



**Chapter 13**

**PARLIER**

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

**EXISTING CONDITIONS**

The City of Parlier is located approximately 10 miles southeast of the City of Fresno; roughly equidistantly between Sanger, Selma, and Reedley (see Figure 1-1).

**Existing Bicycle & Pedestrian Facilities**

There are 57.7 miles of sidewalks and 7.2 miles of bikeways within Parlier. These networks are summarized in Table 13-1 and depicted in Figures 13-1 and 13-2.

**Table 13-1: Summary of Existing Walking & Bicycling Facilities in Parlier**

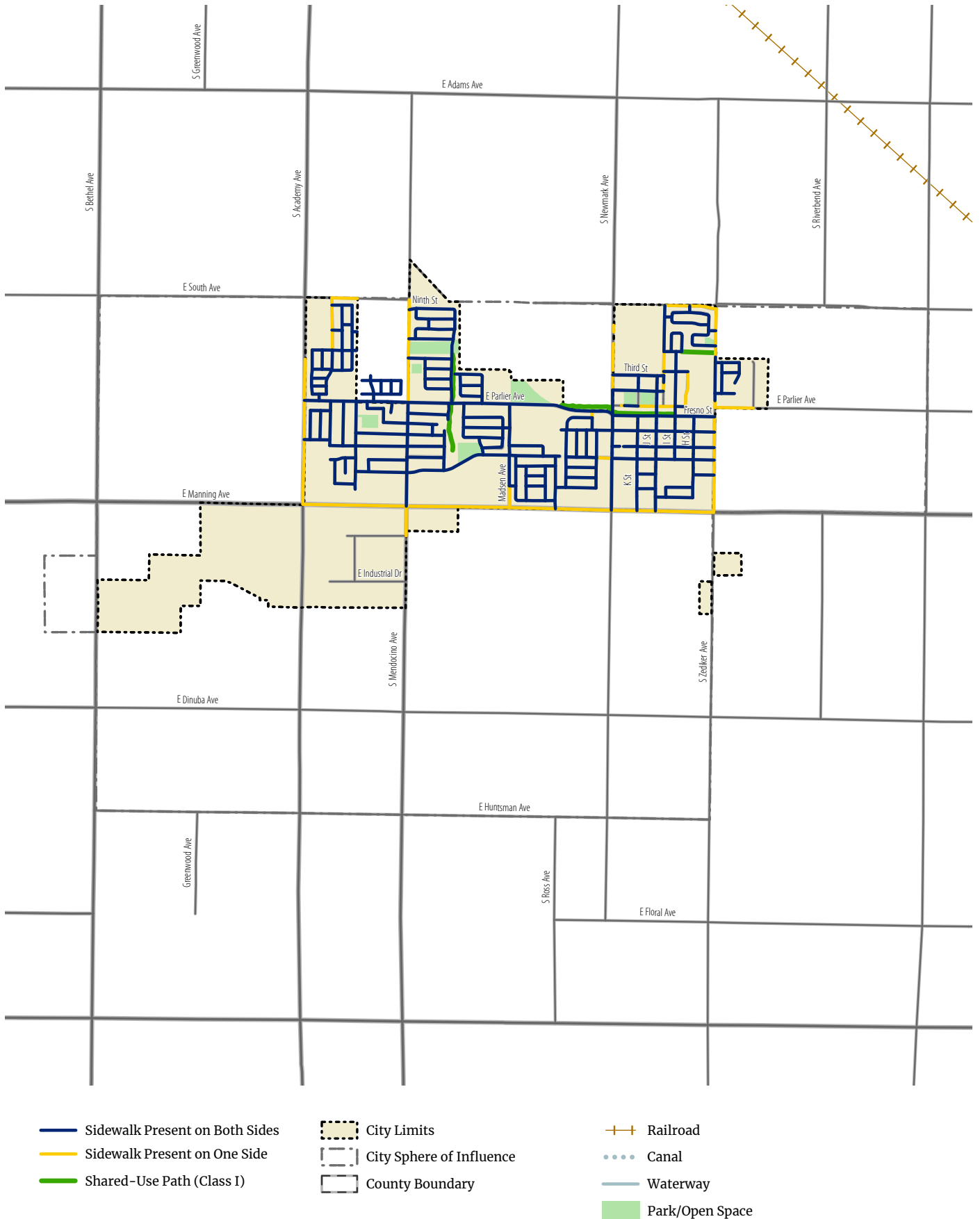
Facility Type	Miles
Sidewalk	57.7
Shared Use Path (Class I)	1.1
Bike Lane (Class II)*	6.0
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

*\*Distance measured by centerline*

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

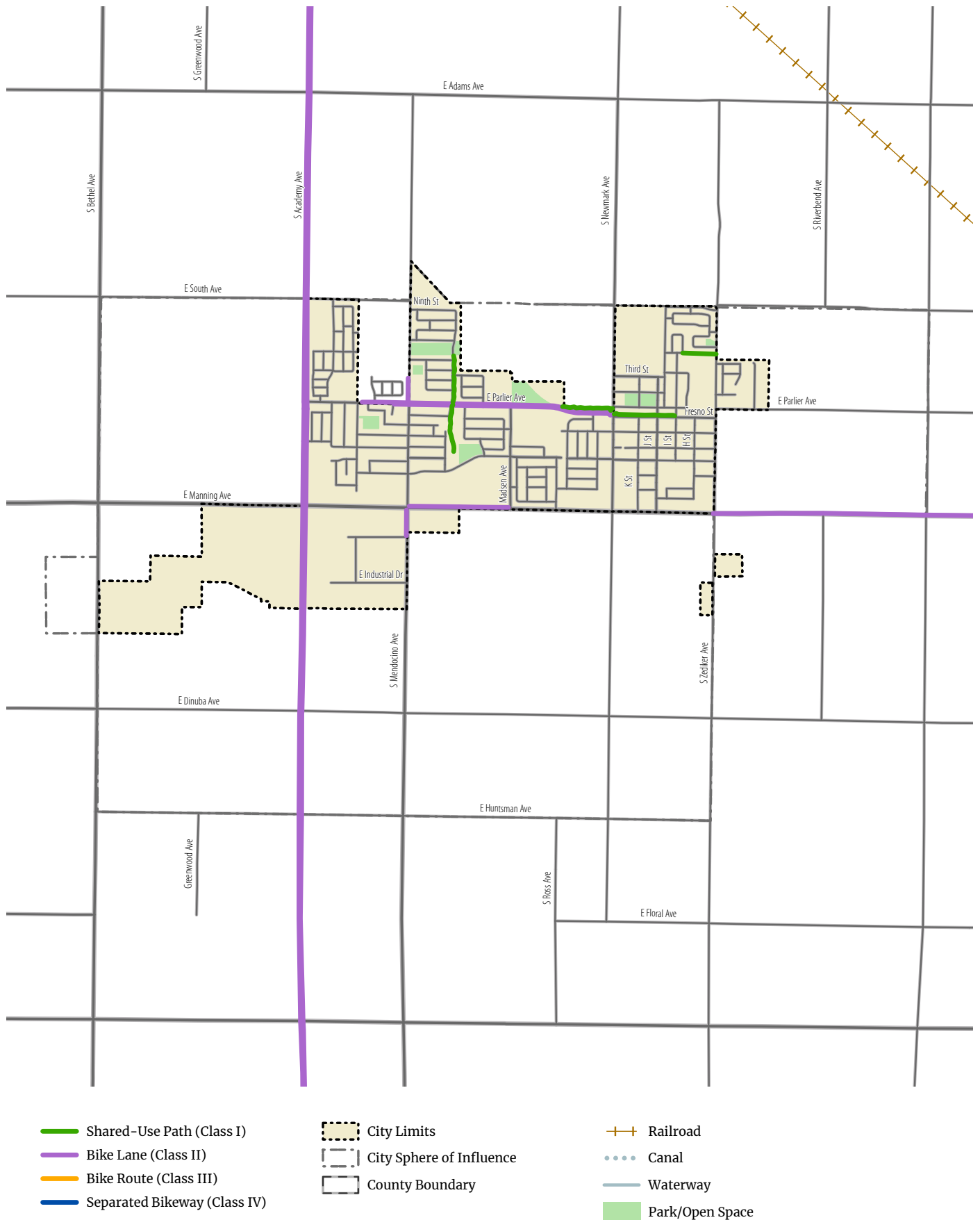
- » There are several shared use paths within the city, but they lack the connections to form a cohesive network.
- » Much of new city development is occurring along Manning Avenue, a busy arterial with few crosswalks that is often difficult for pedestrians to cross.

