

Chapter 14

PARLIER

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

RELATIONSHIP TO CITY PLANS AND POLICIES

The Parlier General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling. The Parlier General Plan and other local plans are described in this section. Several other regional, state, and federal plans and policies also contain goals and policies relating to bicycling and walking in Parlier. These plans are discussed in Chapter 2, Existing Conditions, and in Appendix C, Relationship to State and Federal Plans and Policies.

City of Parlier General Plan (2010)

The Parlier City Council adopted the Parlier General Plan Update in February 2010. This plan establishes guidance for future planning in the City extending to the year 2030.

Circulation Element

The Circulation Element provides guidance for the continued development and improvement of the circulation system in the City of Parlier. The use of non-motorized modes of transportation, such as walking and biking, are promoted to reduce the demands on the transportation system and to improve air quality.

The Bicycle Facilities section discusses how the City supports the installation of a shared use roadway system and will encourage newly developing areas to provide bicycle facilities. The section also explains that while the City does not currently have a comprehensive bicycle plan in place, the interest in a plan will grow as the City's population increases. Therefore, the

development of a comprehensive bicycle plan should be considered as part of the long range plan for the City. This Element proposes that development of bike lanes and/or bike paths should be explored around schools and parks, and a potential bicycle and pedestrian path could be implemented along the City's abandoned rail line.

One objective in the Objectives, Policies, and Standards section is related to bicycling:

- Promote the use of bicycles as a viable means of transportation.

Recommendations to Improve Pedestrian Safety in the City of Parlier (2014)

The City of Parlier, in collaboration with the Latino Coalition for a Healthy California and the Central California Obesity Prevention Program, was selected as a focus community for a Community Pedestrian Safety Training (CPST). The CPST program is a joint project of the University of California at Berkeley's Safe Transportation Research Center (SafeTREC) and California Walks (Cal Walks) and is funded by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration. Both SafeTREC and Cal Walks were invited by the City of Parlier to facilitate a workshop and walkability assessment to assist with the City's grant application for the Fresno Council of Government's Regional Active Transportation Program.

The City of Parlier's workshop and walkability assessment was held with an emphasis on addressing two major goals. The first goal was to inform the development of the City's Regional ATP grant application in alignment with community residents identified and prioritized needs. The second goal was to provide City staff, community organizations, and residents with a toolkit for promoting

pedestrian safety and walkability and to inform future comprehensive active transportation planning and improvement efforts.

A summary of all community resident recommendations was developed and specific recommendations were applied to the City's recent Regional Active Transportation Program Application.

Municipal Code of Parlier, California

The Municipal Code and Charter of Parlier is a compilation of the City of Parlier's ordinances, codified into regulations. In the code, regulations are grouped by subject matter into titles. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Title 10, "Vehicles and Traffic," Title 12, "Streets and Other Public Places," and Title 16, "Subdivisions."

The section with direct applicability to the ATP is 16.09.010, Pedestrian walkways and bikeways:

- **16.09.010 - Pedestrian walkways and bikeways**
 - A. Pedestrian walkways or bikeways may be required where needed for:
 1. Access to schools, playgrounds or parks, shopping centers, or other public areas;
 2. Traffic safety; and
 3. Access through unusually long blocks.



Pedestrian facilities in Parlier

EXISTING CONDITIONS

Currently there are 8.5 miles of bicycle facilities and 53.9 miles of sidewalks within the City of Parlier. These networks are summarized in Table 14-1 and depicted in Figures 14-1 and 14-2. Parlier is generally well connected by sidewalks, though gaps exist as shown in Figure 14-2.

Table 14-1: City of Parlier Existing Facilities

Type	Miles
Sidewalks	53.9
Class I Bike Paths	1.0
Class II Bike Lanes	10.0
Class III Bike Routes	0.0
Class IV Separated Bikeway	0.0

