



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 06-Parlier-1

Implementing Agency's Name: City of Parlier

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

Table of Contents

Screening Criteria	Page: 2
Narrative Question #1	Page: 4
Narrative Question #2	Page: 12
Narrative Question #3	Page: 17
Narrative Question #4	Page: 21
Narrative Question #5	Page: 24
Narrative Question #6	Page: 29
Narrative Question #7	Page: 31
Narrative Question #8	Page: 32
Narrative Question #9	Page: 33



Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The city of Parlier is located within the Central San Joaquin Valley, approximately 10 miles southeast of the city of Fresno. Parlier is a relatively small rural community with a population of approximately 14,500 residents. Being a small community, the city does not have a large tax base and relies greatly on grants and other outside funding sources to maintain existing and construct new infrastructure to serve the community. The city of Parlier qualifies as a Disadvantaged Community according to the Regional Competitive Active Transportation Program guidelines.

Typical of the majority of small rural communities, Parlier has a large portion of residents who rely on walking and bicycling as their primary modes of transportation. Parlier Unified School District (PUSD) does not provide bus services within the city limits and the majority of students reside within one mile of their school. Due to these factors, the city has a large portion of students who either walk or bicycle to school. In addition, a large portion of the city's commercially zoned areas are located along Manning Avenue (over 75%) but Manning Avenue does not have consistent sidewalk facilities, making access difficult for residents who rely on walking or bicycling as their primary modes of transportation.

The city of Parlier strives to promote all modes of transportation, including bicycling and walking, within the community. Towards this end, the City attempts to provide safe routes for pedestrians, especially students, to utilize in reaching their destination. As a key component of this goal, the city would like to be able to provide safe routes for



pedestrians and bicyclists to utilize on a daily basis, traveling to and from, work, school, or other destinations.

Two areas of concern for pedestrians or bicyclists is access to safe intersection crossings and sidewalks and bike lanes. At street intersections, pedestrians are forced to enter traffic areas to cross the street. The mixing of pedestrians and vehicles can be extremely hazardous, especially at uncontrolled or insufficiently controlled intersections. Likewise, when there is no sidewalk present along the desired route, a pedestrian is forced to either choose another, possibly longer, route or to enter traffic and walk on the shoulder of the road. The purpose of this project is to increase pedestrian safety for students and pedestrians in general, at the intersection of Mendocino Avenue and Tuolumne Street and to increase safety for pedestrians and bicyclists along Manning Avenue.

2. Consistency with Regional Plan.

The project is consistent with the 2011 Regional Transportation Plan (RTP) for the Fresno County Region, prepared by the Council of Fresno County Governments. The RTP was adopted July 29, 2010. A letter from Council of Fresno County Governments is included as Attachment J.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Using ACS 2012 5-year projection data as well as land use data to determine population, it was determined that a total of 618 pedestrian or bicycle trips are generated daily from the Manning Avenue tributary areas (see exhibit 8). ACS 2012 5-year data gave the percentages of commuters who walk to work and, given the small scale of the City and the flat terrain, it was assumed that an equal number of people walk daily to a variety of destinations that are not their place of employment. It was also assumed, again given the small size of the City and the flat terrain, than an equal number of people use bicycle travel daily, either to commute to work or to reach a destination other than their place of employment. Given the high concentration of commercial enterprises located along Manning avenue (approximately 75% of all commercial within the City) it was determined that 60% of such trips would take the pedestrian or bicyclist along Manning Avenue. This means that there are 371 pedestrians or bicyclists using Manning Avenue daily. Again assuming a 20% increase given safer facilities, this number would increase by 74 pedestrians or bicyclists.

The crossing improvements element of this project would increase the safety of the Manning Avenue and Madsen Avenue intersection, a main crossing for Parlier Junior High School students and Ben Benavides Elementary students. The construction of a safe route to school will increase parent willingness to allow their children to walk to school. According to the Safe Routes to School National Partnership, a California Study showed that schools that received infrastructure improvements through funding



from the Safe Routes to School program showed increases in walking and bicycling from 20 to 200 percent.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)
- a. creation of new routes
 - b. removal of barrier to mobility
 - c. closure of gaps
 - d. other improvements to routes
 - e. educates or encourages use of existing routes

Sidewalk gaps along Manning Avenue

Despite being a primary transportation corridor for many residents, there are currently many existing sidewalk gaps on the north side of Manning Avenue. The south side is within the County's right-of-way and generally lacks sidewalks. Many community residents on the west side of the City travel along Manning Avenue to use vital services on the east side of town, including the United Health Center at Manning and Zediker—the only health care provider in the immediate vicinity. The lack of sidewalks along Manning is a significant barrier to actual and perceived safety for people walking, given the high traffic volumes and speeds, including frequent freight traffic.

Sidewalk construction to address gaps between Zediker Avenue and Madsen Avenue is fully funded through the FCOG Regional Transportation Plan and should be constructed within 12 months—with the sidewalk gap between Madsen Avenue and Mendocino Avenue as the largest remaining gap (roughly 0.5 miles) in the core of the city.

Constructing sidewalk and bicycle lanes along Manning Avenue will provide students walking and biking to Parlier Jr. High and Ben Benavidez Elementary School with a safe path. The current state of the sidewalk and road is not conducive to anyone, least of all school-aged children, walking and biking safely and serves as an obstacle to



pedestrian activity. The completion of the proposed project will encourage students to walk and bike to school by providing a safe sidewalk and Class II bike lane along the primary route as well as connect the sidewalk to all the possible amenities provided in Parlier. To the east is United Health Centers and major employers and to the west is grocery shopping, fast food, pharmacy, and the Industrial Park.

Parents who previously would not allow their children to walk or bike to school due to the lack of infrastructure for safety concerns will allow their children to walk and bike to school after project completion. Students who were previously not comfortable walking and biking to school in the roadway due to the lack of sidewalk will be able to walk and bike along the newly constructed sidewalk and bike lane and out of the roadway.

Reference A for a project benefit area map and commute route analysis demonstrating the areas of the community served by the project within 1 miles of the benefited school.

Improved Crossing at Manning Avenue and Madsen Avenue.

The location of the crossing improvements as part of the project has been identified as an area of concern regarding student safety by parents and school staff. A goal of the project is to increase safety conditions at these locations and promote increased walking and bicycling to school.

Sidewalk Construction on north side of Manning Avenue

The sidewalk construction element of this project would increase the safety of pedestrians and bicyclists traveling along Manning Avenue. The construction of a safe sidewalk and bicycle lane along Manning Avenue will increase the number of pedestrian and bicycle trips along the corridor. This project addresses the construction of curb and gutter, sidewalk, and bicycle lane along the north side of Manning Avenue from the intersection of Manning Avenue and Madsen Avenue to the storage facility that is east of Mendocino Avenue. The City of Parlier's long-term Capital Improvement Plan includes plans to construct sidewalk along the entirety of the north side of Manning Avenue, from Mendocino to Zediker Avenue. Funding has already been allocated for the construction of the portion between Zediker Avenue and Madsen



Avenue and it is in the design phase with construction projected for 2015. Future stretches will be constructed in the coming years as funding becomes available. The City has consulted with the Parlier Unified School District and Parlier Junior High School in particular regarding the transportation characteristics of their students. As discussed previously, PUSD does not provide school bus service within the City limits. Parlier Junior High School serves the City as a whole (as well as surrounding county areas). As the PUSD does not provide bussing within City limits, the nearly entirety of students are either driven by an adult, walk, or bicycle to school. The proposed crossing improvement site is southwest of Parlier Junior High School. Using population density and the percentage of the population consisting of junior high school-aged children, it is estimated that 74 students come to Parlier Junior High School using a route that would take them through the intersection of Manning Avenue and Madsen Avenue. Of these, all 74 students live within a mile of the school. According to school staff, an estimated 50 percent of students, or 237 of 474 students, walk or bicycle to school.

Ben Benavidez Elementary also uses the same route. Approximately 102 students come to school using that route. An estimated 45 percent of the students walk or bicycle to school. As previously mentioned, there is no bus service so if only 45 percent is walking or biking to school, the remaining is driving to school – a route that is only one mile away. One of the main reasons that the parents drive their children to school is due to the dangerous conditions of the school route. Just 5 months ago, a nine year old boy was killed as he was walking to school, hit by an unlicensed teen age driver. Since then, the number of youth walking or biking to school, at the elementary school, has greatly decreased to 30-35 percent. The goal of the project is to make the route safer and to extend outreach and education to the students and the community on how to use the crosswalks and sidewalks.

Sidewalk Construction on north side of Manning Avenue



The location of the proposed sidewalk construction is along Manning Avenue, which is designated in the City of Parlier General Plan as "the main shopping/commercial location in the community." This means that it is a location to which the residents of Parlier need access. Given that Parlier is a small rural community in which there is no municipal city bus service, it stands to reason that a certain portion of the community must walk or bike as their primary mode of transportation. Furthermore, some residents may choose to walk or bike for personal health or environmental reasons. These residents should have safe access to the facilities along Manning Avenue, which include many of the City's employers, retailers, and the United Health Center at the corner of Manning Avenue and Zediker Avenue. The Fresno County Rural Transit Agency runs a bus through Parlier along Manning Avenue, with a stop located at Manning Avenue and Zediker Avenue. With a sidewalk along the north side of Manning Avenue, more pedestrians and bicyclists could safely reach that bus stop (see Exhibit 6).

Per Part C above, the project will increase pedestrian safety at the specified intersection and along the north side of Manning Avenue in the project area and thus remove barriers along a route to and from school as well as to and from employment centers, retailers, health care facilities, and transit facilities.

The project will increase pedestrian safety along the north side of Manning Avenue in the project area and thus remove barriers along a route to and from school as well as to and from employment centers, retailers, health care facilities, and transit facilities. This stretch of Manning Avenue does not have any concrete sidewalk. Currently, there is only edge of pavement with dirt and grass for residents to travel on. This stretch of new curb, gutter, sidewalk and bicycle striping will create a new route for residents to safely walk and bike along Manning Avenue to all parts of the city.

- By providing concrete curb, gutter, sidewalk and bicycle striping along Manning Avenue, all existing barriers will be removed and a safe path of travel will be created for residents to safely walk and bike along Manning Avenue to all parts of the city.



- By providing concrete curb, gutter, sidewalk and bicycle striping along this stretch of Manning Avenue, Manning Avenue will be removing a big gap of missing sidewalk along Manning Avenue and the goal of having sidewalk from Mendocino Avenue to Zediker Avenue will be one step closer to fulfillment.
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- By providing concrete curb, gutter, sidewalk and bicycle striping along this stretch of Manning Avenue, residents will definitely see a defined walking and bicycle path designed for resident use.

Through this **creation of the new route** on Manning Avenue, we will make Manning Avenue a “Complete Path” for pedestrians and bicyclists. It was already complete for drivers, but it was far too dangerous for pedestrians and bicyclists. Manning Avenue is the largest arterial in the city of Parlier. This project will create new routes for youth to walk and bike to school, and provide a route for the other residents in town to travel to work, medical center, UC Kearney Ag, Social and Community services through Family Resource Center, and lastly, this route can take residents to the largest employment centers in town. By completing the sidewalk, the **barrier to mobility** will be removed. Currently on Manning, there are sidewalks that run from Newmark Avenue to Madsen Avenue. At that point, the sidewalk ends and restarts again just east of Mendocino Avenue. By completing this project, we will close a **major gap**. The other improvements that will be made to the corner of Madsen and Manning Avenues is a crosswalk will be installed so that the youth traveling down Manning east can cross Madsen Avenue to the east side of the road and travel safely on the east side until they reach Tuolumne Avenue and can cross back over to reach school.

Included in our project is outreach and education, including evaluation. The outreach and education will be completed by including an article about pedestrian safety in the city newsletter that goes out quarterly. According to the Safe Transportation Research and Education Center (<http://safetrec.berkeley.edu>), Latinos experience



disproportionate risks of dying or being injured in traffic accidents compared to non-Latino whites, and Latinos will be the majority population in California by 2040. The changing demographics of California paint a picture that demands attention and motivates this project. According to long-range projections by the California Department of Finance (DOF) the population of California will grow by 20 million people over the next 50 year. The implications of such population trends are being explored in housing, employment, education and other arenas. However, the impact that this demographic shift will have on the health and safety of Latinos in California is yet to be fully appreciated. By looking at the demographic characteristics of today's Latino population we can predict some of the challenges the state will face in reducing traffic injury risk in this population.

The following areas are of particular concern and focus:

- **Alcohol and Traffic Safety:** Drinking and driving has been shown to be more prevalent among Latinos than among other groups. Young male Latino drivers, in particular, are at a disproportionately higher risk than other groups of being killed in alcohol-related collisions, or arrested for driving under the influence (DUI).
- **Seat Belt Use:** Although findings on seat belt use among Latinos have been inconsistent, Latinos are more likely than non-Latinos to have been unrestrained in fatal collisions.
- **Child Passenger Safety:** Studies have found that Latino children involved in collisions are less likely to be restrained than white, non-Hispanic children.
- **Pedestrian Injury:** Latino children are at high risk for pedestrian fatalities. Lack of access to medical care compounds the severity of injuries.
- **Licensing:** Drivers who have never been licensed are more likely to be involved in a fatal collision. Latino drivers in fatal crashes have been shown to be more likely than other groups to be unlicensed.
- **Agricultural Communities:** Drivers on rural roads are at a higher risk for fatal crashes than those driving in urban areas. Rural Latinos have been shown to have a disproportionate risk of being killed in.