**Figure 13-1: Existing Walking Facilities in Parlier**



Source: Fehr & Peers, 2023

**Figure 13-2: Existing Bicycling Facilities in Parlier**



Source: Fehr & Peers, 2023

## Plans and Policies Related to Active Transportation

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

- » City of Parlier General Plan (2010)
- » Recommendations to Improve Pedestrian Safety in the City of Parlier (2014)
- » Municipal Code of Parlier, 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 Parlier has implemented many improvements for walking and bicycling in the last five years, including:

- » Construction of sidewalks and bike lanes on Manning Avenue from Mendocino Avenue to Academy Avenue (\$1,200,000)
- » Active transportation improvements including six pedestrian ramps and pedestrian crossing signage at Cesar Chavez Elementary, Parlier Junior High School, and Parlier High School in 2022 (\$360,000)
- » Crosswalk at Zediker Avenue and Zulma Road in 2023 (\$125,000)
- » Crosswalks with curb extensions at Tuolumne Street and Erica Avenue in 2023 (\$20,000)
- » Shared-use path (700 feet), the Sequoia Walkway, in 2022 (\$600,000)

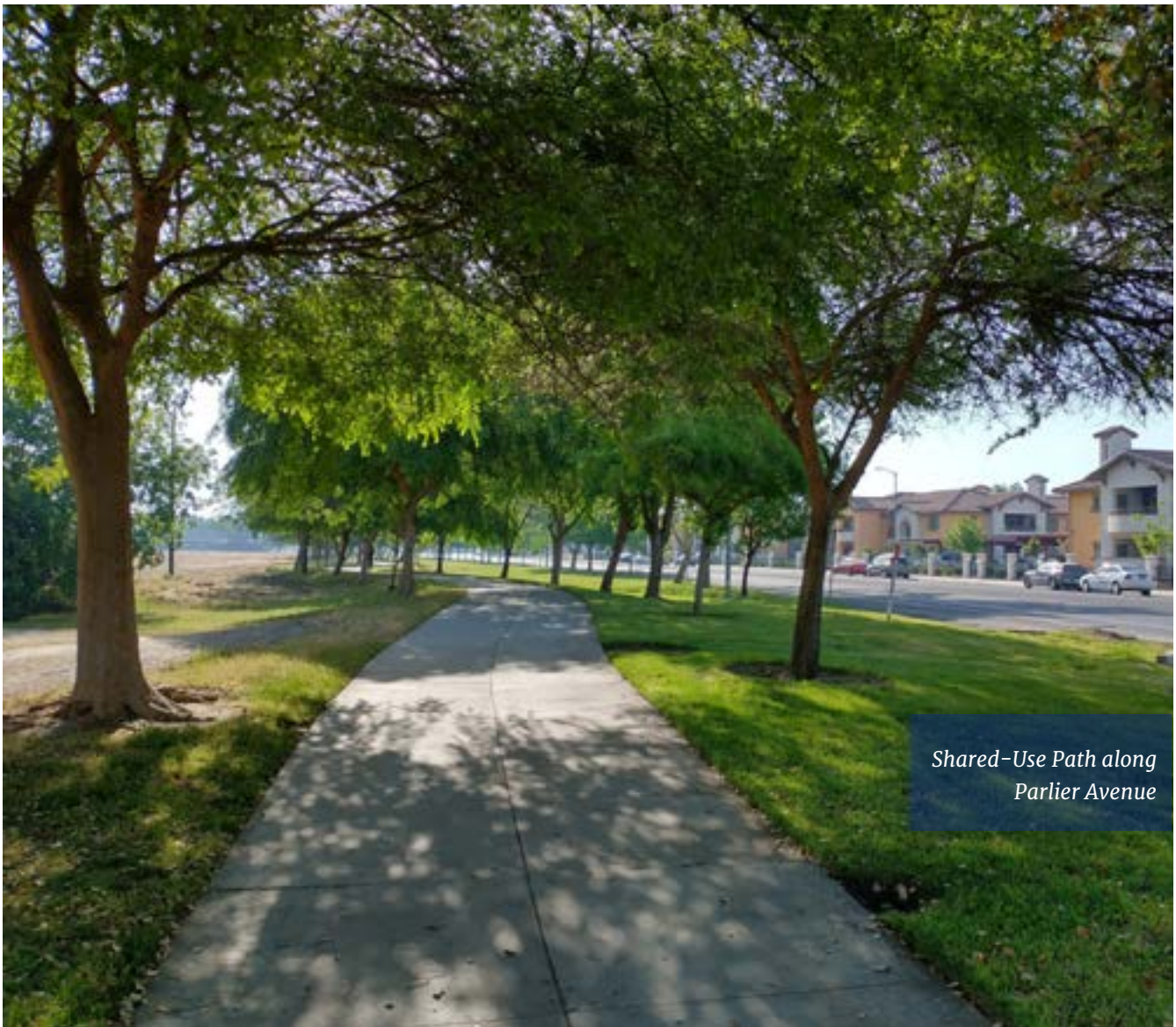


## Maintenance

In the City of Parlier, bike lanes and pedestrian facilities like sidewalks are restriped biennially to ensure visibility of lane markings. Surface inspections are usually conducted annually to identify cracks, wear and tear, and other maintenance needs. Resurfacing and other major repairs are done as needed, based on these inspections, usually every 5 to 10 years, depending on the material used and the climate. Regular clearing of drains and inspection of grates is usually done to prevent water accumulation.