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

Figure 14-1: Parlier Existing Bicycle Facilities

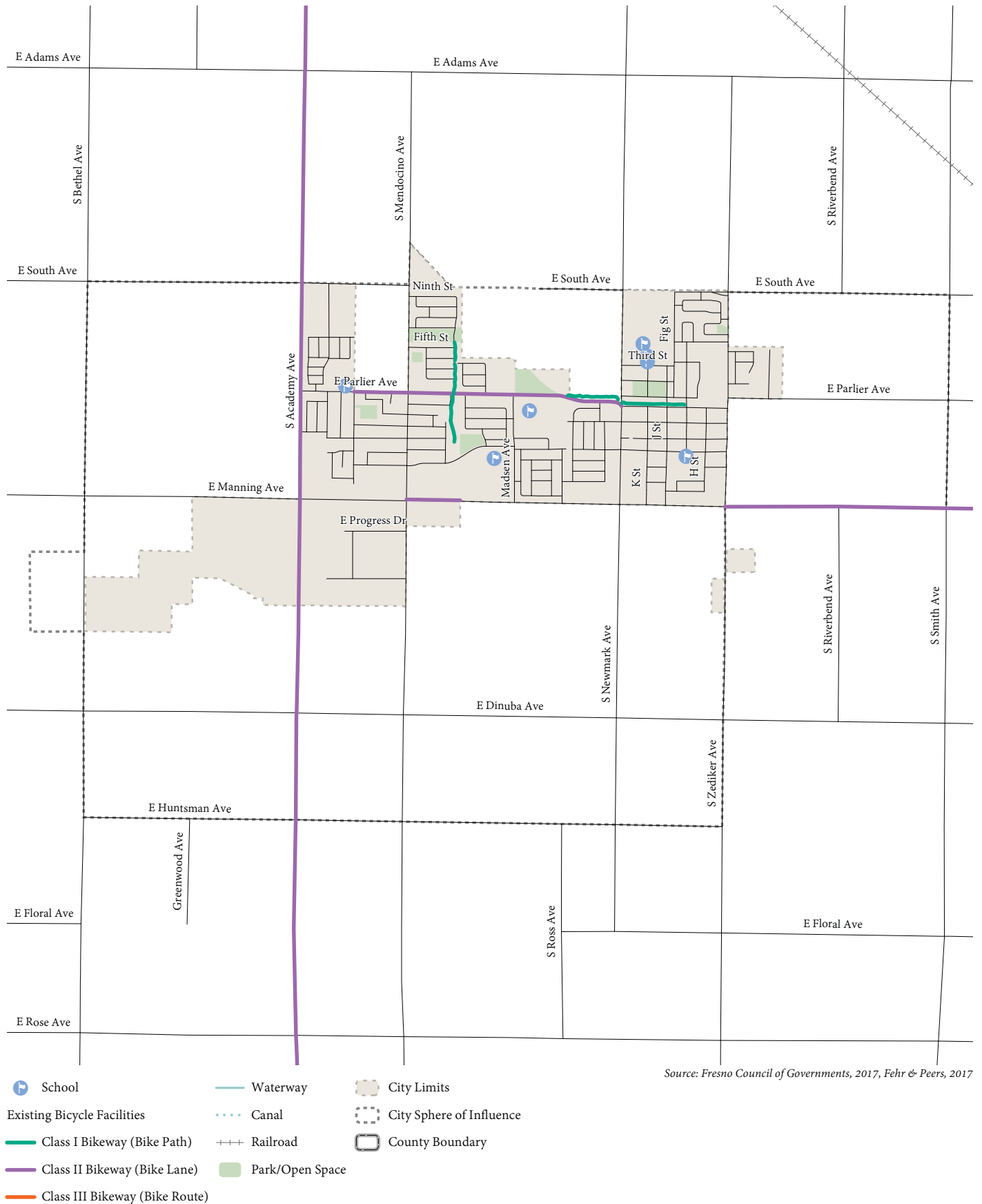
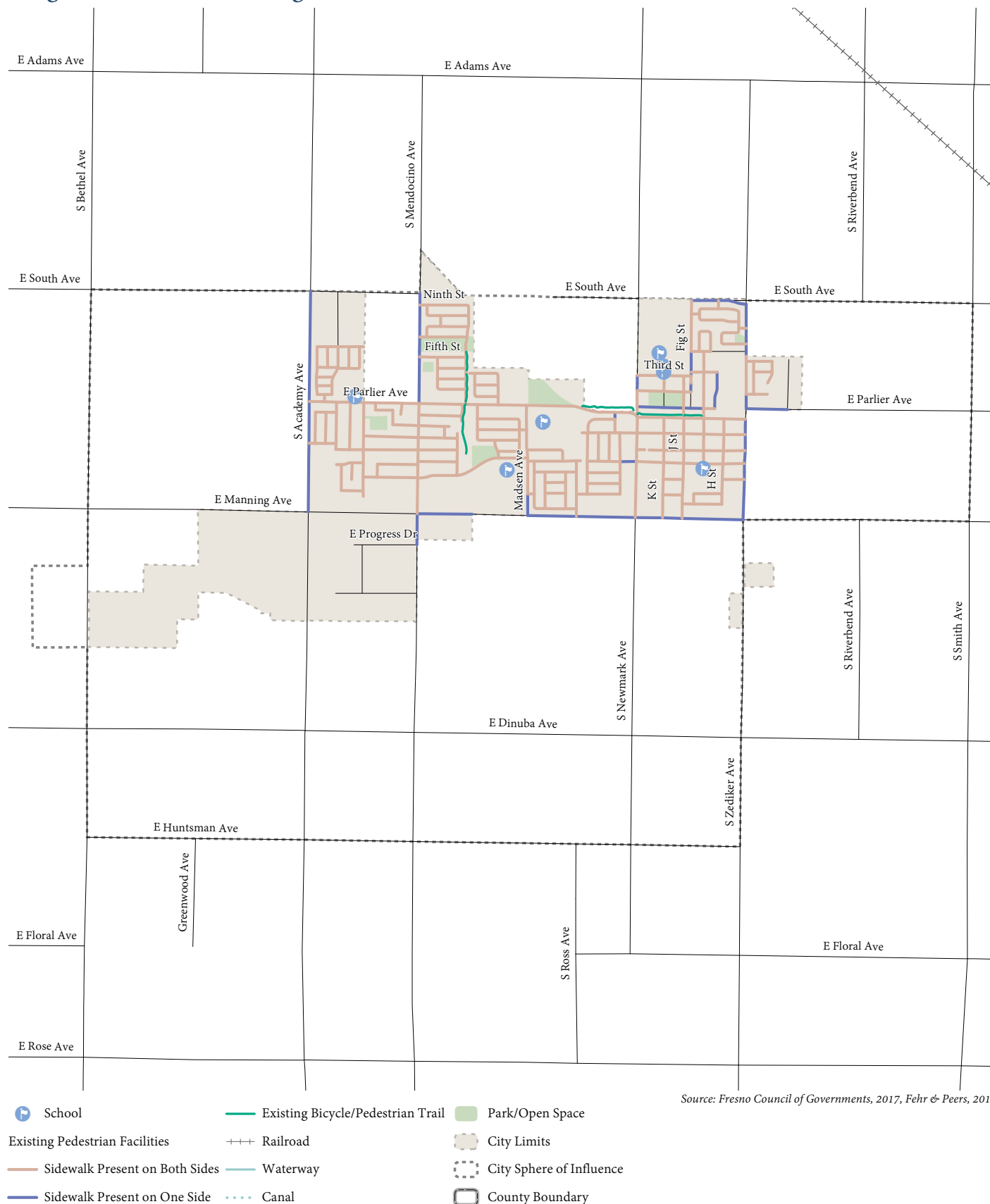


Figure 14-2: Parlier Existing Pedestrian Facilities



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

The City of Parlier is located roughly equidistantly between Sanger, Selma, and Reedley. A trail and open space occupy much of the old railroad alignment through the center of the City.