It is tragic that we have already experienced a fatal collision with an unlicensed driver and a Latino child, who was killed as he was walking to school.

- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

“Workshop participants broadly supported the City’s proposal to pursue a regional ATP grant to improve walking conditions for students traveling from the west side of town to access Benavidez Elementary School as well as Parlier Junior High School. The City’s proposal includes a partial sidewalk gap closure between Mendocino Ave. and Madsen Ave

While the City would prefer for the application to cover the entirety of the Mendocino to Madsen gap, the costs for the project are projected to be too high to be competitive for the available regional funds. Participants agreed that it is critical for the scope of the project to be pared down to ensure competitiveness. Accordingly, the proposal will focus on the first sidewalk gap closest to the Manning/Mendocino intersection due the impending change in land use (incoming Rite Aid drug store) at this corner lot that is expected to increase pedestrian traffic. This proposal will build upon the soon to be constructed sidewalks between Madsen and Zediker Avenues —moving the City one step closer toward a completed Manning Avenue that fully connects the community from west to east and supports Parlier’s strong walking and bicycling culture. Moreover, the elimination of sidewalk gaps along Manning Avenue is a longstanding community and city priority. The City also aims to leverage its own local funds to provide a significantly higher match than required to improve regional competitiveness for this project.”

The above quote was taken directly out of our report, Recommendations to Improve the Pedestrian Safety, written by California Walks. The first phase of our Manning sidewalk project was funded with the local round of ATP funds in 2014. Through this grant, we will be able to finally complete Manning Avenue. This project will connect the community from west to east.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

The north side of Manning Avenue east of Mendocino Avenue does not currently have a consistent sidewalk or bicycle lane. This means that pedestrians or bicyclists using the route do so without the safety of a sidewalk or striped bike lane. Pedestrians or bicyclists traveling on the shoulder of the road are less visible to drivers as the driver does not have the visual cues of sidewalks and bike lanes to let him or her know to expect pedestrians or bicyclists. The construction of a sidewalk and the addition of a painted bike lane along the north side of Manning Avenue has the potential to reduce future pedestrian and/or bicyclist injuries or fatalities at this location.

The installation of a sidewalk and bike lane along the north side of Manning Avenue within the project area and east to Zediker Avenue with subsequent projects will enhance pedestrian and bicyclist safety along a major transportation corridor through the City. Pedestrians walking on sidewalks and bicyclists riding in bike lanes are more visible to drivers than those traveling in the shoulder of the road where a driver does not expect them to be. Giving pedestrians and bicyclists a designated space to walk and ride would increase compliance with local traffic laws and eliminate behaviors, such as walking or biking in traffic, that lead to collisions. As stated, the sidewalk and bicycle lanes make pedestrians and bicyclists more visible to drivers and creates a clearer division of space in the road, improving traffic control. This portion of the project directly addresses the inadequate sidewalk and bicycle facilities along Manning Avenue and proposes to install adequate facilities.

Improved Crossing at Manning Avenue and Madsen Avenue

The intersection of Manning Avenue and Madsen Avenue is a major crossing for students walking or bicycling to and from Parlier Junior High School and Ben



Benavidez Elementary. Currently the southern and eastern intersection crossings are not marked as noticeably as they could be. This means that students crossing the intersection are not as visible as they could be with safer crossing markings. Increasing intersection visibility for drivers has the potential to decrease future pedestrian and/or bicyclist injuries or fatalities at this location.

There are no documented incidents causing injuries or fatalities to pedestrians or bicyclists at the intersection of Manning Avenue and Madsen Avenue in the last five years, but residents have observed safety hazards that may lead to injuries or fatalities. Just within the last 6 months, a nine year old boy died while walking to school. This occurred about blocks from Manning and Madsen. The accident happened on Madsen. An unlicensed teen driver hit him as he was walking to school. The accident happened in the fog which is why we will eventually need all our stop signs to be lighted. Every winter, Parlier has days, sometimes weeks, where we can't see anything in front of us. Part of our education will be focused on walking and biking in the fog.

In 2011, there were two collisions at the intersections of Mendocino Avenue and E. Young Avenue and Mendocino Avenue and E. Ann Avenue. One was a vehicle/pedestrian collision and the other was a vehicle/bicyclist collision. Neither were fatalities but one did result in visible injuries and one in complaint of pain. The locations share similar safety hazards to the project intersection location, primarily hazards with visibility of pedestrians and bicyclists crossing the street.

Please see Appendix B for photos documenting the safety hazards at the intersection due to a lack of safe crossings.

In 2013 there was one documented incident of a collision involving a motor vehicle and a pedestrian on Manning Avenue. The pedestrian was visibly injured. The lack of sidewalk and bike lane along Manning Avenue presents a clear safety hazard for pedestrians and bicyclists and has been brought to the attention of the City by concerned residents. Please see Appendix F for photos documenting safety hazards on Manning Avenue due to a lack of facilities for pedestrians and bicyclists.



- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
 - Improves sight distance and visibility between motorized and non-motorized users.
 - Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
 - Improves compliance with local traffic laws for both motorized and non-motorized users.
 - Addresses inadequate traffic control devices.
 - Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
 - Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

By constructing concrete curb, gutter, sidewalk and bicycle striping along Manning Avenue, motorists will now see a defined lane pattern with a concrete curb barrier which will reduce the openness of the road and will naturally **reduce the speed of motorists**.

It will be obvious to motorists that pedestrians will have a defined path of travel along the concrete sidewalk and there will be a **defined concrete curb will give a specific distance** that motorist have to stay away from the pedestrian path of travel. Also, motorists will have a defined striping pattern for **bicyclists to travel that will be a more visible**.

With the addition of concrete curb, gutter, sidewalk and bicycle striping along Manning Avenue, it will create physical separation and it will **eliminate potential conflict points between motorists and non-motorists**.

With the addition of concrete curb, gutter, sidewalk and bicycle striping, both motorists and non-motorists will have defined paths of travel that will **help with traffic laws** and will address traffic devices and **will help eliminate behaviors that lead to collisions between motorists and non-motorists and non-motorists users**.

Currently, there are no paths of travel for non-motorists as there just dirt and grass areas to travel and this section of Manning Avenue is inadequate for non-motorists. With the addition of concrete curb, gutter, sidewalk and bicycle striping along Manning Avenue, **Manning Avenue will create a safer path of travel for non-motorists**.

Improved Crossing at Manning Avenue and Madsen Avenue



The installation of more visible intersection crossings at the southern and eastern sides of the intersection of Manning Avenue and Madsen Avenue will make the intersection and any pedestrians or bicyclists using it more visible to drivers from farther away. The improved crossing markings would increase visibility of the intersection and stop sign to drivers, reducing drivers who do not stop at the existing stop sign. The current crossing facilities provide inadequate visibility to pedestrian and bicyclists using the intersection. Improving these facilities, thus making the crossing more visible and drivers more likely to stop would address the current inadequate traffic control devices at the intersection. As previously stated, the current crossings on the east and south sides of the intersection represent inadequate crosswalk facilities. This project aims to improve these facilities to provide safe crossing for pedestrians, especially the students of Parlier Junior High School.

Sidewalk Construction on north side of Manning Avenue

The installation of a sidewalk and bike lane along the north side of Manning Avenue within the project area and east to Zediker Avenue with subsequent projects will enhance pedestrian and bicyclist safety along a major transportation corridor through the City. Pedestrians walking on sidewalks and bicyclists riding in bike lanes are more visible to drivers than those traveling in the shoulder of the road where a driver does not expect them to be. Giving pedestrians and bicyclists a designated space to walk and ride would increase compliance with local traffic laws and eliminate behaviors, such as walking or biking in traffic, that lead to collisions. As stated, the sidewalk and bicycle lanes make pedestrians and bicyclists more visible to drivers and create a clearer division of space in the road, improving traffic control. This portion of the project directly addresses the inadequate sidewalk and bicycle facilities along Manning Avenue and proposes to install adequate facilities.





Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

In collaboration with the Latino Coalition for a Healthy California and the Central California Obesity Prevention Program (CCROPP), the City of Parlier was identified as a focus community for a Community Pedestrian Safety Training based on community resident interest in pedestrian safety and walkability at the June 7, 2014 Parlier Healthy Community Forum. At the forum, community residents identified the need for more facilities for the community, including children, to walk, run, and play safely. Key priorities included Safe Routes to School programs, additional marked crosswalks, and speed enforcement—as key priorities.

Following additional conversations, the City invited the University of California at Berkeley's Safe Transportation Research Center (SafeTREC) and California Walks (Cal Walks) to Parlier to facilitate a pedestrian safety action planning workshop with an immediate focus on strengthening the City's grant application for the Fresno Council of Government's (FCOG) Regional Active Transportation Program (ATP) through a community driven process. Cal Walks facilitated the workshop on August 13, 2014 and provided an overview of multidisciplinary approaches to improve pedestrian safety, a walkability assessment of city streets, and small group discussions to facilitate the development of recommendations for the City's ongoing active transportation efforts, as well as to inform the City's regional ATP application. This report summarizes the workshop proceedings, as well as ideas identified during the process and recommendations for safety projects.



The Community Pedestrian Safety Workshop held Wednesday, August 13th, at the United Health Center was hosted and supported by the California Office of Traffic Safety, SafeTrec, California Walks, Central California Regional Obesity Prevention Program, Latino Coalition for a Healthy California, and the City of Parlier. Local stakeholders who participated included the Mayor, Council Members, City Manager, City Engineer, City Community Development Director, Police Chief, Planning Commission Representatives, Parlier Family Resource Center, Parlier Youth Centers of America, Senior Center, Downtown Business Representatives, CA Communities that Care, Central Valley Communities that Care, Fresno County Supervisor's office, Fresno County Department of Public Health, Parlier Unified School District, Fresno County Bicycle Coalition, Strengthening Families Initiative, Center for Nutrition and Physical Activity Promotion – Parlier Wellness Committee, Safe Route to School Program – City of Parlier, Fresno State, Granted Solutions (Parlier Safe Routes to School Consultant), Parents, and other Community Members.

It included education on pedestrian safety, a walk audit of a portion of Manning Avenue, an overview of the ATP application process, time for community discussion, and a report back with community priorities. From these two meetings community input was received that was combined with engineering estimates and ATP application guidelines to decide what project to present in this application.

Parlier Unified School District was also contacted to contribute to the process. They contributed data regarding the transportation modes of their student body that allowed a project site to be identified that would greatly improve student safety while walking or bicycling to school. The project was discussed at school board meeting in February 2015. The district board members, after listening to input from the community members, concluded that the project must include an educational component. The city does have problems with the youth and residents not obeying the pedestrian laws. Just prior to this meeting, on January 30, 2015, Parlier suffered the loss of a 9 year old boy who was hit, by a teen-aged unlicensed driver, while walking to school. This



accident has been just one of several accidents that have occurred in Parlier because of the lack of pedestrian and bicycle safety.

One of the major issues observed and discussed was the discontinuous nature of sidewalks and a lack of sidewalks in many areas. It was noted this situation created an environment that is difficult to navigate on foot, and the lack of safe walking connections encouraged residents to drive to school and businesses even if they are within reasonable walking distance. The report generated by California WALKS as a result of the workshop concluded that improving the walking conditions by establishing continuous sidewalks was a primary goal. The Community Pedestrian Safety Workshop also discussed potential programs to be held in schools to increase awareness of safe pedestrian behaviors as well as encouragement programs such as classroom competitions and public health education. The California WALKS report recommends partnering with local agencies like Butte County Public Health to offer such education and encouragement programs to increase active transportation and pedestrian safety. See the California WALKs Recommendation Report in the following link:

http://www.parlier.ca.us/whatsnew/2015/Parlier_CPST_Recommendations.pdf

In 2010, the City of Parlier conducted a Community Strategic Plan. In this plan, a survey was conducted of residents regarding life in Parlier. The number one priority identified in the survey was the need of a more pedestrian friendly community with sidewalks and walking paths. In the survey, 72.83% of respondents indicated they believed Parlier was not pedestrian friendly or bicycle friendly. These results clearly indicate the desire of the community to improve pedestrian access through sidewalk infrastructure and bicycle access through bicycle lanes.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

The City of Parlier held a public workshop to consider activities that could be financed by the Active Transportation Program (ATP) on Thursday, August 7, 2014 in the City



Council Chambers. A notice about the meeting was printed in the local newspaper ahead of the event. The City also held another public workshop at a Special Council meeting on May 27, 2015. The residents were actively engaged in discussing the project and the safety of the youth and the residents in general. They concluded that the project must include outreach and education.