## Education & Encouragement Programs

Although efforts have been reduced since the Covid-19 pandemic, Parlier schools have conducted a safety awareness campaign to keep students safe in crosswalks. Parlier has also recently received grant awards to hold bike rodeos and to educate the community about pedestrian hybrid beacons. The police department's school resource officer has participated in these efforts.



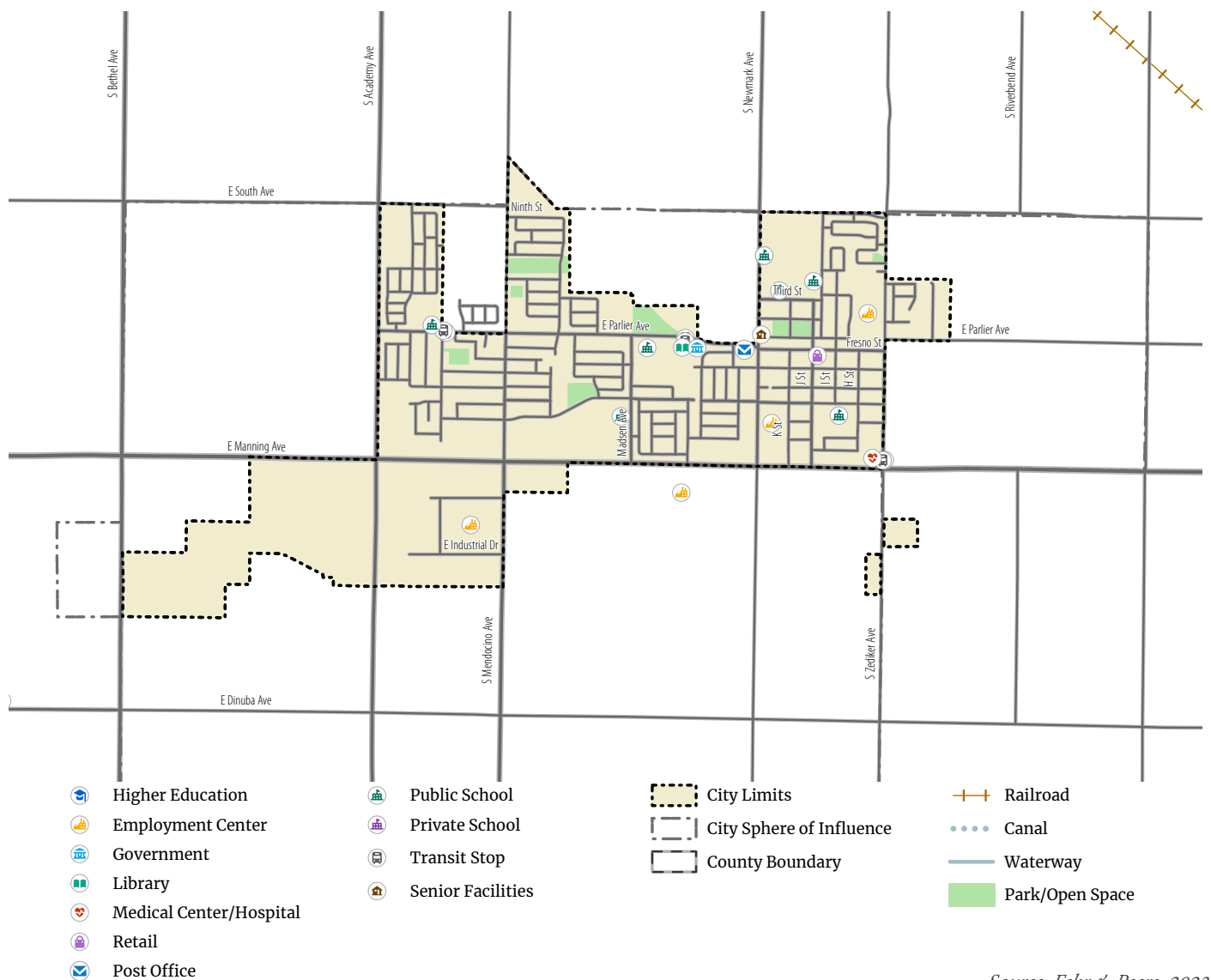
*Shared-Use Path along  
Parlier Avenue*

## Key Destinations

Figure 13-3 shows key destinations for bicyclists and pedestrians in the City of Parlier. Highlights include

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

**Figure 13-3: Key Destinations in Parlier**



Source: Fehr & Peers, 2023

## Disadvantaged Communities

All of Parlier meets multiple Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