The following factor also is notable to the safety and comfort of bicycling and walking in Parlier:

- Much of new city development is occurring along Manning Avenue, a busy arterial with few crosswalks that is often difficult for pedestrians to cross.

No existing bike parking was confirmed in the City of Parlier, though some bike parking may exist.



Shaded Class I multi-use path trail in Parlier



Bus stop with canopy and bench in Parlier

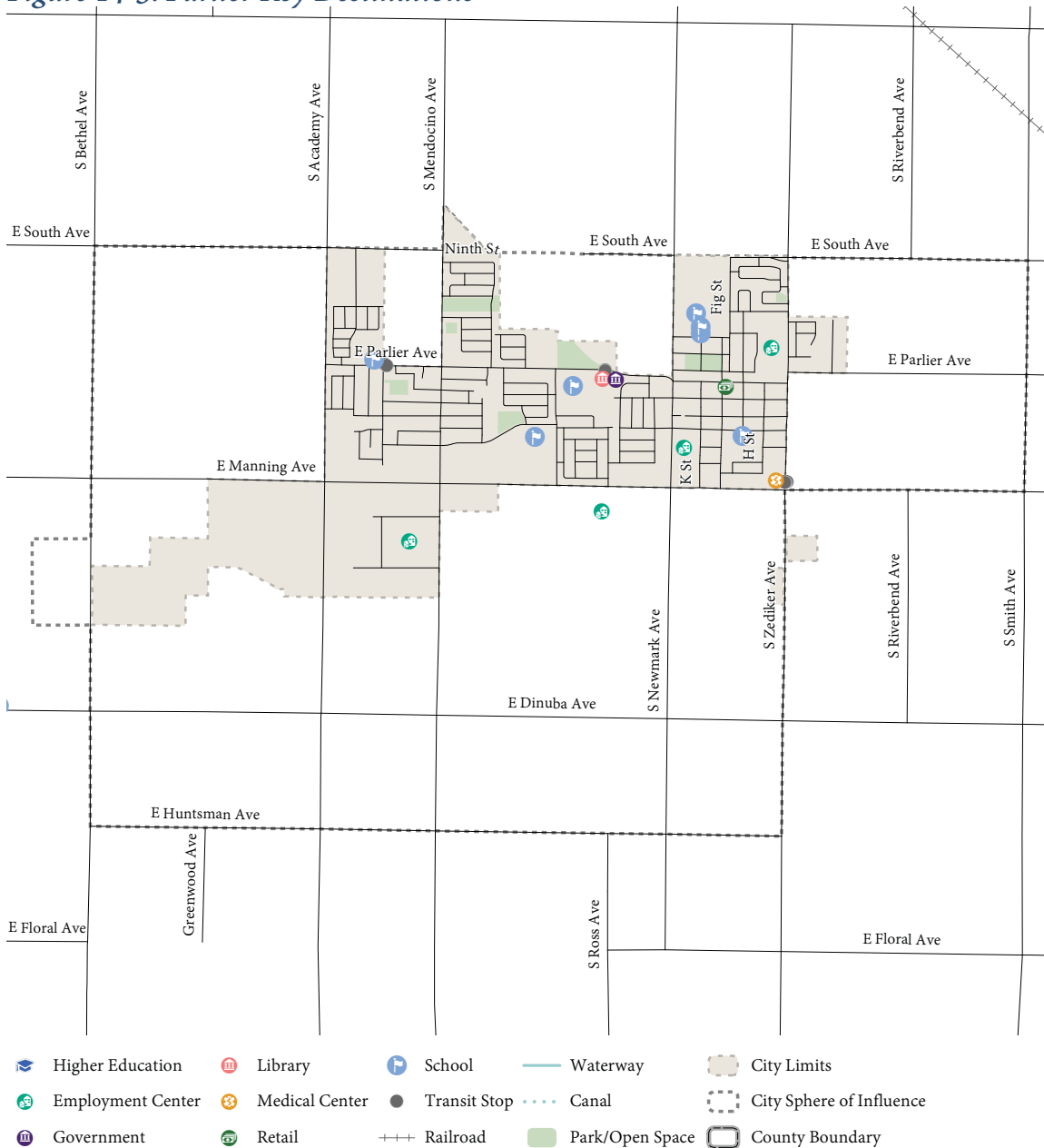
Key Destinations

Figure 14-3 shows key destinations for bicyclists and pedestrians in the City of Parlier. Highlights include

- Parlier High School, Parlier Junior High School, and Cesar Chavez, Benevidez, and John C. Martinez Elementary Schools
- Fresno County Library and Parlier Community Center
- Restaurants and businesses downtown, especially along J Street

