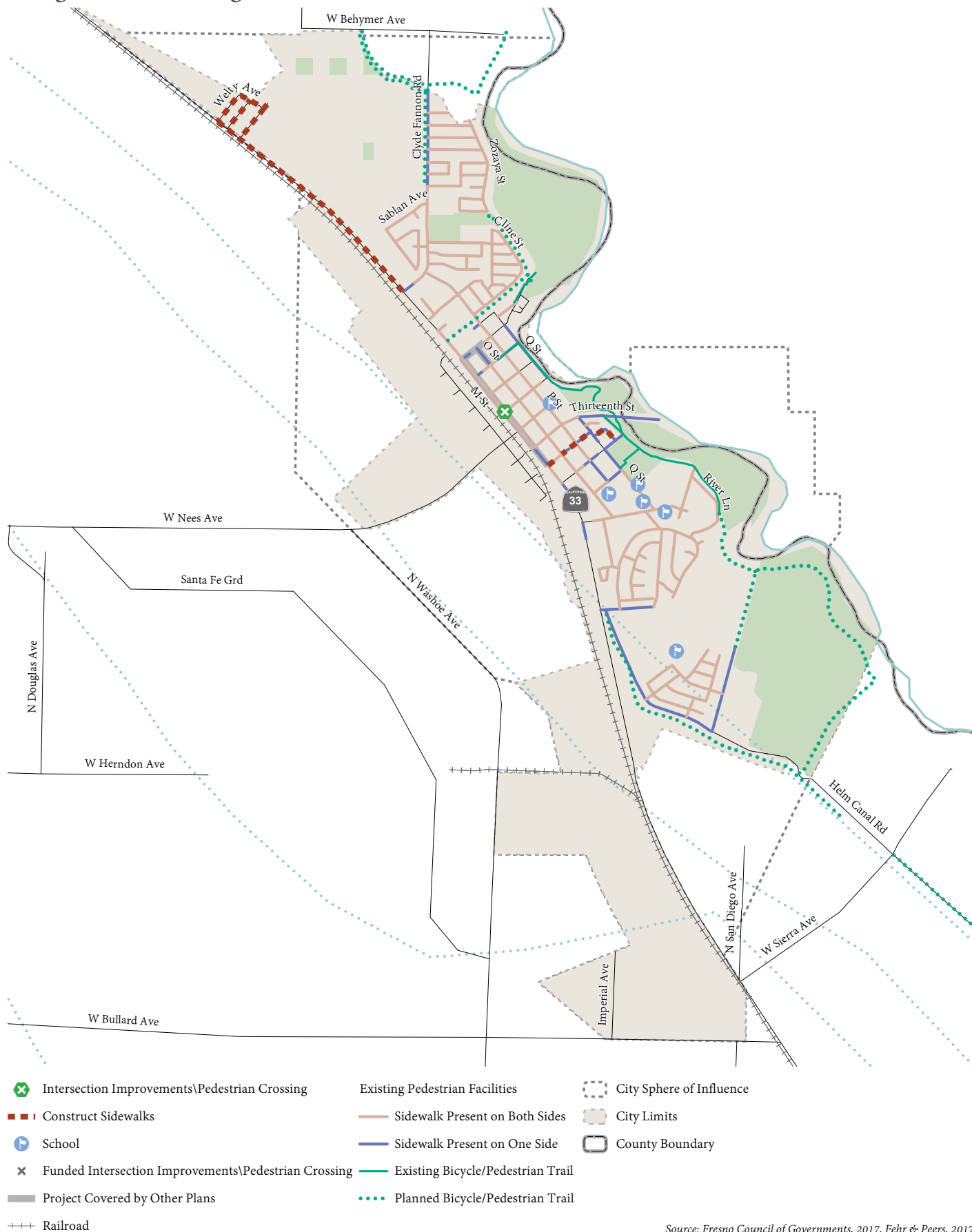
••• Class II/IV

— Funded Project, Not Included in ATP

— Project Covered by Other Plans

□ County Boundary

Figure 7-11: Firebaugh Planned Pedestrian Facilities



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

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