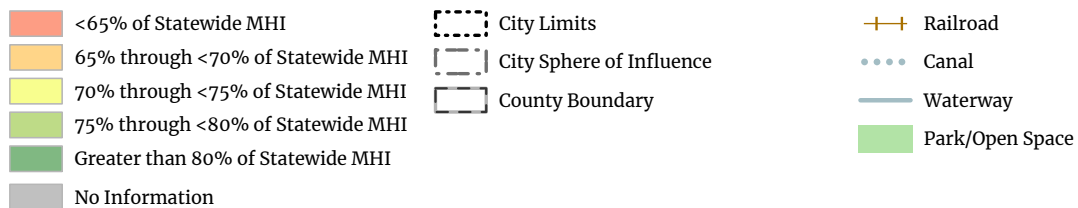
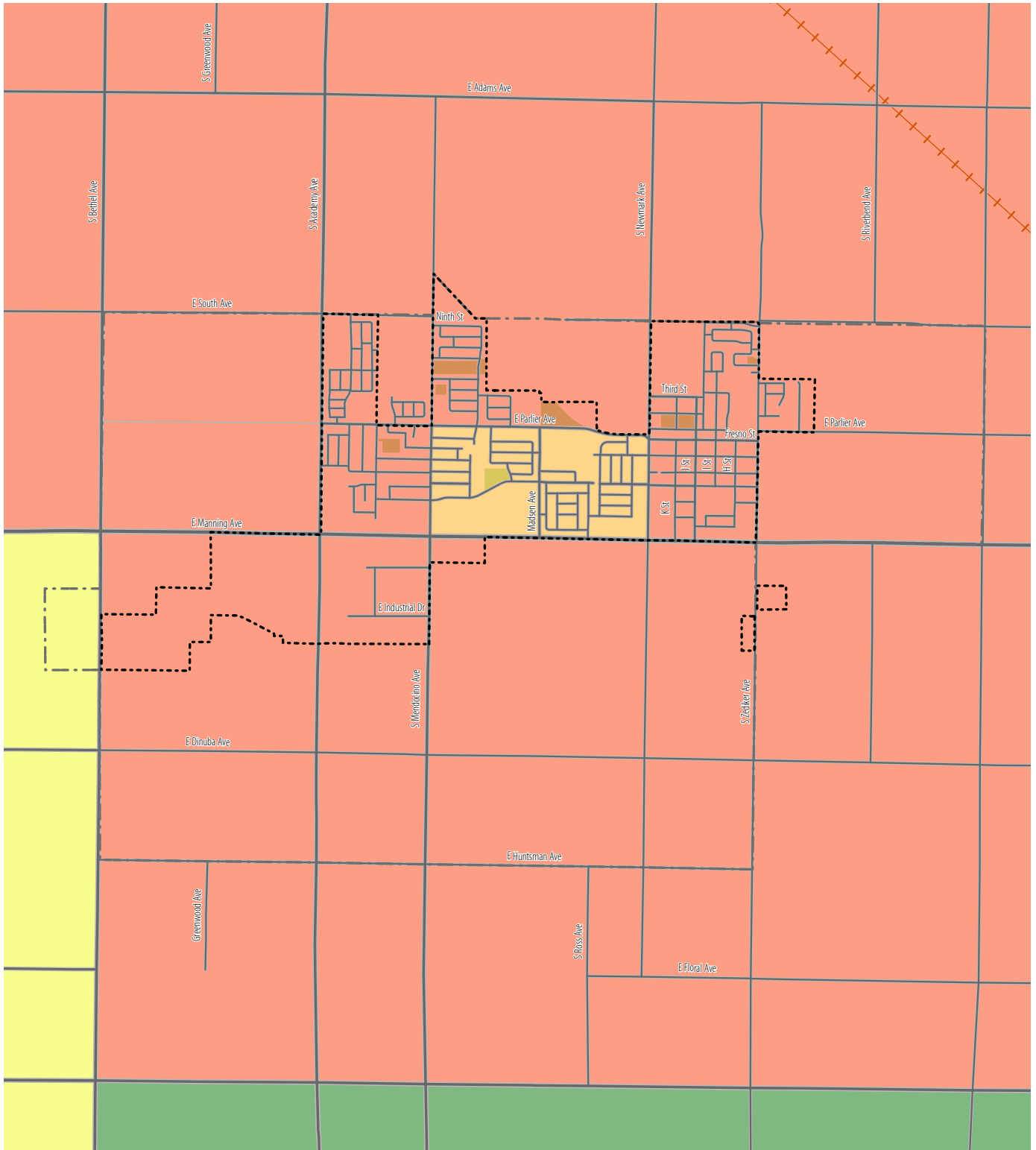
- » **Median Household Income:** All of Parlier meets this criterion. Households in Parlier have incomes less than 70 percent of the statewide median, as shown in Figure 13-4.
- » **Free & Reduced Price Meals for Schools:** All schools in Parlier with available data have over 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** Parlier is within the 10 percent most disadvantaged areas in the state.
- » **Healthy Places Index:** Parlier is within the 15 percent most disadvantaged areas of the state, as shown in Figure 13-5.
- » **Federal Climate & Economic Justice Screen:** All of Parlier meets this criterion, and most of exceeds 5 to 6 categories in this tool, as shown in Figure 13-6.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** Some areas of Parlier meet this criteria, but most of the northwestern areas does not, as shown in Figure 13-7.
- » **FCOG Environmental Justice Areas:** All of Parlier is considered disadvantaged by this definition.

Because all of Parlier 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.



*Bicyclists and pedestrians along Parlier Avenue*

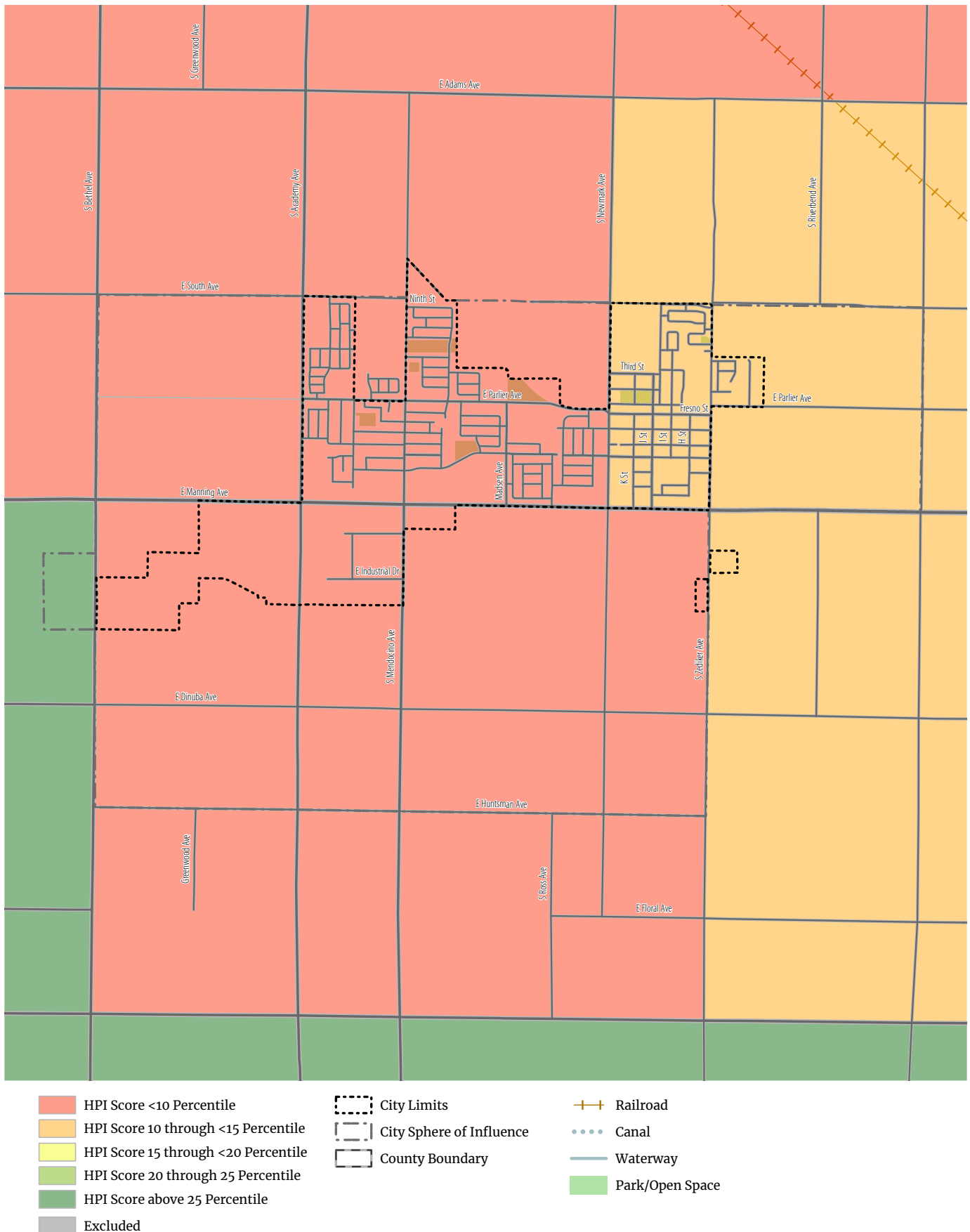
**Figure 13-4: Parlier Median Household Income**