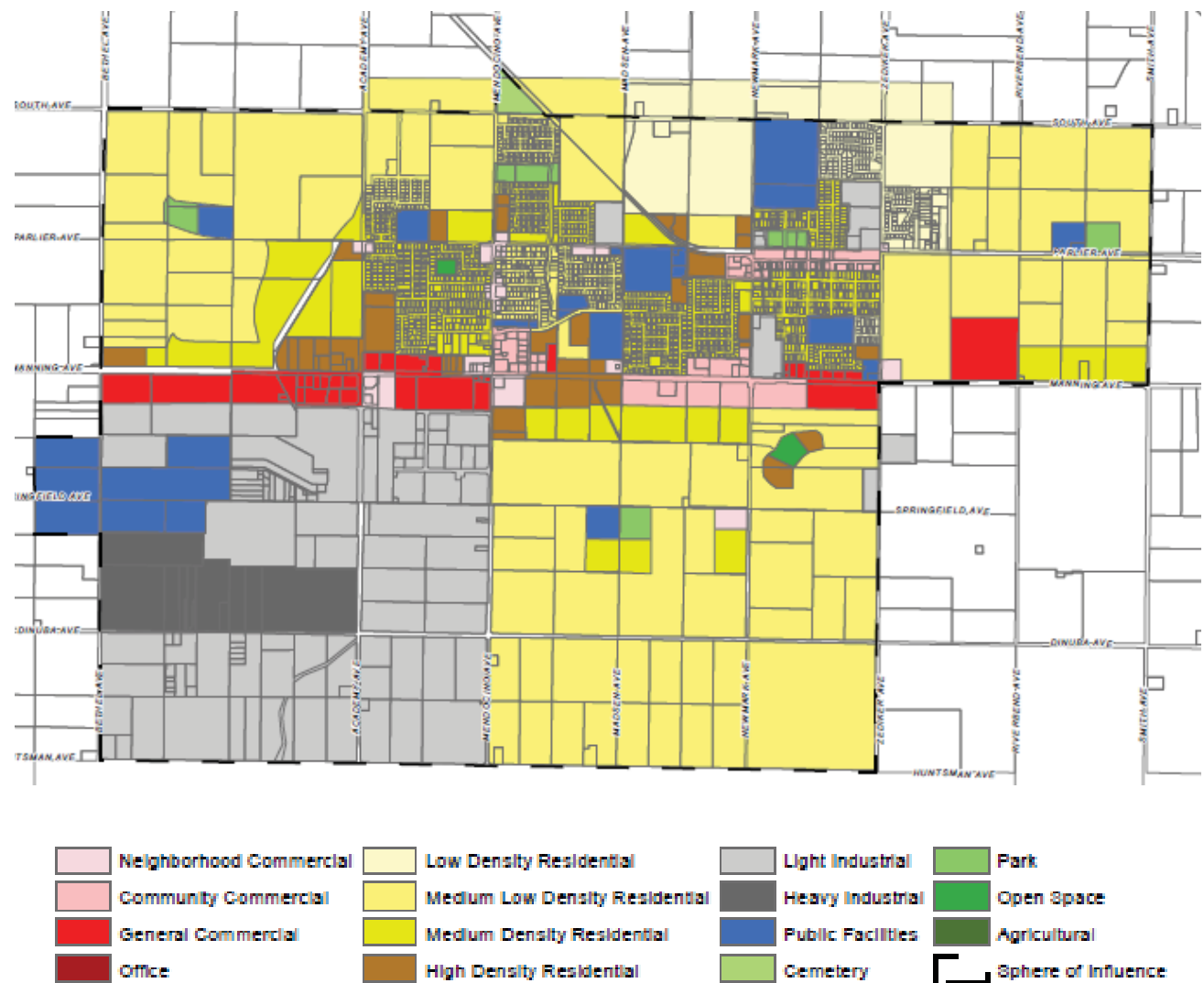
Figure 14-5 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.

Figure 14-3: Parlier Key Destinations



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

Figure 14-4: Parlier General Plan Zoning Map

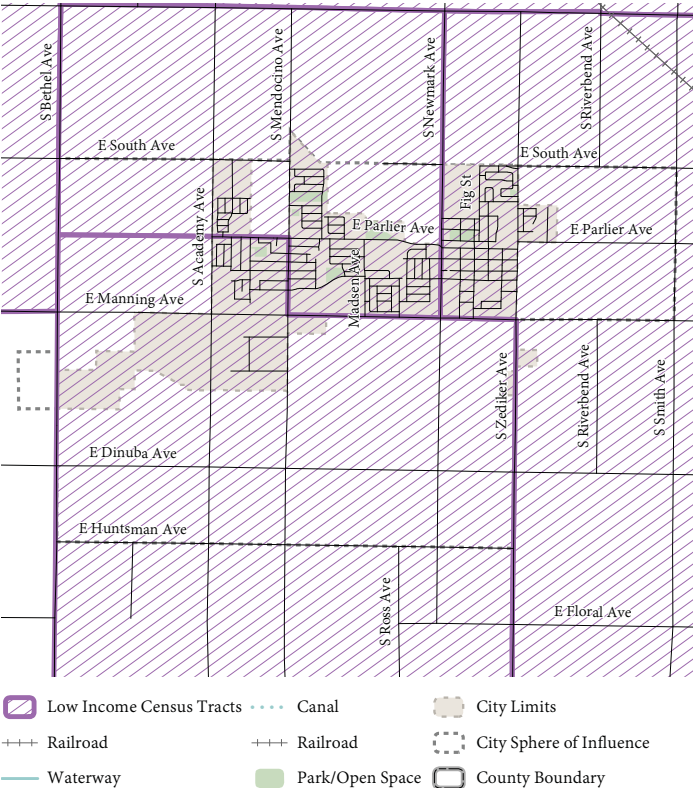


Source: City of Parlier, 2017

Disadvantaged Communities

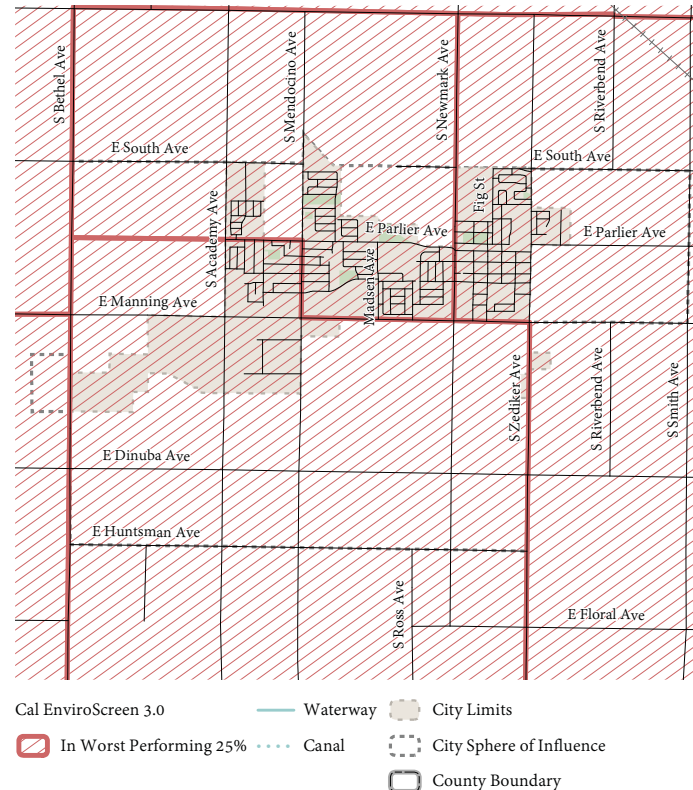
All of Parlier meets one or more of the criteria for disadvantaged communities, as shown in Figures 14-5 to 14-8. These indicators are explained in Chapter 3, Existing Conditions.