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

Following the walkability assessment, workshop participants were divided into three groups, with two groups focused on developing concrete recommendations and priorities applying the 6 E's for the City's future active transportation planning and project implementation and one group focused on strengthening the City's regional ATP application. The groups identified 3 priority actions for the City to take in the next 36 months: Identify citywide infrastructure safety needs for low cost, easy to implement solutions; Prioritize safety improvements within school zones and safety education programs toward students and children; and Submit application ATP program to secure funding to close sidewalk gap along Manning Ave. and install rectangular rapid flashing beacon (RRFB) at Mendocino and Tuolumne to improve safety for students walking and biking to school.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Community meetings will be held for feedback and progress notification. Group-email access provides further means of communicating input and feedback.



Part B: Narrative Questions

Detailed Instructions for: **Question #4**

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

Obesity and asthma are significant factors in the overall health of the youth population. The 2013-14 California Physical Fitness Report measured the percentage of Parlier Junior High seventh-graders meeting Healthy Fitness Zone. According to the Summary of Results (bit.ly/1POK7bY), only 16.1% of the school's seventh-graders met all six fitness standards, less than half the percentage statewide (33.0%). Aerobic capacity and body composition also point to an unhealthy student population, with 60.1% of seventh-graders declared as needing improvement with regard to aerobic capacity (compared to 65.0% statewide) and 36.5% needing improvement with respect to body composition (19.4% statewide).

The California Healthy Kids Survey administered by WestEd indicates that asthma is also a significant problem for Parlier youth, with 27% stating "yes" when asked "When not exercising, do you ever have trouble breathing (for example, shortness- of-breath, wheezing, or a sense of tightness in your chest)?" This is measurably higher than the statewide average of only 20% and owes significantly to the horrid air quality appearing in rural Fresno County in **Table 1** is based on data collected in the 2012-2013 California Healthy Kids Survey.

Table 1 - Summary of Health Statistics by School

School	Students Healthy Weight (100%)	Students Physical Fitness Test (pass 6-100%)	Asthma (0%)
Parlier Jr. High	63%	16%	27%
Ben Benavides Elementary	■	■	■



B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

Improved Crossing at Manning Avenue and Madsen Avenue

As discussed previously, schools that receive infrastructure improvements through the Safe Routes to School Program have observed 20 to 200 percent increases in the number of students who either walk or bicycle to school. Considering that the project is a safety improvement project and not a new facility or route, the increase in walking and bicycling will likely be at the lower end of the range, 20 percent. Based on the existing number of students walking and bicycling to Parlier Junior High School, a 20 percent increase of students walking or bicycling to school.

Through increasing the percentage of students who walk or bicycle to school, there will be an increase in the amount of physical activity students receive and a decrease in the amount of vehicle trips and emissions. The increase in physical activity aids in reducing childhood obesity and emissions reductions aid in the battle against asthma and other health conditions.

Sidewalk Construction on north side of Manning Avenue

As shown above, Manning Avenue is a main commercial and employment center on the city and it is estimated to generate 371 pedestrian and bicycle trips daily. Again assuming a 20 percent increase in daily trips due to the installation of sidewalk and bike lane facilities, the number of pedestrian and bicycle trips would increase by 74 trips daily.

Through increasing the percentage of residents who walk or bicycle in their daily lives, there will be an increase in the amount of physical activity residents receive and a decrease in the amount of vehicle trips and emissions. The increase in physical activity aids in reducing obesity rates and increasing fitness throughout the community and



emissions reductions aid in the battle against asthma and other health conditions caused by poor air quality.

One of the goals of SRTS projects and programs is to improve public health by teaching children how to integrate exercise into their everyday activities. The individual students walking and biking to school experience the most meaningful and direct health benefits. These habits can in-turn influence family members and friends in their travel behavior and level of activity on a daily basis. At a very large scale, increased walking and biking in replace of driving improves air quality for a community and collectively creates a healthier environment.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:
\$30,203

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Median household income for the community benefited by the project

The median household income for the community benefited by the project ranges from \$30,203 to \$41,040 with a weighted average based on area of \$37,506 (see attached map)

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

CalEnviroScreen 2.0 score: Highest Scores (91 – 100%)

CalEnviroScreen Pollution Burden score: 9/10

CalEnviroScreen Population Characteristics score: 9-10 with the majority of the community at 10



Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: 100 %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community?

100 % Explain how this percent was calculated.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

Parlier is a small agricultural town in southern Fresno County inhabited primarily by Hispanics, who comprise 98% of its 14,494 people. Typical of Central San Joaquin towns, Parlier features large populations of foreign-born residents (43.6%, almost double the state average of 26.2%). While the Parlier community has never enjoyed prosperity, its economy has recently suffered severely, even by Fresno County standards. No better example of the poor living conditions in Parlier appears than its astonishingly high unemployment rate, which reached 39.5% in March 2011. It has now leveled off to 11.9%, but that is still nearly double the state average (6.7%) Rampant poverty dominates the social landscape in Parlier. The Rural Community Trust has identified Parlier Unified School District on its Rural 900 list, signifying the District as one of the “poorest of the poorest” districts in the United States. Income statistics attest to this label. According to the ESRI database, the median household income for Parlier residents is nearly 44% below the state average. The estimated median house value is only \$149,450, over 61% below the state average. Owing



largely to its high teenage pregnancy rate and large average family size (4.54, 31% higher than the national average), the per-capita income of residents living in Parlier is a paltry \$9,261 per year, roughly \$20,000 less than the state average. An examination of the households in Parlier reflects equally depressing numbers, where 19.9% of all Parlier households earn less than \$15,000, 38% earn less than \$25,000, and over half (55%) earn less than \$35,000.

Largely due to the high teenage pregnancy rate, Parlier is heavily inhabited by youth, with 11.0% of the population under the age of 4 and 21.3% under the age 9. Youth 19 or younger comprise nearly 40% of the population, producing a median age of only 25.5. In contrast, seniors over the age of 65 comprise only 5.8% of the population.

Obesity and asthma are significant factors in the overall health of the youth population. The 2013-14 California Physical Fitness Report measured the percentage of Parlier Junior High seventh-graders meeting Healthy Fitness Zone. According to the Summary of Results (bit.ly/1POK7bY), only 16.1% of the school's seventh-graders met all six fitness standards, less than half the percentage statewide (33.0%). Aerobic capacity and body composition also point to an unhealthy student population, with 60.1% of seventh-graders declared as needing improvement with regard to aerobic capacity (compared to 65.0% statewide) and 36.5% needing improvement with respect to body composition (19.4% statewide).

The California Healthy Kids Survey administered by WestEd indicates that asthma is also a significant problem for Parlier youth, with 27% stating "yes" when asked "When not exercising, do you ever have trouble breathing (for example, shortness- of-breath, wheezing, or a sense of tightness in your chest)?" This is measurably higher than the statewide average of only 20% and owes significantly to the horrid air quality appearing in rural Fresno County.

Safe routes for walking and bicycling are very beneficial to members of a disadvantaged community who may rely primarily or solely on alternative modes of transportation due to their economic status. One hundred percent of the project funding will be used to benefit



the community and school students in particular. The project will increase pedestrian safety at the selected intersection, directly benefiting the students of Parlier Junior High School.

Sidewalk Construction on north side of Manning Avenue

As previously stated, a portion of the residents of Parlier rely on walking or bicycling as their primary or sole mode of transportation and a portion who do have access to a car may choose walking or bicycling for personal health or environmental reasons. Manning Avenue is designated by the City as a major economic hub within the community and a center for commercial activity. Due to the currently lack of consistent safe sidewalk and bike lane facilities it is difficult for some residents of the community to access this area.

Safe walking and bicycling routes to important sectors of the City are very beneficial to members of a disadvantaged community who may rely primarily or solely on alternative modes of transportation due to economic status. One hundred percent of the project funding will be used to benefit the community. This project will increase pedestrian safety at the selected location, directly benefiting the residents of the city of Parlier.

Currently, Parlier students who want or need to walk to Parlier Jr. High School or Ben Benavidez Elementary must travel along large portions of dirt areas which have no sidewalk. This situation poses a real danger of collisions with vehicles as students walk within the lane of travel, increasing the risk of injuries and fatalities. As a result, students are discouraged from walking to school, and those who do walk to school do so at great risk. All of these barriers are present within Parlier, which qualifies as a disadvantaged community, and are particularly acute for low income residents and students who must walk or bike and who do not have the option of motorized transportation. For these residents, the current barriers create an untenable safety issue.

The goal of the proposed project is to provide students walking to school with a safe path of travel along Manning by adding sidewalks and Class II Bicycle Lanes. This project will create a connected sidewalk along Manning and allow children to walk safely to and from school. This project will also connect the sidewalk with several amenities, United Health Centers, RN Market, Pharmacy, Fast Food, Major Employers, and more. Connecting the



sidewalk along Manning Avenue with existing sidewalk will not only benefit students, but will improve safety for all residents who wish to walk or bike safely through the community.

100% of the proposed project falls geographically within the disadvantaged community. Residents of the disadvantaged community will have equal access to the project as it falls within their community. There are no barriers to the project site that would discourage use by disadvantaged community members. To the contrary, it is likely to be used primarily by members of the disadvantaged community. The portion of funding targeted for disadvantaged communities is 100%.

The current state of the unimproved shoulders are not conducive to anyone, least of all school-aged children, walking safely and serves as an obstacle to pedestrian activity. The completion of the proposed project will encourage students to walk to school by providing a safe sidewalk along the primary route as well as connect the sidewalk and bicycle lanes with what is currently completed on Manning Avenue. Parents who previously would not allow their children to walk or ride to school due to the lack of sidewalk or bicycle lanes for safety concerns will allow their children to walk to school after project completion. Students who were previously not comfortable walking to school in the roadway due to the lack of sidewalk or bicycle lanes will be able to walk along the newly constructed sidewalk and out of the roadway and bicyclists will have a separated lane for riding to school.

With the completion of the proposed project, the newly constructed sidewalk and bicycle lanes will allow students the opportunity to enjoy the exercise, social benefits, and independence gained through walking to school.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)

Improved Crossing at Mendocino Avenue and Tuolumne Street

The primary concerns at the intersection of Mendocino Avenue and Tuolumne Lane was the lack of visibility of pedestrians in the crosswalk facilities. It was decided that improving crossing visibility on the south and east sides of the intersection would be the most beneficial as they are more likely to be used by students traveling to and from Parlier Junior High School.

Sidewalk Construction on north side of Manning Avenue

The primary concern at the Manning Avenue location was the lack of sidewalk and bike lane, reducing pedestrian and bicyclist safety and making the route less desirable to pedestrians and bicyclists. The installation of a sidewalk and bike lane was identified as a solution to the problem. No other methods for improving safety at this location were discussed. With regards to which section of Manning Avenue was chosen for this application, it was decided that this section fit within the cost parameters set by the application and adequately met all of the application requirements. Funding for the future expansion of sidewalk on Manning Avenue east of the project site will be included in the City's future Capital Improvement Plans and will likely come from a combination of City and grant funding.

Both of the improvements included in this project (intersection and sidewalk improvements) will increase pedestrian and bicyclist safety and increase the number of pedestrian and bicycle trips taken along these routes. There are many benefits that come from increasing active transportation modes, including a decrease in traffic



congestion, an improvement in public health, and an improvement in air quality. The increase in pedestrian and bicycle traffic could also improve the economy of Parlier, with more shoppers passing through the commercial areas along Manning Avenue.

- B.** Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

Benefit Cost Ratio is 1.03.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

We are not leveraging any other sources of funding, we are 100% using ATP funding.

The City of Parlier is a disadvantage community and is requesting the ATP grant to fund the total amount of the Safe Routes to School for this application. Due to the City's tenuous financial circumstances, Parlier is unable to provide a cash match for this project.

Additionally, the City is unable to fund this project out of its own general fund or operating budget. The City, which is a severely disadvantaged community, is entirely dependent on grant funds for the implementation of the ATP Project. Without this funding, the City will be unable to begin the project.



Part B: Narrative Questions

Detailed Instructions for: **Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
 Has contacted the both corps and have not heard back.

- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Sonia Hall

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Monday, June 1, 2015 3:02 PM
To: Sonia Hall
Cc: Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Rios, Enrique@CCC; Duncan, Amy@CCC; Mijares, Marie@CCC
Subject: RE: Parlier ATP Grant - CCC and Cert. Cons. Corps.

Hi Sonia,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Sonia Hall [<mailto:sonia.hall@granted-solutions.com>]
Sent: Monday, June 01, 2015 2:00 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Subject: Parlier ATP Grant - CCC and Cert. Cons. Corps.