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

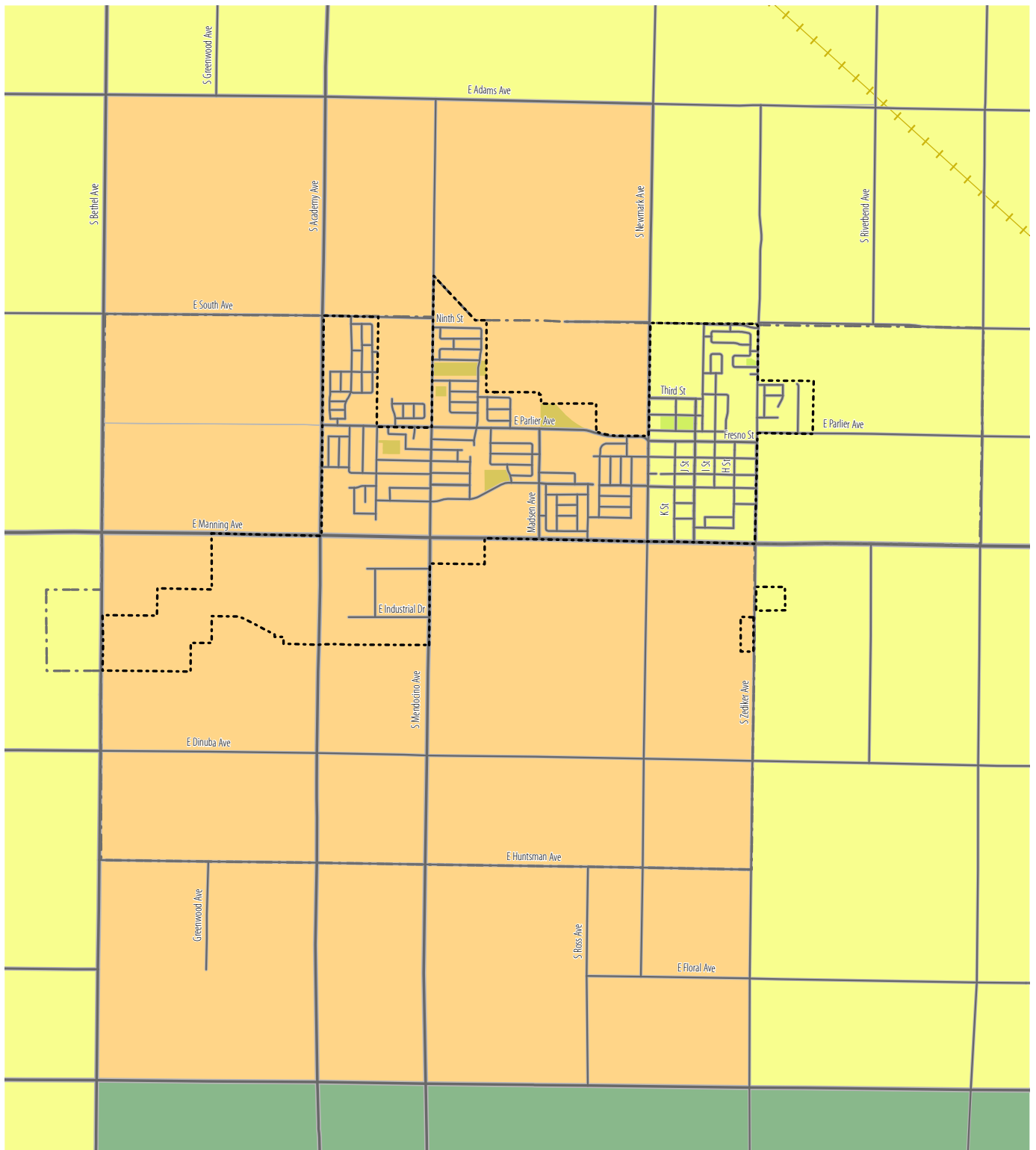


**Figure 13-5: Parlier Healthy Places Index**



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

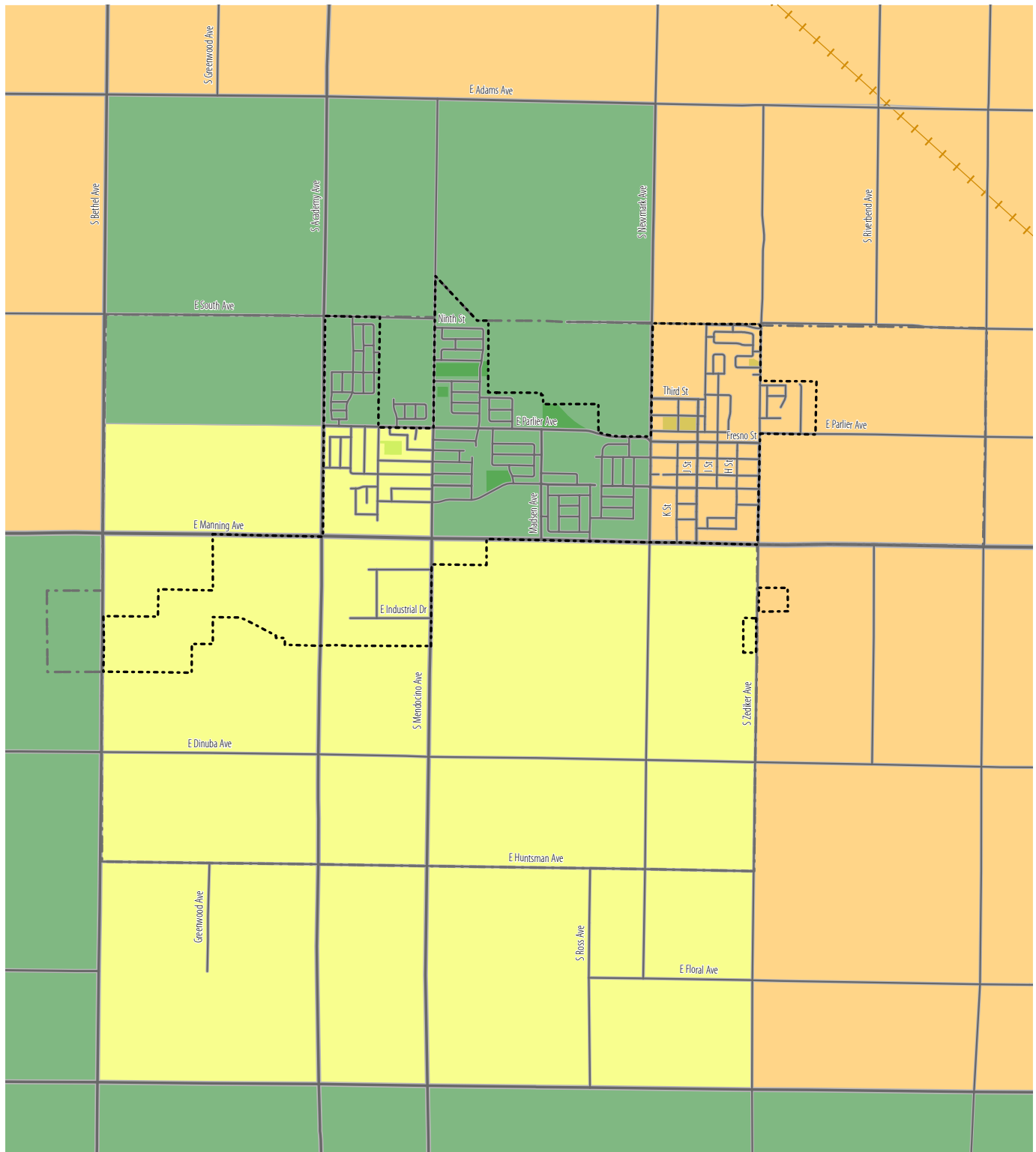
**Figure 13-6: Parlier Federal Climate & Economic Justice Screening Results**