Figure 14-5: Parlier Household Median Income



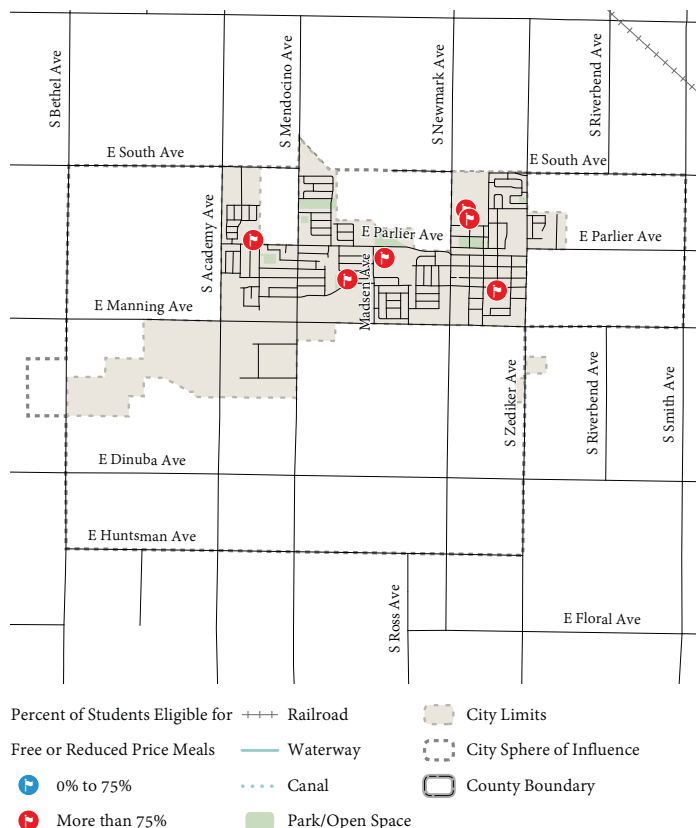
Sources: U.S Census American Community Survey, 2016, Fehr & Peers, 2017

Figure 14-6: Parlier CalEnviroScreen 3.0 Score



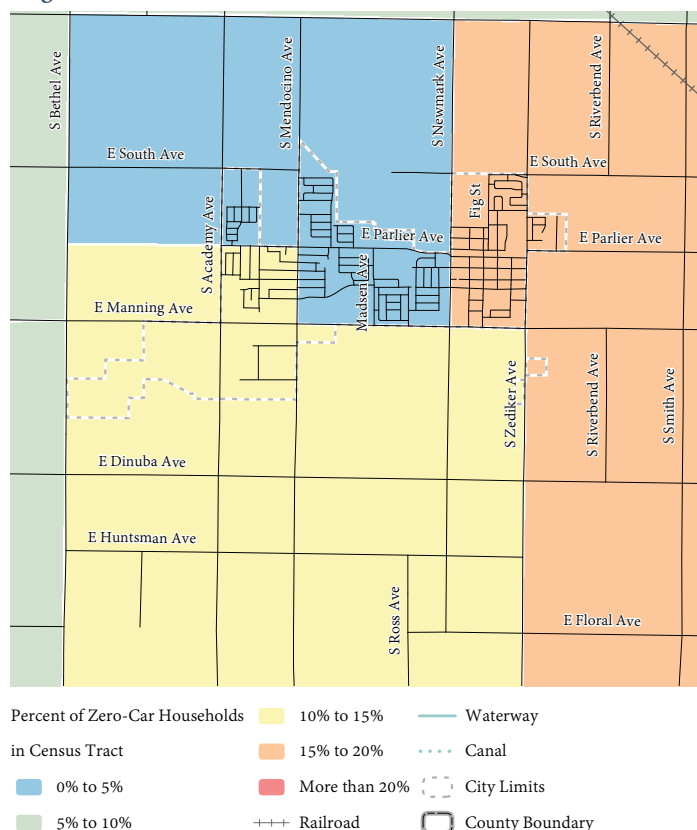
Source: California Office of Environmental Health Hazard Assessment, 2017, Fehr & Peers, 2017

Figure 14-7: Parlier Free or Reduced Price Meal Eligibility



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

Figure 14-8: Parlier 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 Parlier workers commute to work by bicycling and 2.5% commute to work by walking. These shares are lower than the statewide averages, as shown in Table 14-2. 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 Parlier is higher than shown here.