**City of Parlier
Cycle 2 ATP**

California Conservation Corps representative:
Name: Wei Hsieh

Community Conservation Corps representative:
Name: Danielle Lynch

Project Title: Manning Avenue Sidewalk

Project Description: Manning Avenue Sidewalk Project

The City of Parlier (City) has adopted a policy of promoting all modes of transportation, including bicycling and walking. As a key component of this policy, the City strives to create safe routes for its citizens to utilize on a daily basis. This includes commuters traveling to and from work on a daily basis, students traveling to and from school on a daily basis, and citizens taking any trip outside of the home via pedestrian or bicycle travel. One of the primary areas of concern for

Sonia Hall

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Monday, June 1, 2015 3:08 PM
To: Sonia Hall
Subject: Re: Parlier ATP Grant - CCC and Cert. Cons. Corps.

Hi Sonia,

Thank you for your inquiry. We are looking into your request and will get back to you by June 5th.

Thank you

Monica

On Mon, Jun 1, 2015 at 2:00 PM, Sonia Hall <sonia.hall@granted-solutions.com> wrote:

City of Parlier

Cycle 2 ATP

California Conservation Corps representative:

Name: Wei Hsieh

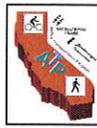
Community Conservation Corps representative:

Name: Danielle Lynch

Project Title: Manning Avenue Sidewalk

Project Description: Manning Avenue Sidewalk Project

The City of Parlier (City) has adopted a policy of promoting all modes of transportation, including bicycling and walking. As a key component of this policy, the City strives to create safe routes for its citizens to utilize on a daily basis. This includes commuters traveling to and from work on a daily basis, students traveling to and



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

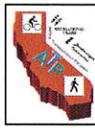
(0 to-10 points OR disqualification)

- A. *Applicant:* Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The city completed a SRTS project approximately 5 years ago. The city staff and city engineer have extensive experience with Caltrans funding.

- B. *Caltrans response only:*

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer’s Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K

Attachment A



Part C: Attachments Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: <u></u>	Date: <u>6-1-15</u>
Name: <u>Israel Lara</u>	Phone: <u>559-646-3545</u>
Title: <u>City Manager</u>	e-mail: <u>ilara@parlier.ca.us</u>

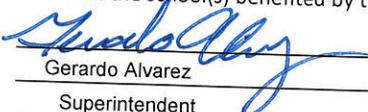
For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: <u></u>	Date: <u>6-1-15</u>
Name: <u>Gerardo Alvarez</u>	Phone: <u>559-646-2731</u>
Title: <u>Superintendent</u>	e-mail: <u>gerardo.alvarez@parlierunified.org</u>

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Attachment B

Date: 5/29/2015

Project Information:					
Project Title: MANNING AVENUE SIDEWALK PROJECT					
District	County	Route	EA	Project ID	PPNO
06	FRESNO				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)			3	10				13	
PS&E			17	43				60	
R/W				50				50	
CON			180		392			572	
TOTAL			200	103	392			695	

ATP Funds		Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)				10				10		
PS&E				43				43		
R/W				50				50		
CON					392			392		
TOTAL				103	392			495		
									Notes:	

ATP Funds		Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W										
CON										
TOTAL										
									Notes:	

ATP Funds		Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W										
CON										
TOTAL										
									Notes:	

ATP Funds		Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)			3					3	Fresno COG	
PS&E			17					17		
R/W										
CON			180					180		
TOTAL			200					200		
									Notes:	

ATP Funds		Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W										
CON										
TOTAL										
									Notes:	

Date: 5/29/2015

Project Information:					
Project Title: MANNING AVENUE SIDEWALK PROJECT					
District	County	Route	EA	Project ID	PPNO
06	FRESNO				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
									Notes:

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
									Notes:

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
									Notes:

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
									Notes:

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
									Notes:

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									
									Notes:

Date: 5/29/2015

Project Information:					
Project Title: MANNING AVENUE SIDEWALK PROJECT					
District	County	Route	EA	Project ID	PPNO
06	FRESNO				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Future Source for Matching									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Date: 5/29/2015

Project Information:					
Project Title: MANNING AVENUE SIDEWALK PROJECT					
District	County	Route	EA	Project ID	PPNO
06	FRESNO				

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)			3	10				13	
PS&E			17	43				60	
R/W				50				50	
CON			180		392			572	
TOTAL			200	103	392			695	

ATP Funds		Infrastructure Cycle 2							Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	Notes:
E&P (PA&ED)				10				10		
PS&E				43				43		
R/W				50				50		
CON					392			392		
TOTAL				103	392			495		

ATP Funds		Non-infrastructure Cycle 2							Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	Notes:
E&P (PA&ED)										
PS&E										
R/W										
CON										
TOTAL										

ATP Funds		Plan Cycle 2							Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	Notes:
E&P (PA&ED)										
PS&E										
R/W										
CON										
TOTAL										

ATP Funds		Previous Cycle							Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	Notes:
E&P (PA&ED)			3					3	Fresno COG	
PS&E			17					17		
R/W										
CON			180					180		
TOTAL			200					200		

ATP Funds		Future Cycles							Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	Notes:
E&P (PA&ED)										
PS&E										
R/W										
CON										
TOTAL										

Attachment C

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: PR
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map showing existing and proposed conditions must:** Engineer's Initials: PR
 - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s) showing existing and proposed conditions.** Engineer's Initials: PR
(Include cross-section for each controlling configuration that varies significantly from the typical)
 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** Engineer's Initials: PR
 - a. Estimate is reasonable and complete.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
 - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: PR
a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: PR
a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: PR
 N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

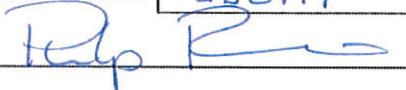
8. **Additional narration and documentation:** Engineer's Initials: PR
a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Romero, Philip

Title: City Engineer

Engineer License Number: 658197

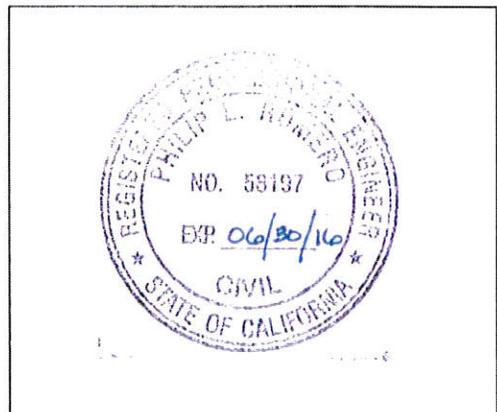
Signature: 

Date: June 1, 2015

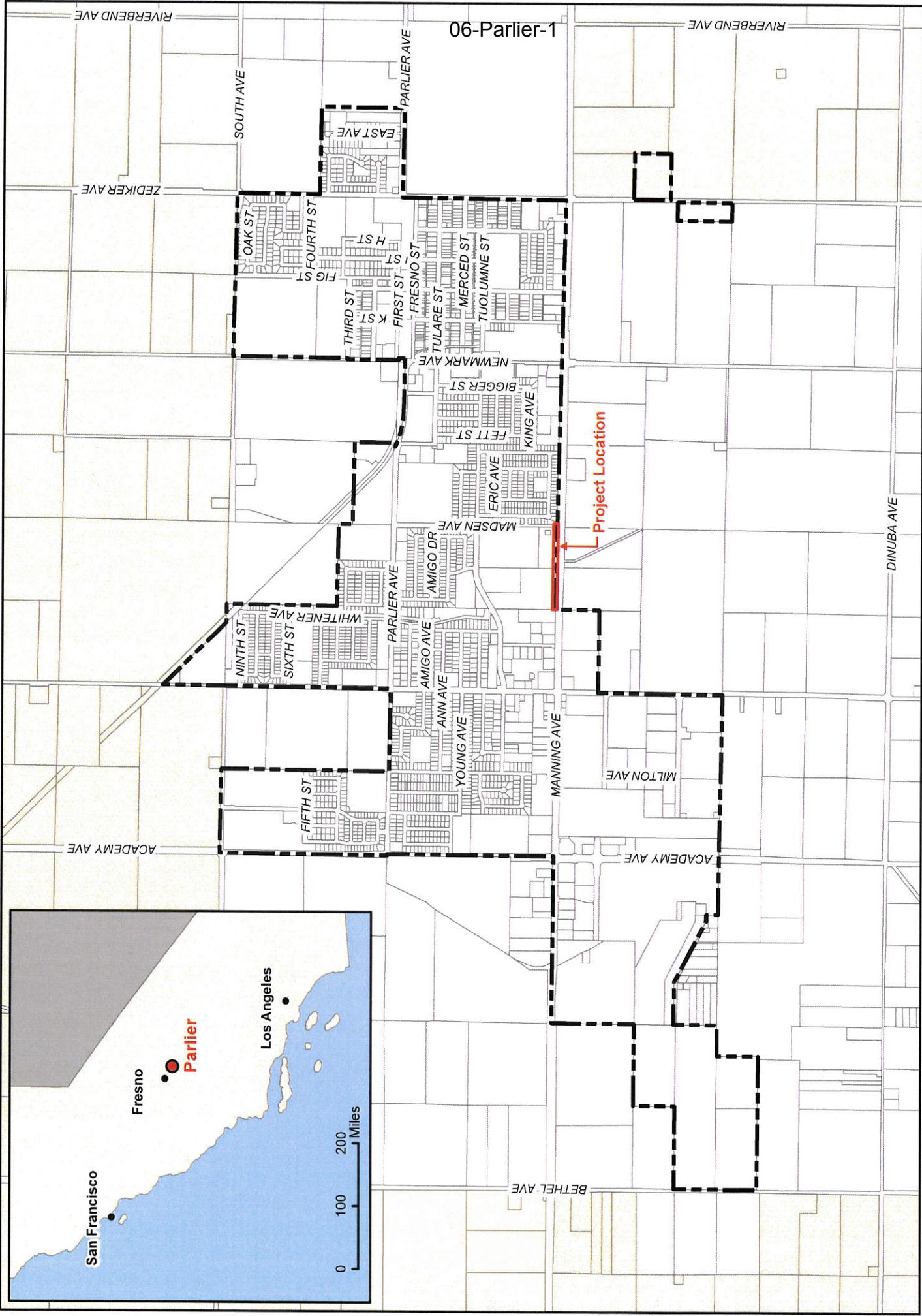
Email: promero@yhmail.com

Phone: (559) 244-3123 x 121

Engineer's Stamp:



Attachment D



06-Parlier-1

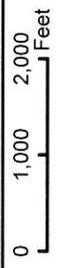


2015 ATP Application - Manning Avenue Sidewalk Project
Exhibit 1: Vicinity Map

Yamabe & Horn
Engineering, Inc.

City Limits

Project Location



Document Path: F:\2015\15-249\GIS\15-249_1_VicinityMap.mxd

Attachment E



06-Parlier-1

Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

2015 ATP Application - Manning Avenue Sidewalk Project
 Exhibit 2: Project Site

 Project Site
 City Limits



Document Path: F:\2015\15-249\GIS\15-249_2_ProjectSite.mxd

MATCH LINE - SEE EXHIBIT 4



**YAMABE & HORN
ENGINEERING, INC.**



2985 N. BURL AVENUE
SUITE 101
FRESNO, CA 93727

TEL (559) 244-3123
FAX (559) 244-3120



**EXHIBIT 3
PROJECT LAYOUT MAP**



MATCH LINE - SEE EXHIBIT 3

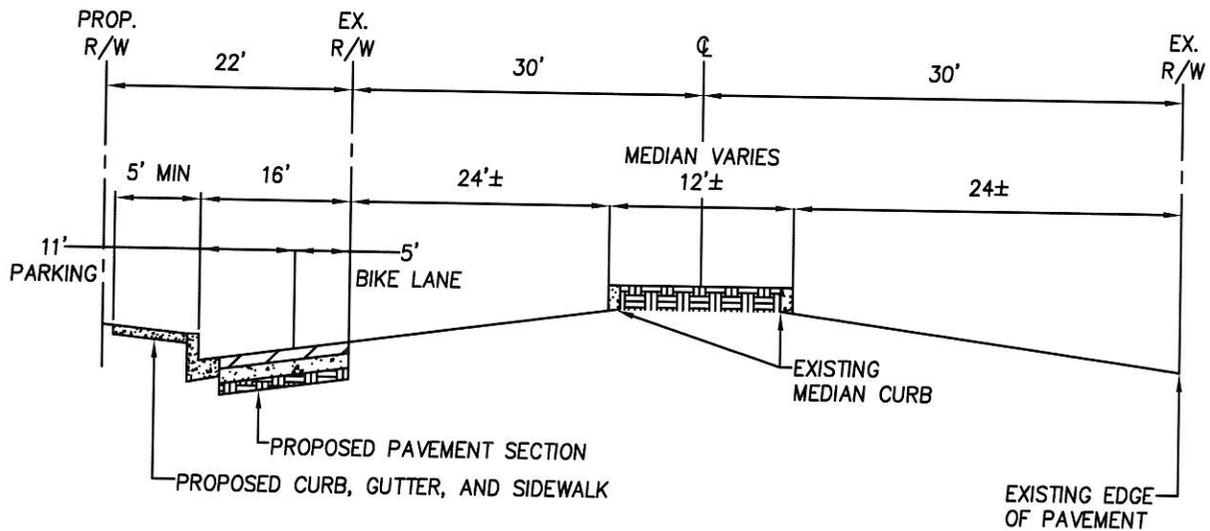
**YAMABE & HORN
ENGINEERING, INC.**



2985 N. BURL AVENUE
SUITE 101
FRESNO, CA 98727
TEL (559) 244-3123
FAX (559) 244-3120



**EXHIBIT 4
PROJECT LAYOUT MAP**



TYPICAL CROSS-SECTION - MANNING AVENUE

N.T.S.