- |   |  |   |
|---|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black;"></span> 7 Categories Exceeded     | <span style="display: inline-block; border: 2px dashed black; width: 15px; height: 15px;"></span> City Limits              | <span style="display: inline-block; width: 15px; border-bottom: 1px dashed orange;"></span> Railroad  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border: 1px solid black;"></span> 5 - 6 Categories Exceeded | <span style="display: inline-block; border: 1px dashed black; width: 15px; height: 15px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; border-bottom: 1px dotted blue;"></span> Canal   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff99; border: 1px solid black;"></span> 3 - 4 Categories Exceeded | <span style="display: inline-block; border: 1px solid black; width: 15px; height: 15px;"></span> County Boundary           | <span style="display: inline-block; width: 15px; border-bottom: 1px solid blue;"></span> Waterway   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c1e1c1; border: 1px solid black;"></span> 1 - 2 Categories Exceeded |  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black;"></span> Park/Open Space |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #6aa84f; border: 1px solid black;"></span> 0 Categories Exceeded     |  |   |

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

**Figure 13-7: Parlier US DOT Equitable Transportation Community Screening Results**



- <10% Most Disadvantaged
- 10% to <15% Most Disadvantaged
- 15% to <20% Most Disadvantaged
- 20% to 25% Most Disadvantaged
- Above 25% Most Disadvantaged
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

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

## Existing Trips

Based on the U.S. Census American Community Survey, approximately 0.5 percent of Parlier workers commute to work by walking and 0 percent commute to work by bicycling. These shares are much less than the statewide averages, as shown in Table 13-2. 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 the city is higher than shown here.

**Table 13-2: Parlier Trips to Work by Bicycling and Walking**

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Parlier	31	0.5%	0	0.0%
California	440,483	2.4%	128,474	0.7%

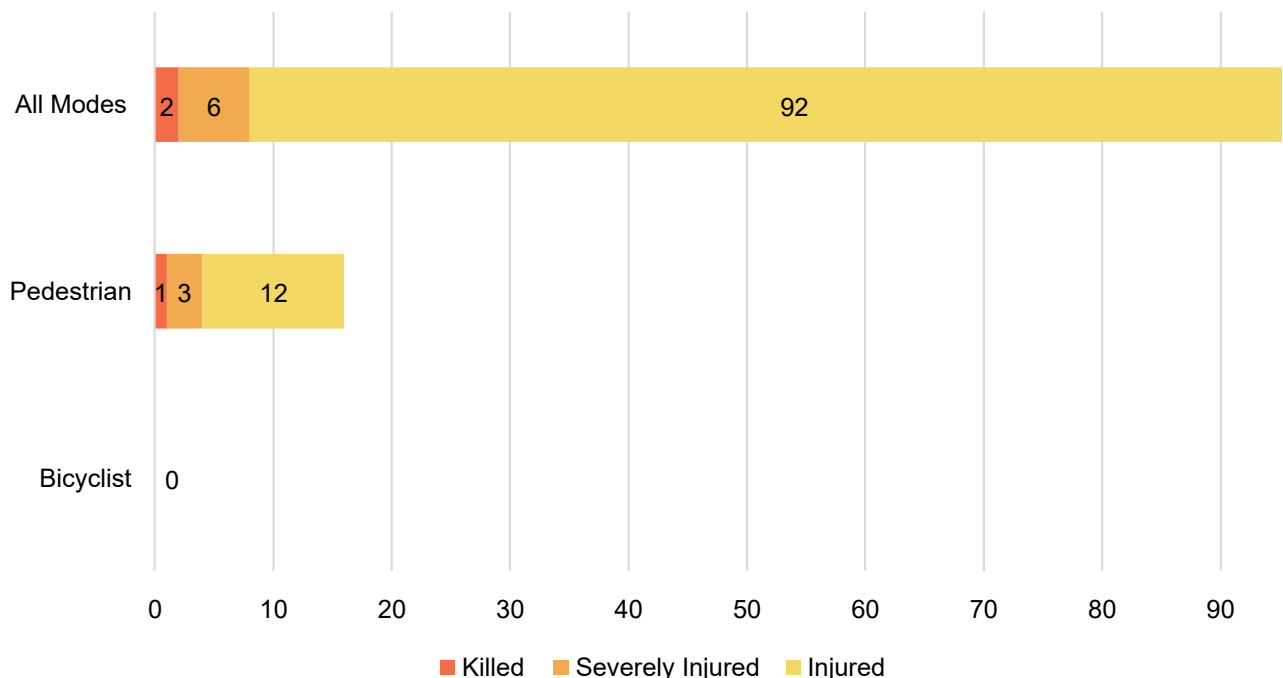
*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.*