Table 14-2: Parlier Trips to Work by Bicycling and Walking

Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Parlier	0	0.0%	126	2.5%

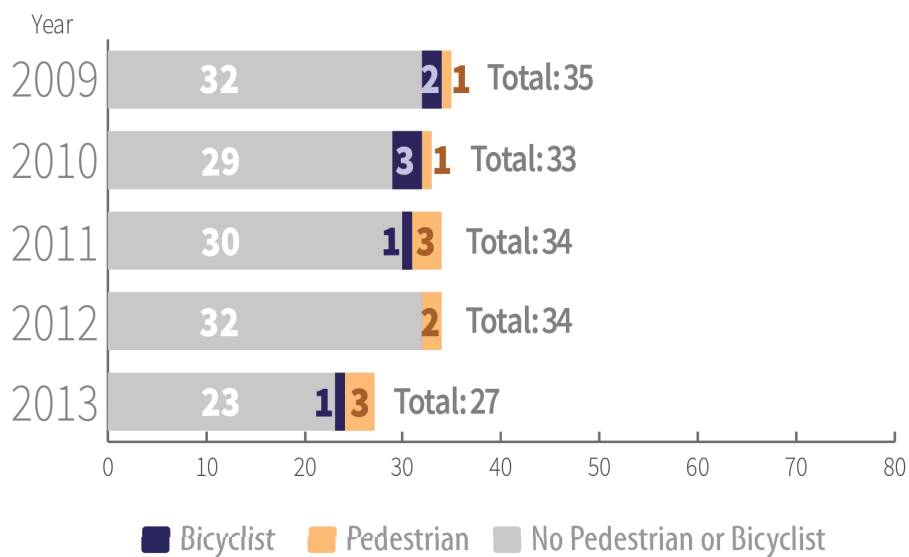
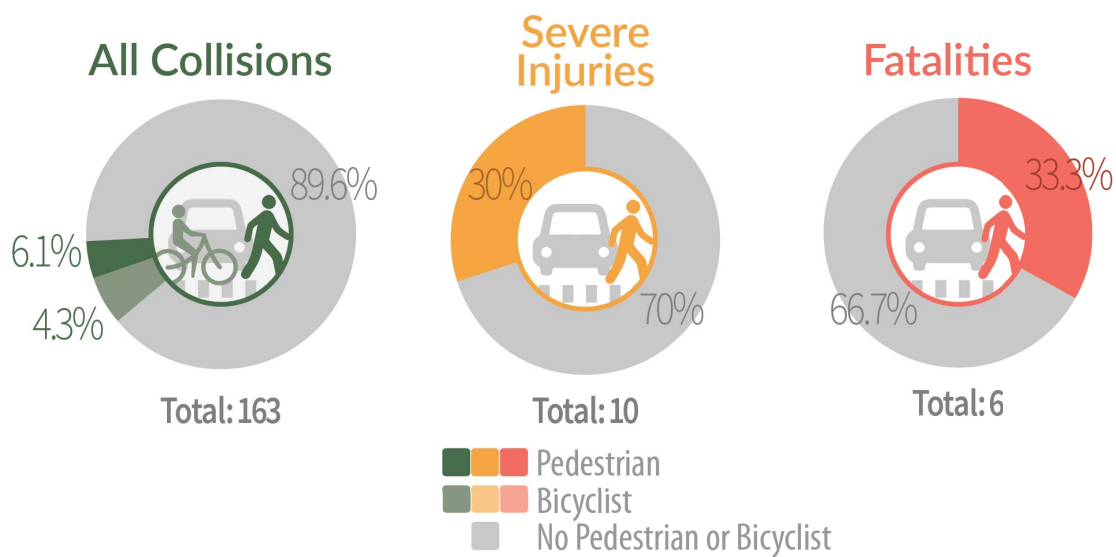
California 188,736 1.2% 458,5623 2.9%