**YAMABE & HORN
ENGINEERING, INC.**

2985 N. BURL AVENUE
SUITE 101
FRESNO, CA 93727

TEL (559) 244-3123
FAX (559) 244-3120

Ref. & Rev.

CITY OF PARLIER

2015 ATP APPLICATION
MANNING AVENUE
SIDEWALK PROJECT
EXHIBIT 5

Dr. By: JW
Ch. By: PR
Date: 05/29/2015
YH Job No. 15-240
Sheet No. 1
of 1 Sheets

Attachment F

Figures



Figure 1: Young student from nearby Parlier Junior High School crossing Manning Avenue at the Mendocino Avenue intersection. The speed limit in this area is 50 mph, but the long, straight stretch, lack of nearby street lights, and four lanes compels many drivers to approach 70 mph.



Figure 2: The long, straight stretch of Manning Avenue encourages speeding. Note the lack of sidewalks. During rains, the dirt shoulders turn to mud, compelling children walking to and from school to tread along the narrow asphalt edge of the road.



Figure 3: The building of this new apartment complex on the southeastern corner of Manning and Mendocino Avenues has created a dangerous safety problem. School-age children living in the apartment complex have no safe way to walk to Parlier schools, all of which reside on the opposite side of Manning Avenue.



Figure 4: New sidewalks built in 2012 as part of a Safe Routes to Schools grant have made walking safer on Manning Avenue, but as shown above the sidewalk stops at Madsen Avenue. The density of traffic is also evident in the photo. The speed limit at this section of Manning Avenue is 50 mph.



Figure 5: Manning Avenue west-bound at Zediker Avenue



Figure 6: E. Manning Avenue, the busiest street in Parlier and the only street that passes through the entire city, features numerous gaps in sidewalks (shown in red). The apartment complex, which houses numerous Parlier school-age youth, is shown circled in red; Parlier Junior High School is shown circled in yellow. It is clear how the planned sidewalk along Manning Avenue (blue oval) will greatly increase safety while encouraging students to walk to school.

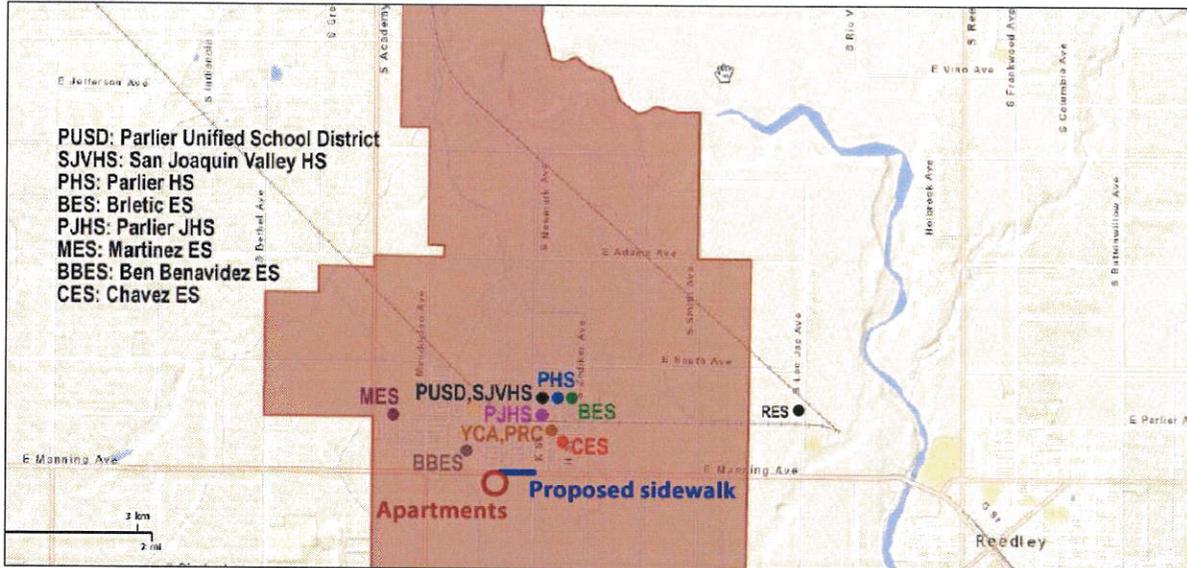


Figure 1: Parlier Unified School District encloses the shaded region, with Parlier Junior High School (PJHS) shown in pink. The apartment complex that houses most of the youth impacted by this project is shown as a red circle, while the proposed sidewalk is shown in blue.

Attachment G

**YAMABE & HORN ENGINEERING, INC.**

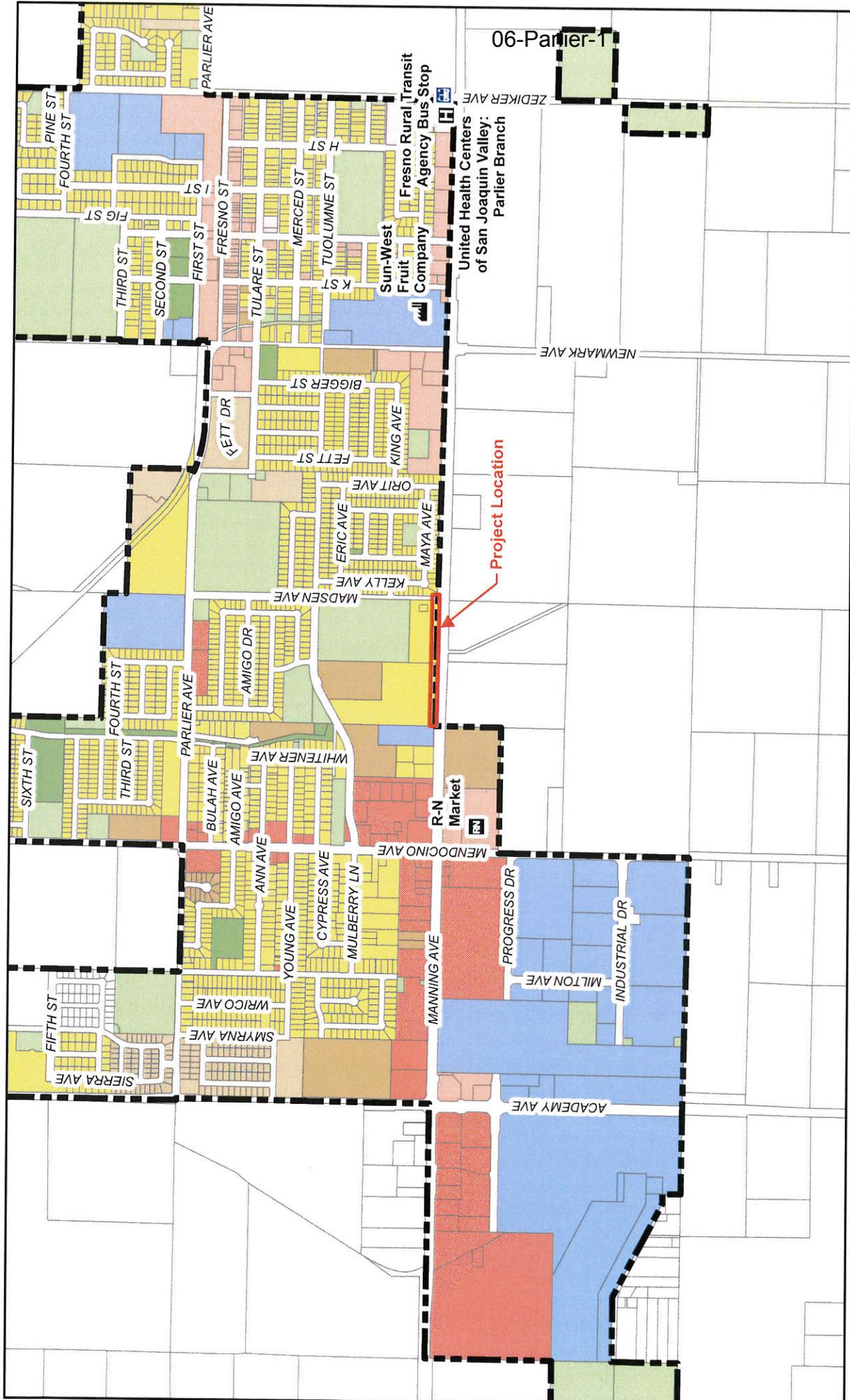
2985 North Burl Ave., Suite 101
 Fresno, CA 93727
 (559) 244-3123, Fax (559) 244-3120

Engineer's Estimate
2015 ATP Application
Manning Avenue Widening
Storage Max to Madsen Avenue
City of Parlier

May 29, 2015
 Prepared By: JW
 Checked By: PR

<u>Item No.</u>	<u>Description</u>	<u>Est. Quantity</u>	<u>Unit Price</u>	<u>Extension</u>	
1)	Mobilization	1 L.S.	\$15,000.00	\$15,000	
2)	Traffic and Dust Control	1 L.S.	\$11,000.00	\$11,000	
3)	Clearing & Grubbing	1 L.S.	\$15,000.00	\$15,000	
4)	Roadway Excavation	619 C.Y.	\$20.00	\$12,380	
5)	Hot Mix Asphalt, Type "B"	502 TON	\$85.00	\$42,670	
6)	Aggregate Base, CL II	771 TON	\$30.00	\$23,130	
7)	Construct Concrete Curb & Gutter	1,256 L.F.	\$25.00	\$31,400	
8)	Construct Concrete Sidewalk	5,656 S.F.	\$5.00	\$28,280	
9)	Directional Bore, Conduit, Conductors	1,200 L.F.	\$25.00	\$30,000	
10)	Pull Box	9 EA.	\$700.00	\$6,300	
11)	Fog Seal	2,027 S.Y.	\$0.50	\$1,014	
12)	Install Pavement Markings & Striping, Signage	1 L.S.	\$10,000.00	\$10,000	
13)	Relocate Existing CID Structure	1 L.S.	\$70,000.00	\$70,000	
14)	Miscellaneous Street Facilities & Operations	1 L.S.	\$5,826.00	\$5,826	
				Subtotal Construction =	\$302,000
				Contingency (20%) =	\$60,000
				Total Construction =	\$362,000
MISCELLANEOUS					
Design Engineering				\$45,000	
R/W Acquisition				\$50,000	
Construction Engineering				\$30,000	
Construction Testing				\$8,000	
				Total Miscellaneous =	\$133,000
				Total Project Cost =	\$495,000

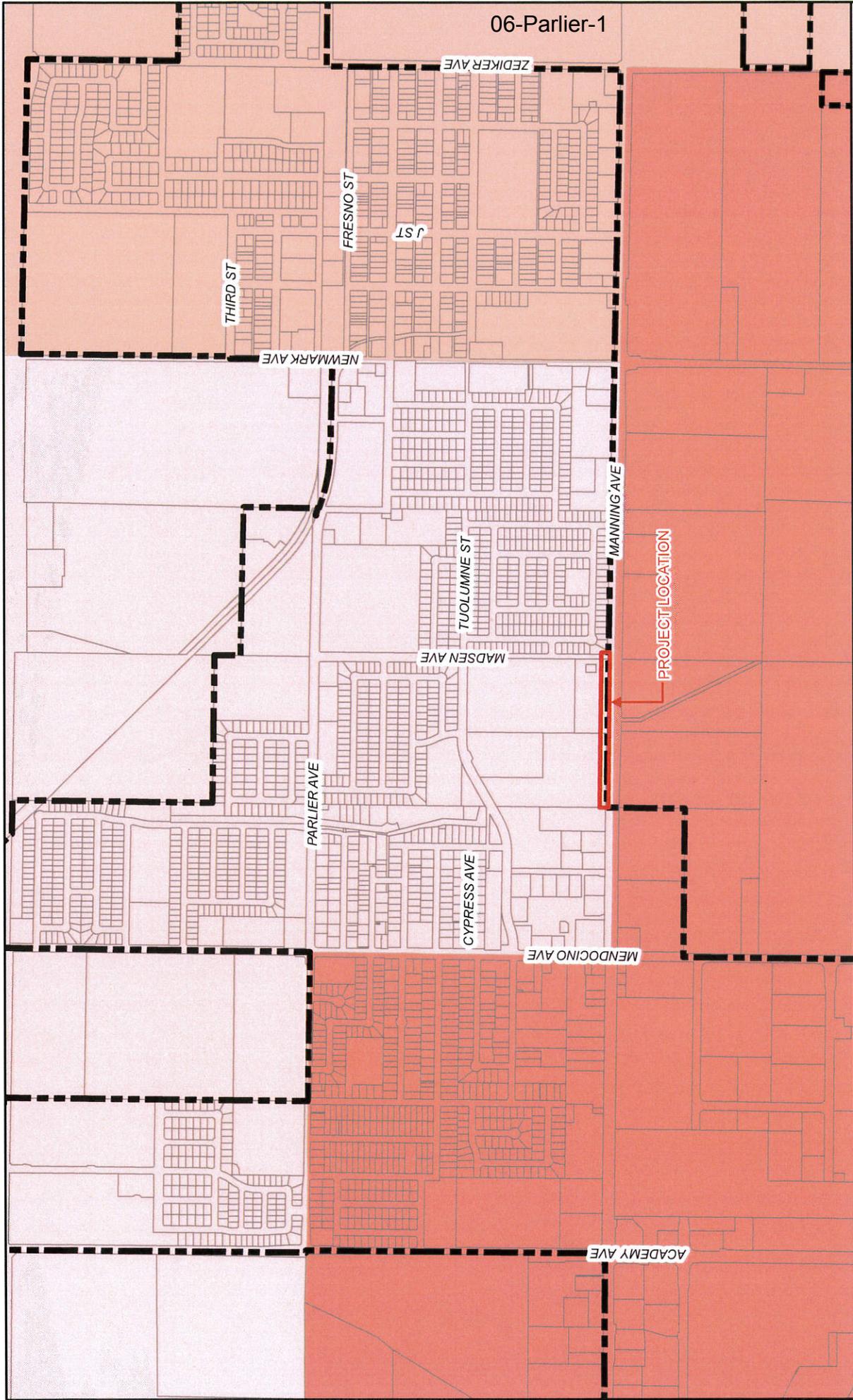
Attachment I



2015 ATP Application - Manning Avenue Sidewalk Project
 Exhibit 6: Manning Avenue Ammenities

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Administrative & Professional Offices
- Central Trading
- General Commercial
- Manufacturing
- Open Space
- Public Facility