*Source: U.S. Census 2018-2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

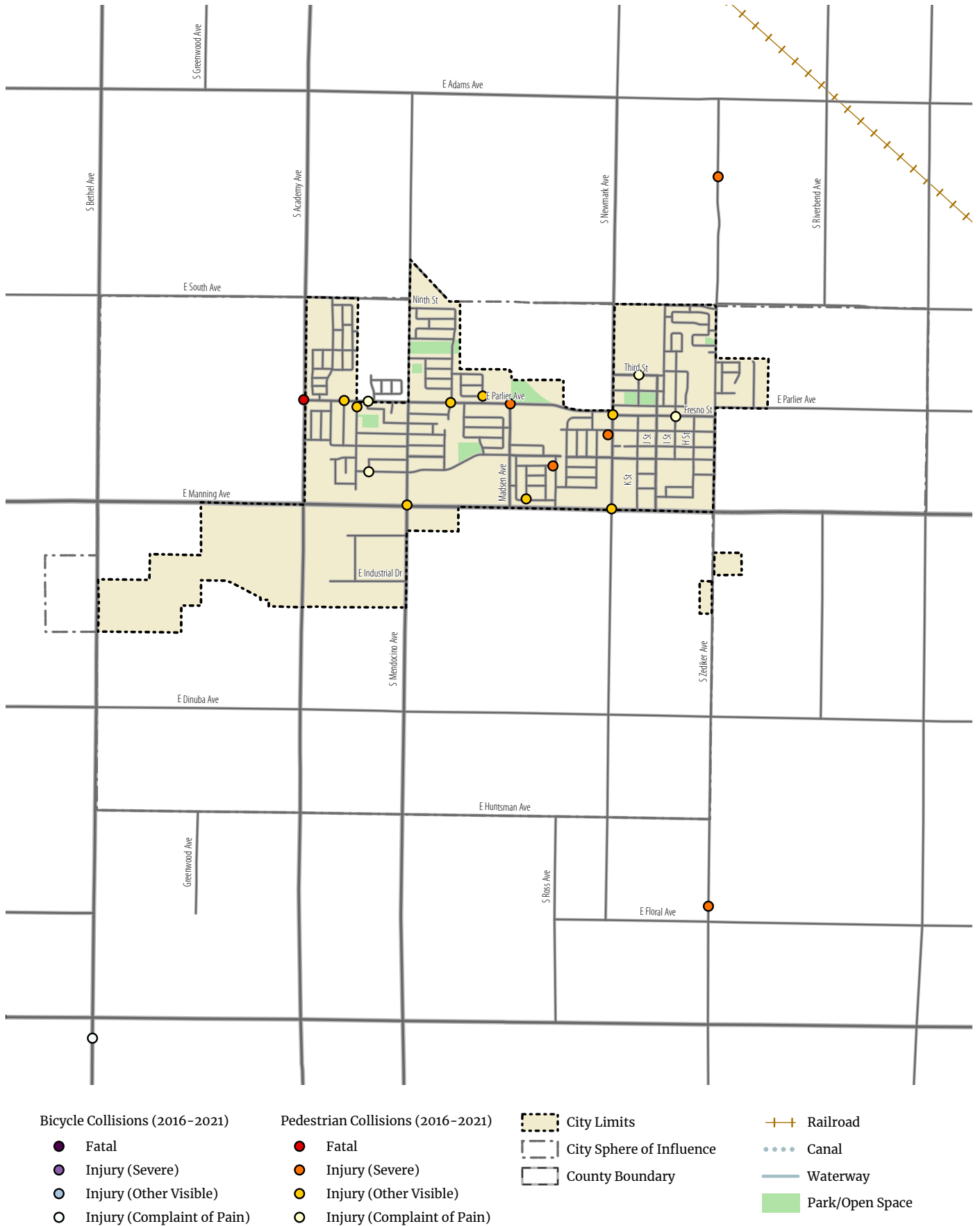
There were 16 injury collisions reported between 2016 and 2021 that involved a pedestrian, representing 16 percent of all injury collisions. There were no injury collisions involving a bicyclist recorded in this time period. In this period, 50 percent of fatal collisions and 50 percent of collisions resulting in severe injury involved a person walking. Refer to Figure 13-8 and Figure 13-9 for a summary and map of these collisions.

**Figure 13-8: Collisions by Severity in Parlier, 2016 -2021**



*Sources: TUC Berkeley SafeTREC, 2023, Fehr & Peers, 2023*

**Figure 13-9: Collisions Involving a Pedestrian or Bicyclist in Parlier**



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

## PLANNED NETWORKS

The planned walking and biking networks for Parlier are summarized in Table 13-3 and shown in Figures 13-10 and 13-11. 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 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 13-11 also presents planned bike parking for Parlier. 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 planned facilities all support disadvantaged communities.

**Table 13-3: Summary of Planned Walking and Biking Facilities in Parlier**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	57.7	1.8	59.5
Shared Use Path (Class I)	1.1	1.8	2.9
Bike Lane (Class II)*	6.0	3.9	9.9
Bike Route (Class III)*	0.0	1.4	1.4
Separated Bikeway (Class IV)*	0.0	4.3	4.3