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

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

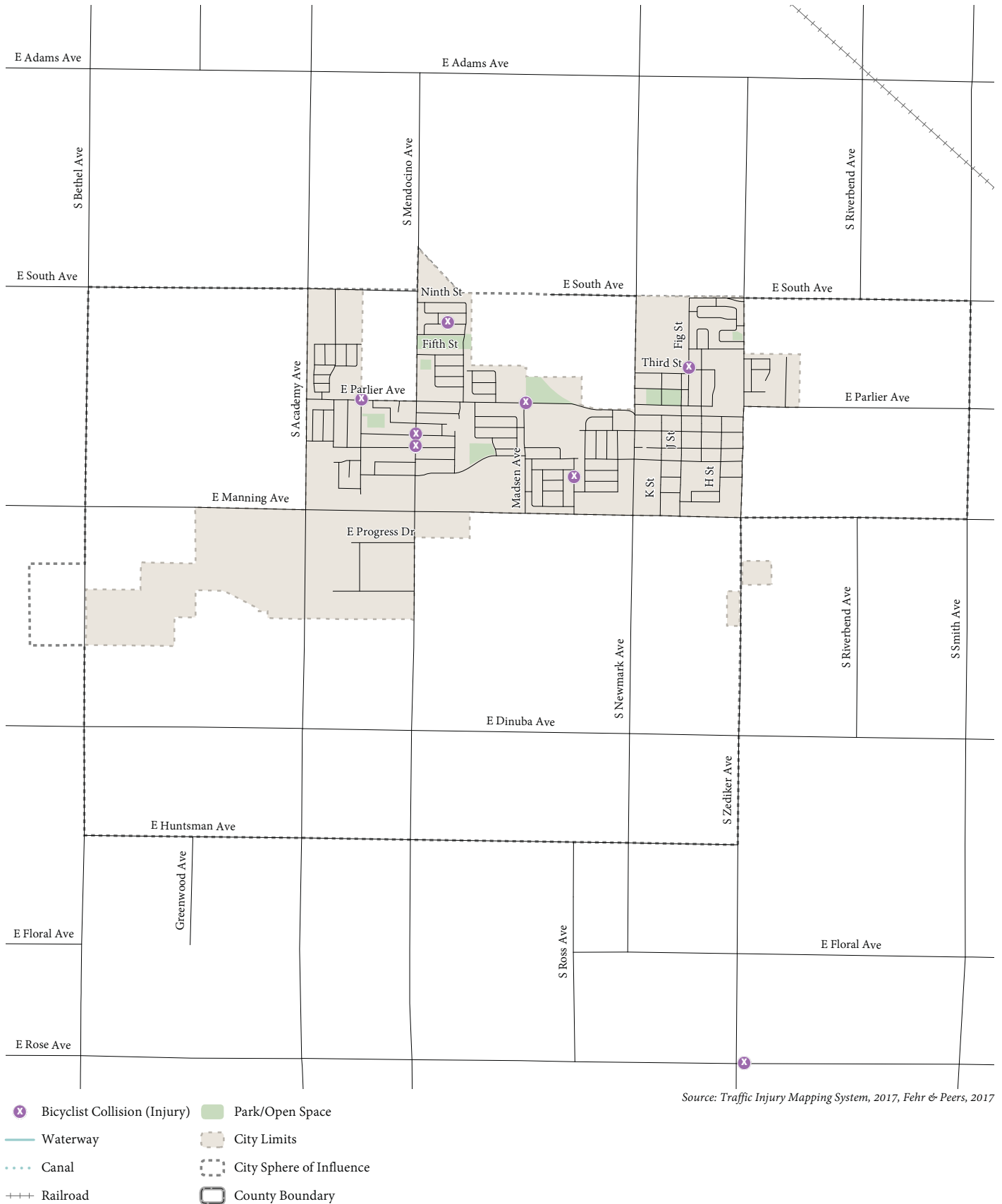
Collisions

The graphics shown below summarize injury collisions in Parlier involving bicyclists and pedestrians by severity and year. Figure 14-9 shows locations of injury collisions involving bicyclists and Figure 14-10 shows locations of injury collisions involving pedestrians.



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

Figure 14-9: Parlier Collisions Involving Bicyclists, 2009-2013



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

Figure 14-10: Parlier Collisions Involving Pedestrians, 2009-2013



Past Expenditures

Information on recent expenditures on bicycle and pedestrian facilities in Parlier is provided in Table 14-3.

Table 14-3: Parlier Active Transportation Expenditures, 2011-2017

Project	Project Cost
Manning Avenue Safe Routes to Schools Connectivity	\$853,000
Citywide School Signing and Striping	\$182,000

Sources: City of Parlier, 2017




Maintenance Policies

The City of Parlier has implemented a pavement management program used to track maintenance in the City.

Five E's

Parlier's recent efforts supporting the five E's are presented in Table 14-4.

Table 14-4: Parlier Five E's of Active Transportation

E	Discussion
Education 	The City met with residents to discuss safety and active transportation for schools.
Engineering 	The City implemented the projects presented in Table 14-3 and also installed LED stop signs in recent years.
Evaluation 	The City of Parlier conducted a walkability assessment in 2014 as discussed earlier in this chapter. The City also been analyzing extensions to existing bike paths and creation of bike routes where bike lanes are not feasible.

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

PLANNED NETWORKS

The planned bicycle and pedestrian networks for Parlier are summarized in Table 14-5 and shown in Figures 14-11 to 14-12. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Parlier'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 14-13 presents planned bike parking for Parlier. These recommendations add bike parking at schools, parks, and near civic and retail areas.

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



Intersection of J Street and Fresno Street in Parlier.

Table 14-5: Parlier Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	53.9	1.4	55.3
Class I Bike Path	1.0	1.3	2.3
Class II Bike Lane	10.0	11.6	21.6
Class III Bike Route	0.0	3.6	3.6

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

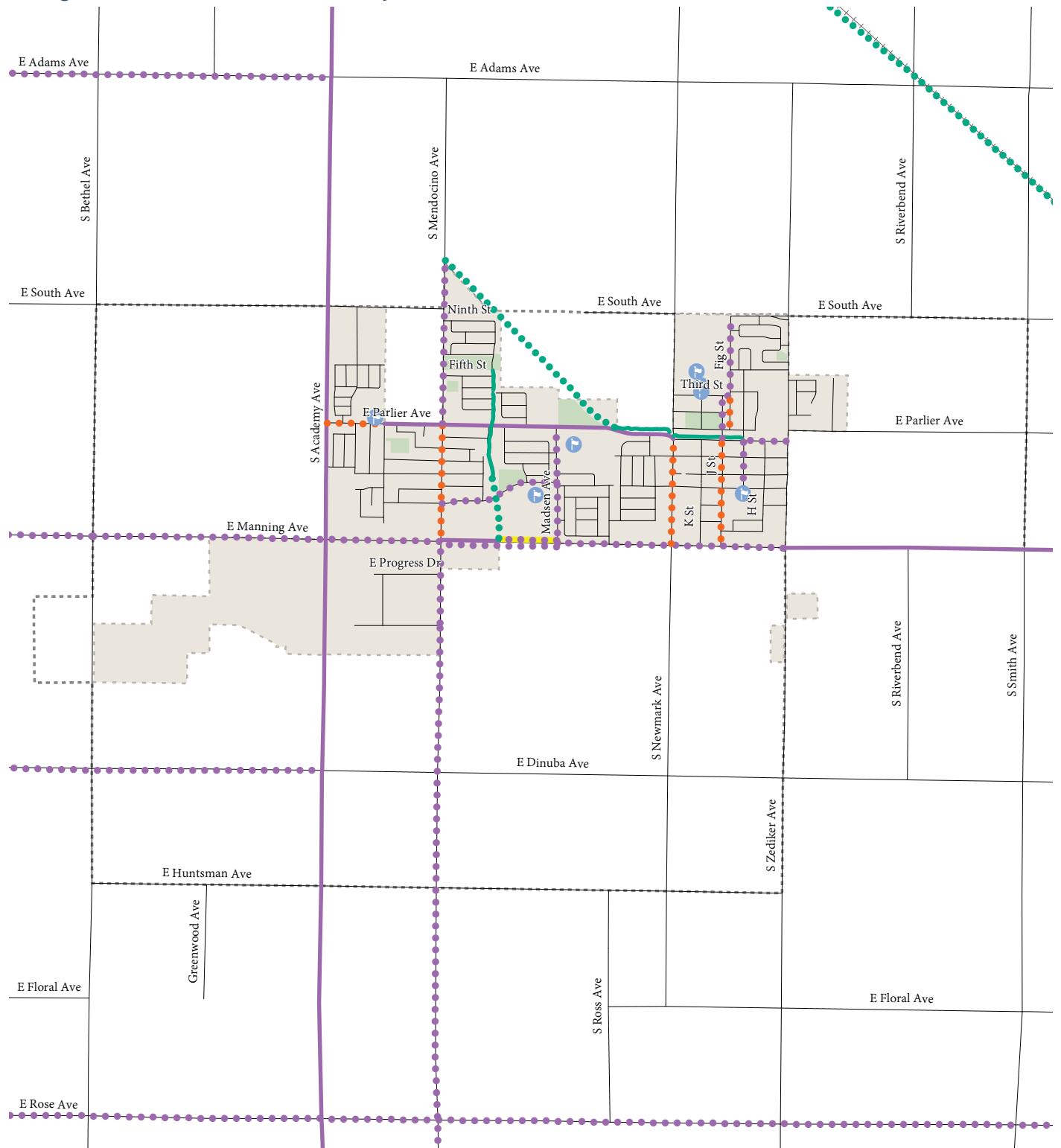
Costs to implement these facilities are summarized in Table 14-6.