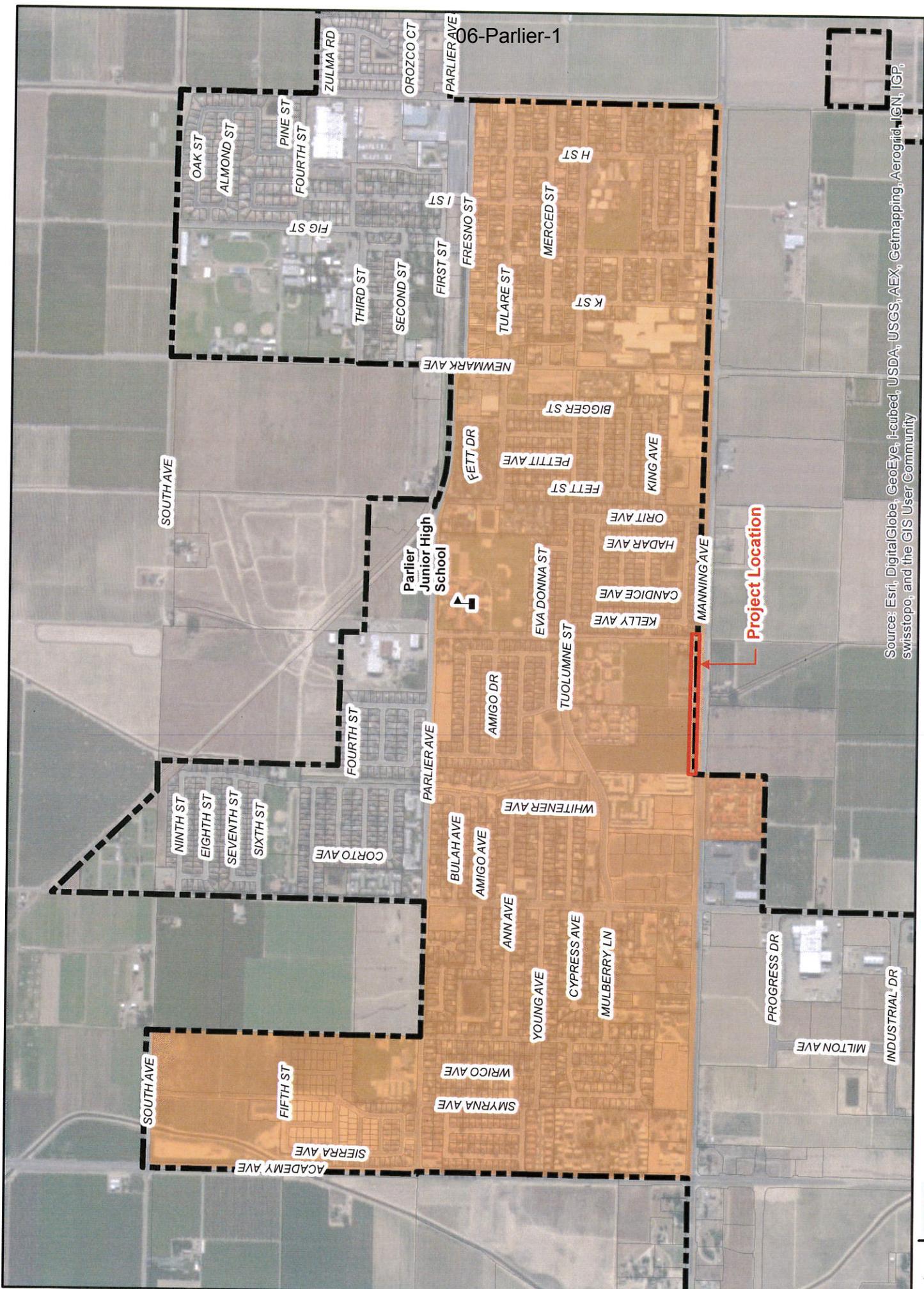




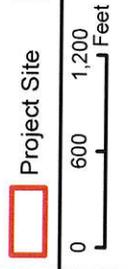
2015 ATP Application - Manning Avenue Sidewalk Project
 Exhibit 7: Median Household Income

-  Project Location
-  Median Household Income \$30,203
-  Median Household Income \$36,433
-  Median Household Income \$41,040





Document Path: F:\2014\14-230\GIS\14-230_8_AreaofUse_Site2.mxd



Project Site
 Area of Use

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

2015 ATP Application - Manning Avenue Sidewalk Project
 Exhibit 8: Area of Use



Sonia Hall

From: Sonia Hall
Sent: Monday, June 1, 2015 1:59 PM
To: 'atp@ccc.ca.gov'; 'inquiry@atpcommunitycorps.org'
Subject: Parlier ATP Grant - CCC and Cert. Cons. Corps.
Attachments: 15-249_Manning Avenue Cross-Section Exhibit 5.pdf; 15-249_Manning Avenue Exhibit 3.pdf; 15-249_Manning Avenue Exhibit 4.pdf; 15-249_ProjectSite_Exhibit 2.pdf; ATP-Cycle2-Part-A-ApplicationForm.pdf; City of Parlier.docx; 15-249_Prelim Estimate_Manning_North Side.pdf

**City of Parlier
Cycle 2 ATP**

California Conservation Corps representative:
Name: Wei Hsieh

Community Conservation Corps representative:
Name: Danielle Lynch

Project Title: Manning Avenue Sidewalk

Project Description: Manning Avenue Sidewalk Project

The City of Parlier (City) has adopted a policy of promoting all modes of transportation, including bicycling and walking. As a key component of this policy, the City strives to create safe routes for its citizens to utilize on a daily basis. This includes commuters traveling to and from work on a daily basis, students traveling to and from school on a daily basis, and citizens taking any trip outside of the home via pedestrian or bicycle travel. One of the primary areas of concern for pedestrians and bicyclists are the lack of sidewalks in some parts of the city. The purpose of this project is to increase the amount of sidewalk along the north side of Manning Avenue available to pedestrians.

The north side of Manning Avenue east of Mendocino Avenue does not currently have a consistent sidewalk or bicycle lane. This means that pedestrians or bicyclists using the route do so without the safety of a sidewalk or striped bike lane. Pedestrians or bicyclists traveling on the shoulder of the road are less visible to drivers as the driver does not have the visual cues of sidewalks and bike lanes to let him or her know to expect pedestrians or bicyclists. The construction of a sidewalk and the addition of a painted bike lane along the north side of Manning Avenue have the potential to reduce future pedestrian and/or bicyclist injuries or fatalities at this location.

The citizens of Parlier have expressed a desire for a safer and more pleasant pedestrian experience throughout their city via their support of California Walks, which held a workshop in the community August 13, 2014 to “bring together community members... and pedestrian safety advocates to develop shared strategies to promote a safer walking environment.” Safety concerns for pedestrians in Parlier include the lack of sidewalks and bike lanes along some streets, specifically Manning Avenue. This project is needed to address the safety issues present at the project locations.

This portion of sidewalk along Manning Avenue is Phase 2 of a sidewalk project along Manning Avenue connecting to Phase 1 sidewalk project that is already being funded through an ATP grant and the design starting in 2015. The project will consist of the construction of curb and gutter, sidewalk, curb ramps, and a Class II bike lane along the north side of Manning Avenue between approximately 1285 feet east of Mendocino Avenue (Phase 1) and Madsen Avenue.

The sidewalk construction element of this project would increase the safety of pedestrians and bicyclists traveling along Manning Avenue. The construction of a safe sidewalk and bicycle lane along Manning Avenue will increase the number of pedestrian and bicycle trips along the corridor. This project addresses the construction of curb and gutter, sidewalk, and bicycle lane along the north side of Manning Avenue. The City of Parlier’s long-term Capital Improvement Plan



DP03

SELECTED ECONOMIC CHARACTERISTICS

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	California				Parlier city, California Estimate
	Estimate	Margin of Error	Percent	Percent Margin of Error	
EMPLOYMENT STATUS					
Population 16 years and over	29,516,595	+/-4,166	29,516,595	(X)	10,007
In labor force	18,946,244	+/-17,821	64.2%	+/-0.1	6,443
Civilian labor force	18,804,519	+/-17,323	63.7%	+/-0.1	6,443
Employed	16,635,854	+/-19,001	56.4%	+/-0.1	5,365
Unemployed	2,168,665	+/-12,673	7.3%	+/-0.1	1,078
Armed Forces	141,725	+/-2,329	0.5%	+/-0.1	0
Not in labor force	10,570,351	+/-18,154	35.8%	+/-0.1	3,564
Civilian labor force	18,804,519	+/-17,323	18,804,519	(X)	6,443
Percent Unemployed	(X)	(X)	11.5%	+/-0.1	(X)
Females 16 years and over	14,951,773	+/-3,180	14,951,773	(X)	4,919
In labor force	8,657,290	+/-13,241	57.9%	+/-0.1	2,820
Civilian labor force	8,641,142	+/-13,168	57.8%	+/-0.1	2,820
Employed	7,661,441	+/-13,358	51.2%	+/-0.1	2,333
Own children under 6 years	2,925,897	+/-5,486	2,925,897	(X)	1,763
All parents in family in labor force	1,788,891	+/-9,123	61.1%	+/-0.3	1,127
Own children 6 to 17 years	5,876,908	+/-7,011	5,876,908	(X)	3,035
All parents in family in labor force	3,922,420	+/-13,271	66.7%	+/-0.2	1,901
COMMUTING TO WORK					
Workers 16 years and over	16,290,887	+/-21,516	16,290,887	(X)	4,886
Car, truck, or van -- drove alone	11,918,232	+/-20,928	73.2%	+/-0.1	3,213
Car, truck, or van -- carpooled	1,843,160	+/-12,453	11.3%	+/-0.1	823
Public transportation (excluding taxicab)	841,628	+/-7,276	5.2%	+/-0.1	10
Walked	446,899	+/-4,827	2.7%	+/-0.1	155
Other means	388,060	+/-4,933	2.4%	+/-0.1	548
Worked at home	852,908	+/-7,244	5.2%	+/-0.1	137
Mean travel time to work (minutes)	27.2	+/-0.1	(X)	(X)	23.7
OCCUPATION					