*\*Distance measured by centerline*

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

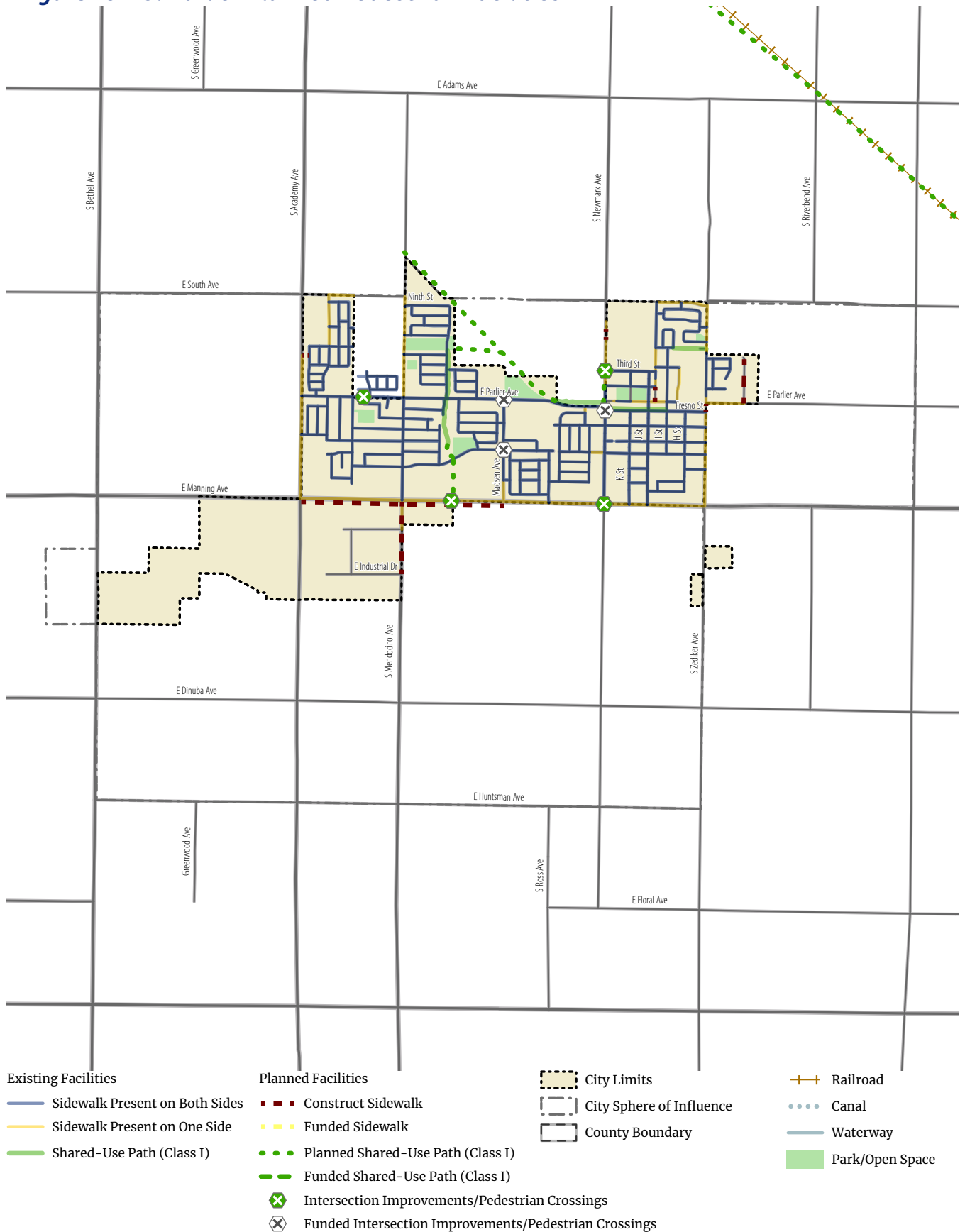
Costs to implement these facilities are summarized in Table 13-6.

**Table 13-4: Cost of Planned Walking and Biking Facilities in Parlier**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$431,900	\$656,600
Shared Use Path (Class I)	\$955,700	\$1,404,879	\$1,739,374
Bike Lane (Class II)	\$401,400	\$858,996	\$1,549,404
Bike Route (Class III)	\$16,000	\$22,560	\$22,560
Separated Bikeway (Class IV)	\$633,600	\$2,699,136	\$2,699,136
Crossing Improvements		\$262,400	\$262,400
<b>Total</b>		<b>\$5,679,871</b>	<b>\$6,929,474</b>

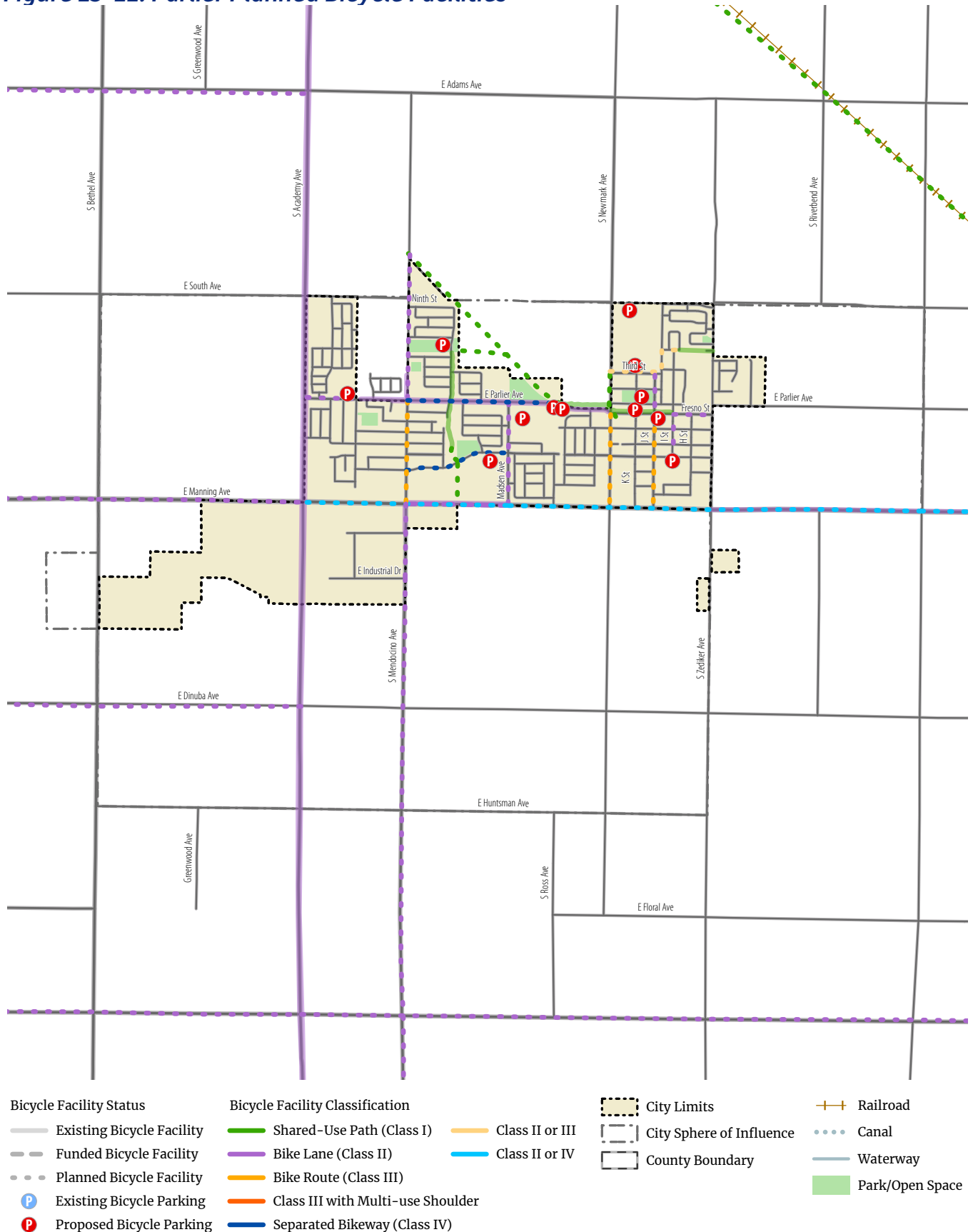
Source: Fehr & Peers, 2023

**Figure 13-10: Parlier Planned Pedestrian Facilities**



Source: Fehr & Peers, 2023

**Figure 13-11: Parlier Planned Bicycle Facilities**



Source: Fehr & Peers, 2023