Table 14-6: Parlier Planned Bicycle and Pedestrian Network Costs

Facility Type	Cost Per Mile	High Priority	Other	Total
Sidewalk	\$343,000		\$466,000	\$466,000
Class I Bike Path	\$750,000		\$990,000	\$990,000
Class II Bike Lane	\$175,000	\$652,000	\$1,386,000	\$2,038,000
Class III Bike Route	\$8,000		\$28,000	\$28,000
Intersection Improvements			\$225,000	\$225,000
	Total	\$652,000	\$3,095,000	\$3,747,000

Source: Fehr & Peers, 2017

Figure 14-11: Parlier 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 14-12: Parlier Planned Pedestrian Facilities

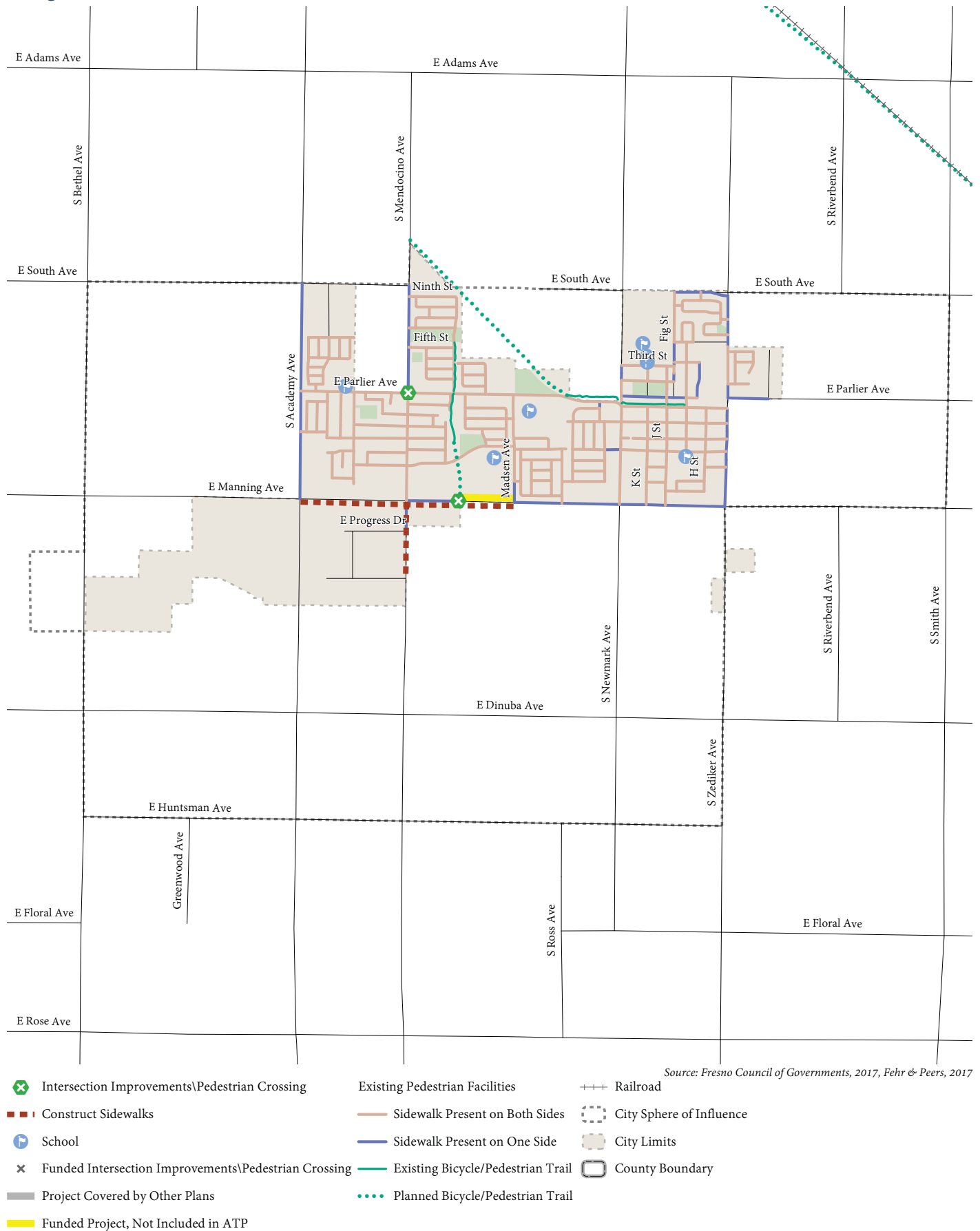


Figure 14-13: Parlier Planned Bicycle Parking