06-Parlier-1

Subject	California				Parlier city, California
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
Civilian employed population 16 years and over	16,635,854	+/-19,001	16,635,854	(X)	5,365
Management, business, science, and arts occupations	6,132,193	+/-25,342	36.9%	+/-0.1	432
Service occupations	3,096,848	+/-14,456	18.6%	+/-0.1	913
Sales and office occupations	4,056,554	+/-14,630	24.4%	+/-0.1	712
Natural resources, construction, and maintenance occupations	1,536,448	+/-9,998	9.2%	+/-0.1	1,532
Production, transportation, and material moving occupations	1,813,811	+/-9,888	10.9%	+/-0.1	1,776
INDUSTRY					
Civilian employed population 16 years and over	16,635,854	+/-19,001	16,635,854	(X)	5,365
Agriculture, forestry, fishing and hunting, and mining	387,511	+/-5,495	2.3%	+/-0.1	1,493
Construction	996,922	+/-7,955	6.0%	+/-0.1	211
Manufacturing	1,659,850	+/-9,086	10.0%	+/-0.1	790
Wholesale trade	525,795	+/-4,973	3.2%	+/-0.1	600
Retail trade	1,850,696	+/-10,060	11.1%	+/-0.1	488
Transportation and warehousing, and utilities	773,145	+/-7,019	4.6%	+/-0.1	242
Information	471,345	+/-5,582	2.8%	+/-0.1	0
Finance and insurance, and real estate and rental and leasing	1,068,711	+/-7,911	6.4%	+/-0.1	52
Professional, scientific, and management, and administrative and waste management services	2,099,358	+/-10,599	12.6%	+/-0.1	336
Educational services, and health care and social assistance	3,497,445	+/-16,682	21.0%	+/-0.1	660
Arts, entertainment, and recreation, and accommodation and food services	1,628,085	+/-10,786	9.8%	+/-0.1	197
Other services, except public administration	893,566	+/-7,585	5.4%	+/-0.1	169
Public administration	783,425	+/-7,169	4.7%	+/-0.1	127
CLASS OF WORKER					
Civilian employed population 16 years and over	16,635,854	+/-19,001	16,635,854	(X)	5,365
Private wage and salary workers	12,806,468	+/-17,393	77.0%	+/-0.1	4,614
Government workers	2,398,622	+/-15,298	14.4%	+/-0.1	548
Self-employed in own not incorporated business workers	1,403,034	+/-10,145	8.4%	+/-0.1	203
Unpaid family workers	27,730	+/-1,176	0.2%	+/-0.1	0
INCOME AND BENEFITS (IN 2013 INFLATION-ADJUSTED DOLLARS)					
Total households	12,542,460	+/-20,542	12,542,460	(X)	3,494
Less than \$10,000	714,855	+/-5,790	5.7%	+/-0.1	311
\$10,000 to \$14,999	646,495	+/-5,406	5.2%	+/-0.1	270
\$15,000 to \$24,999	1,201,822	+/-7,830	9.6%	+/-0.1	620
\$25,000 to \$34,999	1,137,796	+/-7,531	9.1%	+/-0.1	524
\$35,000 to \$49,999	1,541,102	+/-9,280	12.3%	+/-0.1	718
\$50,000 to \$74,999	2,122,567	+/-9,530	16.9%	+/-0.1	544
\$75,000 to \$99,999	1,551,514	+/-7,945	12.4%	+/-0.1	258
\$100,000 to \$149,999	1,870,135	+/-10,915	14.9%	+/-0.1	201
\$150,000 to \$199,999	848,259	+/-6,920	6.8%	+/-0.1	43
\$200,000 or more	907,915	+/-6,959	7.2%	+/-0.1	5
Median household income (dollars)	61,094	+/-157	(X)	(X)	35,327
Mean household income (dollars)	85,408	+/-204	(X)	(X)	43,598
With earnings	10,118,001	+/-18,471	80.7%	+/-0.1	3,099
Mean earnings (dollars)	85,703	+/-201	(X)	(X)	41,351
With Social Security	3,184,468	+/-11,523	25.4%	+/-0.1	768
Mean Social Security income (dollars)	16,777	+/-36	(X)	(X)	12,835
With retirement income	1,942,260	+/-13,074	15.5%	+/-0.1	311
Mean retirement income (dollars)	28,083	+/-169	(X)	(X)	13,686
With Supplemental Security Income	729,243	+/-5,879	5.8%	+/-0.1	297

06-Parlier-1

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Census occupation codes are 4-digit codes and are based on the Standard Occupational Classification (SOC). The Census occupation codes for 2010 and later years are based on the 2010 revision of the SOC. To allow for the creation of 2009-2013 tables, occupation data in the multiyear files (2009-2013) were recoded to 2013 Census occupation codes. We recommend using caution when comparing data coded using 2013 Census occupation codes with data coded using Census occupation codes prior to 2010. For more information on the Census occupation code changes, please visit our website at <http://www.census.gov/people/io/methodology/>.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2009-2013 and 2011-2013 tables, industry data in the multiyear files (2009-2013 and 2011-2013) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at <http://www.census.gov/people/io/methodology/>.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '!' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '!' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

06-Parlier-1

Subject	California				Parlier city, California
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
Mean Supplemental Security Income (dollars)	9,791	+/-49	(X)	(X)	8,734
With cash public assistance income	497,402	+/-5,147	4.0%	+/-0.1	337
Mean cash public assistance income (dollars)	5,489	+/-48	(X)	(X)	3,605
With Food Stamp/SNAP benefits in the past 12 months	1,012,610	+/-7,026	8.1%	+/-0.1	1,085
Families	8,603,822	+/-23,012	8,603,822	(X)	3,072
Less than \$10,000	378,479	+/-4,747	4.4%	+/-0.1	329
\$10,000 to \$14,999	276,531	+/-4,078	3.2%	+/-0.1	236
\$15,000 to \$24,999	711,751	+/-5,529	8.3%	+/-0.1	529
\$25,000 to \$34,999	724,332	+/-6,068	8.4%	+/-0.1	511
\$35,000 to \$49,999	1,028,996	+/-7,623	12.0%	+/-0.1	585
\$50,000 to \$74,999	1,461,287	+/-8,346	17.0%	+/-0.1	429
\$75,000 to \$99,999	1,128,783	+/-6,854	13.1%	+/-0.1	244
\$100,000 to \$149,999	1,452,975	+/-10,517	16.9%	+/-0.1	174
\$150,000 to \$199,999	688,407	+/-6,825	8.0%	+/-0.1	30
\$200,000 or more	752,281	+/-7,027	8.7%	+/-0.1	5
Median family income (dollars)	69,661	+/-273	(X)	(X)	32,485
Mean family income (dollars)	94,926	+/-291	(X)	(X)	42,465
Per capita income (dollars)	29,527	+/-87	(X)	(X)	11,092
Nonfamily households	3,938,638	+/-10,280	3,938,638	(X)	422
Median nonfamily income (dollars)	40,611	+/-178	(X)	(X)	22,819
Mean nonfamily income (dollars)	59,554	+/-247	(X)	(X)	33,971
Median earnings for workers (dollars)	31,212	+/-55	(X)	(X)	16,873
Median earnings for male full-time, year-round workers (dollars)	51,207	+/-160	(X)	(X)	27,520
Median earnings for female full-time, year-round workers (dollars)	43,528	+/-135	(X)	(X)	22,920
HEALTH INSURANCE COVERAGE					
Civilian noninstitutionalized population	37,130,876	+/-2,336	37,130,876	(X)	14,599
With health insurance coverage	30,529,357	+/-44,073	82.2%	+/-0.1	10,153
With private health insurance	22,662,338	+/-72,060	61.0%	+/-0.2	3,415
With public coverage	10,964,848	+/-27,082	29.5%	+/-0.1	7,356
No health insurance coverage	6,601,519	+/-44,714	17.8%	+/-0.1	4,446
Civilian noninstitutionalized population under 18 years	9,225,966	+/-600	9,225,966	(X)	5,194
No health insurance coverage	766,571	+/-9,964	8.3%	+/-0.1	483
Civilian noninstitutionalized population 18 to 64 years	23,554,540	+/-2,665	23,554,540	(X)	8,446
In labor force:	17,914,364	+/-15,619	17,914,364	(X)	6,245
Employed:	15,873,010	+/-17,228	15,873,010	(X)	5,175
With health insurance coverage	12,509,630	+/-32,990	78.8%	+/-0.2	2,882
With private health insurance	11,658,825	+/-33,283	73.5%	+/-0.2	1,898
With public coverage	1,107,800	+/-7,705	7.0%	+/-0.1	1,063
No health insurance coverage	3,363,380	+/-24,726	21.2%	+/-0.2	2,293
Unemployed:	2,041,354	+/-12,128	2,041,354	(X)	1,070
With health insurance coverage	1,097,793	+/-9,878	53.8%	+/-0.3	374
With private health insurance	716,232	+/-7,576	35.1%	+/-0.3	93
With public coverage	419,492	+/-5,796	20.5%	+/-0.2	281
No health insurance coverage	943,561	+/-8,667	46.2%	+/-0.3	696
Not in labor force:	5,640,176	+/-16,014	5,640,176	(X)	2,201
With health insurance coverage	4,186,630	+/-13,191	74.2%	+/-0.2	1,311
With private health insurance	2,718,000	+/-12,854	48.2%	+/-0.3	305
With public coverage	1,719,357	+/-10,541	30.5%	+/-0.1	1,041
No health insurance coverage	1,453,546	+/-12,795	25.8%	+/-0.2	890

06-Parlier-1

Subject	California				Parlier city, California Estimate
	Estimate	Margin of Error	Percent	Percent Margin of Error	
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL					
All families	(X)	(X)	12.0%	+/-0.1	(X)
With related children under 18 years	(X)	(X)	17.8%	+/-0.2	(X)
With related children under 5 years only	(X)	(X)	15.8%	+/-0.3	(X)
Married couple families	(X)	(X)	7.2%	+/-0.1	(X)
With related children under 18 years	(X)	(X)	10.4%	+/-0.1	(X)
With related children under 5 years only	(X)	(X)	7.2%	+/-0.3	(X)
Families with female householder, no husband present	(X)	(X)	27.4%	+/-0.2	(X)
With related children under 18 years	(X)	(X)	36.8%	+/-0.3	(X)
With related children under 5 years only	(X)	(X)	39.9%	+/-1.0	(X)
All people	(X)	(X)	15.9%	+/-0.1	(X)
Under 18 years	(X)	(X)	22.1%	+/-0.2	(X)
Related children under 18 years	(X)	(X)	21.8%	+/-0.2	(X)
Related children under 5 years	(X)	(X)	23.8%	+/-0.3	(X)
Related children 5 to 17 years	(X)	(X)	21.0%	+/-0.2	(X)
18 years and over	(X)	(X)	13.9%	+/-0.1	(X)
18 to 64 years	(X)	(X)	14.7%	+/-0.1	(X)
65 years and over	(X)	(X)	9.9%	+/-0.1	(X)
People in families	(X)	(X)	13.5%	+/-0.1	(X)
Unrelated individuals 15 years and over	(X)	(X)	27.1%	+/-0.1	(X)

06-Parlier-1

Parlier city, California

Subject	Parlier city, California		
	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS			
Population 16 years and over	+/-420	10,007	(X)
In labor force	+/-512	64.4%	+/-3.8
Civilian labor force	+/-512	64.4%	+/-3.8
Employed	+/-458	53.6%	+/-3.5
Unemployed	+/-237	10.8%	+/-2.3
Armed Forces	+/-19	0.0%	+/-0.3
Not in labor force	+/-378	35.6%	+/-3.8
Civilian labor force	+/-512	6,443	(X)
Percent Unemployed	(X)	16.7%	+/-3.3
Females 16 years and over	+/-293	4,919	(X)
In labor force	+/-291	57.3%	+/-5.2
Civilian labor force	+/-291	57.3%	+/-5.2
Employed	+/-282	47.4%	+/-5.4
Own children under 6 years	+/-297	1,763	(X)
All parents in family in labor force	+/-259	63.9%	+/-9.6
Own children 6 to 17 years	+/-402	3,035	(X)
All parents in family in labor force	+/-287	62.6%	+/-9.3
COMMUTING TO WORK			
Workers 16 years and over	+/-454	4,886	(X)
Car, truck, or van -- drove alone	+/-369	65.8%	+/-6.3
Car, truck, or van -- carpooled	+/-285	16.8%	+/-5.3
Public transportation (excluding taxicab)	+/-15	0.2%	+/-0.3
Walked	+/-98	3.2%	+/-1.9
Other means	+/-201	11.2%	+/-3.9
Worked at home	+/-86	2.8%	+/-1.8
Mean travel time to work (minutes)	+/-1.9	(X)	(X)
OCCUPATION			
Civilian employed population 16 years and over	+/-458	5,365	(X)
Management, business, science, and arts occupations	+/-149	8.1%	+/-2.6
Service occupations	+/-216	17.0%	+/-3.8
Sales and office occupations	+/-170	13.3%	+/-3.0
Natural resources, construction, and maintenance occupations	+/-316	28.6%	+/-5.5
Production, transportation, and material moving occupations	+/-288	33.1%	+/-4.7
INDUSTRY			
Civilian employed population 16 years and over	+/-458	5,365	(X)
Agriculture, forestry, fishing and hunting, and mining	+/-326	27.8%	+/-6.0
Construction	+/-108	3.9%	+/-2.0
Manufacturing	+/-224	14.7%	+/-4.1
Wholesale trade	+/-226	11.2%	+/-4.1
Retail trade	+/-187	9.1%	+/-3.3
Transportation and warehousing, and utilities	+/-105	4.5%	+/-1.9
Information	+/-19	0.0%	+/-0.6
Finance and insurance, and real estate and rental and leasing	+/-43	1.0%	+/-0.8
Professional, scientific, and management, and administrative and waste management services	+/-126	6.3%	+/-2.3
Educational services, and health care and social assistance	+/-184	12.3%	+/-3.2
Arts, entertainment, and recreation, and accommodation and food services	+/-90	3.7%	+/-1.7

06-Parlier-1

Subject	Parlier city, California		
	Margin of Error	Percent	Percent Margin of Error
Other services, except public administration	+/-98	3.2%	+/-1.8
Public administration	+/-82	2.4%	+/-1.5
CLASS OF WORKER			
Civilian employed population 16 years and over	+/-458	5,365	(X)
Private wage and salary workers	+/-407	86.0%	+/-4.1
Government workers	+/-216	10.2%	+/-3.8
Self-employed in own not incorporated business workers	+/-104	3.8%	+/-1.9
Unpaid family workers	+/-19	0.0%	+/-0.6
INCOME AND BENEFITS (IN 2013 INFLATION-ADJUSTED DOLLARS)			
Total households	+/-213	3,494	(X)
Less than \$10,000	+/-109	8.9%	+/-3.1
\$10,000 to \$14,999	+/-107	7.7%	+/-3.0
\$15,000 to \$24,999	+/-163	17.7%	+/-4.2
\$25,000 to \$34,999	+/-139	15.0%	+/-3.9
\$35,000 to \$49,999	+/-175	20.5%	+/-4.7
\$50,000 to \$74,999	+/-145	15.6%	+/-4.1
\$75,000 to \$99,999	+/-127	7.4%	+/-3.7
\$100,000 to \$149,999	+/-104	5.8%	+/-2.9
\$150,000 to \$199,999	+/-53	1.2%	+/-1.5
\$200,000 or more	+/-9	0.1%	+/-0.3
Median household income (dollars)	+/-4,579	(X)	(X)
Mean household income (dollars)	+/-4,206	(X)	(X)
With earnings	+/-200	88.7%	+/-3.6
Mean earnings (dollars)	+/-4,130	(X)	(X)
With Social Security	+/-138	22.0%	+/-3.8
Mean Social Security income (dollars)	+/-1,419	(X)	(X)
With retirement income	+/-141	8.9%	+/-4.1
Mean retirement income (dollars)	+/-6,253	(X)	(X)
With Supplemental Security Income	+/-117	8.5%	+/-3.3
Mean Supplemental Security Income (dollars)	+/-3,779	(X)	(X)
With cash public assistance income	+/-109	9.6%	+/-3.2
Mean cash public assistance income (dollars)	+/-1,045	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	+/-188	31.1%	+/-5.5
Families	+/-150	3,072	(X)
Less than \$10,000	+/-125	10.7%	+/-4.0
\$10,000 to \$14,999	+/-97	7.7%	+/-3.2
\$15,000 to \$24,999	+/-148	17.2%	+/-4.5
\$25,000 to \$34,999	+/-130	16.6%	+/-4.1
\$35,000 to \$49,999	+/-138	19.0%	+/-4.3
\$50,000 to \$74,999	+/-121	14.0%	+/-4.1
\$75,000 to \$99,999	+/-122	7.9%	+/-4.0
\$100,000 to \$149,999	+/-97	5.7%	+/-3.1
\$150,000 to \$199,999	+/-50	1.0%	+/-1.6
\$200,000 or more	+/-9	0.2%	+/-0.3
Median family income (dollars)	+/-4,716	(X)	(X)
Mean family income (dollars)	+/-4,637	(X)	(X)
Per capita income (dollars)	+/-1,164	(X)	(X)
Nonfamily households	+/-146	422	(X)
Median nonfamily income (dollars)	+/-7,202	(X)	(X)
Mean nonfamily income (dollars)	+/-8,088	(X)	(X)

06-Parlier-1
Parlier city, California

Subject	06-Parlier-1 Parlier city, California		
	Margin of Error	Percent	Percent Margin of Error
Median earnings for workers (dollars)	+/-1,744	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	+/-2,971	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	+/-2,333	(X)	(X)
HEALTH INSURANCE COVERAGE			
Civilian noninstitutionalized population	+/-39	14,599	(X)
With health insurance coverage	+/-595	69.5%	+/-4.1
With private health insurance	+/-570	23.4%	+/-3.9
With public coverage	+/-679	50.4%	+/-4.7
No health insurance coverage	+/-595	30.5%	+/-4.1
Civilian noninstitutionalized population under 18 years	+/-454	5,194	(X)
No health insurance coverage	+/-156	9.3%	+/-3.2
Civilian noninstitutionalized population 18 to 64 years	+/-458	8,446	(X)
In labor force:	+/-499	6,245	(X)
Employed:	+/-448	5,175	(X)
With health insurance coverage	+/-331	55.7%	+/-6.0
With private health insurance	+/-327	36.7%	+/-6.0
With public coverage	+/-239	20.5%	+/-4.7
No health insurance coverage	+/-414	44.3%	+/-6.0
Unemployed:	+/-237	1,070	(X)
With health insurance coverage	+/-143	35.0%	+/-12.8
With private health insurance	+/-74	8.7%	+/-6.7
With public coverage	+/-131	26.3%	+/-12.1
No health insurance coverage	+/-225	65.0%	+/-12.8
Not in labor force:	+/-290	2,201	(X)
With health insurance coverage	+/-232	59.6%	+/-8.5
With private health insurance	+/-114	13.9%	+/-5.0
With public coverage	+/-218	47.3%	+/-8.7
No health insurance coverage	+/-243	40.4%	+/-8.5
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL			
All families	(X)	32.5%	+/-5.5
With related children under 18 years	(X)	38.6%	+/-6.5
With related children under 5 years only	(X)	28.2%	+/-18.8
Married couple families	(X)	25.9%	+/-6.7
With related children under 18 years	(X)	32.4%	+/-8.2
With related children under 5 years only	(X)	21.9%	+/-23.8
Families with female householder, no husband present	(X)	52.5%	+/-12.2
With related children under 18 years	(X)	56.2%	+/-12.9
With related children under 5 years only	(X)	62.6%	+/-38.8
All people	(X)	35.5%	+/-5.8
Under 18 years	(X)	48.2%	+/-8.6
Related children under 18 years	(X)	48.2%	+/-8.6
Related children under 5 years	(X)	46.9%	+/-11.5
Related children 5 to 17 years	(X)	48.7%	+/-10.0
18 years and over	(X)	28.7%	+/-5.3
18 to 64 years	(X)	29.6%	+/-5.7
65 years and over	(X)	20.4%	+/-8.7
People in families	(X)	34.5%	+/-6.2
Unrelated individuals 15 years and over	(X)	46.1%	+/-10.3

20 Year Invest Summary Analysis	
Total Costs	\$495,000.00
Net Present Cost	\$475,961.54
Total Benefits	\$739,981.01
Net Present Benefit	\$490,074.26
Benefit-Cost Ratio	1.03

20 Year Itemized Savings	
Mobility	\$168,441.88
Health	\$12,446.05
Recreational	\$254,019.89
Gas & Emissions	\$1,825.81
Safety	\$303,247.37

Funds Requested	\$495,000.00
Net Present Cost of Funds Requested	\$475,961.54
Benefit Cost Ratio	1.03

INFRASTRUCTURE

Project Name: MANNING AVENUE SIDEWALK PROJECT
Project Location: MANNING AVENUE WEST OF MADSEN AVENUE

Bike Projects (Daily Person Trips for All Users) (Box 1A)	
Existing	14
Forecast (1 yr after completion)	16
Recreational Users	
Existing Trips	6
New Daily Trips (estimate)	3
(1 yr after completion) (actual)	3
Commuters	
Existing Trips	2
New Daily Trips (estimate)	1
(1 yr after completion) (actual)	1
Project Information- Non SR2S Infrastructure	
Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	10

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$495,000
SR2S Infrastructure Project Cost	\$0

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$495,000
SR2S Infrastructure	\$0

CRASH DATA (Box 1F)	
Fatal Crashes	0
Injury Crashes	1
PDO	0
	Annual Average
	0
	0.2
	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)	
Existing	50
Forecast (1 YR after project completion)	55
Existing step counts (600 steps=0.3mi=1 trip)	
Existing miles walked	

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
Signalized Intersection	Pedestrian crossing	N
Signalized Intersection	Advance stop bar before crosswalk	N
Signalized Intersection	Install overpass/underpass	N
Signalized Intersection	Raised medians/refuge islands	N
Signalized Intersection	Pedestrian crossing (new signs and markings only)	N
Signalized Intersection	Pedestrian crossing (safety features/curb extensions)	N
Signalized Intersection	Pedestrian signals	N
Roadways	Bike lanes	Y
Roadways	Sidewalk/pathway (to avoid walking along roadway)	Y
Roadways	Pedestrian crossing (with enhanced safety features)	N
Roadways	Pedestrian crossing	N
Other reduction factor countermeasures		N

Safe Routes to School (SR2S) (Box 1C)	
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

**Estimated Annual Per Capita Cost Savings
(direct and/or indirect of physical activity)**

Study/Agency	Per Capita Cost Savings (\$)
Washington DOH	19
Garrett et al.	57
South Carolina DOH	78
Georgia Department of Human Resources	79
Colditz	91
Minnesota DOH	>100
Goetz et al.	172
Pronk et al.	176
Pratt	330
Michigan Fitness Foundation	1175

Source: NCHRP 552, Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

Note: An annual per-capita cost savings from physical activity of \$128 was determined by taking the median value of ten noted studies above for year 2006\$. The updated 2014\$ value is \$13.03.

Reasons for Bicycling

	Percent
Recreation	33
Exercise or health	28
Personal errands	17
Visit a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

Reasons for Walking

	Percent
Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

INFRASTRUCTURE

Project Name: MANNING AVENUE SIDEWALK PROJECT
Project Location: MANNING AVENUE WEST OF MADSEN AVENUE

Bike Projects (Daily Person Trips for All Users) (Box 1A)

Existing	Without Project	14	With Project	18
Forecast (1 Yr after completion)		16		
Commuters				
Existing Trips		2	Recreational Users	6
New Daily Trips (estimate)		1		3
(1 YR after completion) (actual)		1		3

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II	10
Average Annual Daily Traffic (AADT)		

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	\$495,000
SR2S Infrastructure Project Cost	\$0

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	\$495,000
SR2S Infrastructure	\$0

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	1	0.2
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

Existing	Without Project	50	With Project	60
Forecast (1 YR after project completion)		55		
Existing step counts (600 steps=0.3mi=1 trip)	Without Project		With Project	
Existing miles walked				

SAFETY COUNTERMEASURES (improvements) (Box 1G)

Signalized Intersection	Pedestrian countdown signal heads	Y or N (Capitalized)
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	N
Unsignalized Intersection	Pedestrian signals	N
	Bike lanes	Y
Roadways	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
	Other reduction factor countermeasures	N

Safe Routes to School (SR2S) (Box 1C)

Number of student enrollment	Total
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or	

bike to school after the project

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	3
New Bicyclists	1
Avoided VMT due to Walking	159
Avoided VMT due to Biking	251
Fuel Saved	\$70
Emissions Saved	\$5
Fuel and Emissions saved	\$75

Underlying assumptions for calculations:

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
 - 2) Assume 50% of new walkers and cyclists choose not to drive their cars
 - 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO₂ based on US average 20mpg.
- Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.

<http://www.railstotrails.org/resourcehandler.ashx?id=2948>

- 4) Gasoline price per gallon is \$3.41 (incl. tax)
- 5) Carbon price is \$25 per ton
- 6) 250 working days
- 7) 2,000 lbs = 1 ton

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:

New Cyclists	1
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Value of Health (ave.annual)	\$146
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Annual Health Benefits	\$146
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GDP Deflator
 2006 0.9429
 2014 1.0781

Walking:

New Walkers	2.5
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Value of Health	\$146
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Annual Health Benefits	\$366
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Total Annual Health Benefits	\$512
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Gross Domestic Product (GDP Deflator)

Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9884
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year 2015
 Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019.
<http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf>
 page 217-218.

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	55.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	60.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	5
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	2
New Commuters	1

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$1,063
Annual Mobility Benefit (Biking)	\$5,870.02

Total Annual Mobility Benefits	\$6,933
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PARAMETERS

Mobility Parameters	
CA Statewide Hourly Wage (2014)	\$26.07
Value of Time (VOT)- adult	\$13.03
Value of Time (VOT)- child	\$5.42
Bike Path (Class I)	20.38 min/trip
Bike Lane (Class II)	18.02 min/trip
Bike Route (Class III)	15.83 min/trip

Health Parameters	
Cycling	\$146 annual\$/person
Walking	\$146 annual\$/person

Accident Cost Parameters	
Cost of a Fatality (k)	\$4,130,347 \$/crash
Cost of an Injury	\$81,393 \$/crash
Costly of Property Damage (PDO)	\$7,624 \$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters	
Biking	
New Users	\$10 per trip
Existing Users	\$4 per trip
Walking	
All Users	\$1 per trip

VMT Reduction	
Price of gasoline (per gallon incl. tax)	\$3.41
Price of CO2 (per ton)-adj to 2014\$	\$25
Price of Co2 (per lb)	\$0.01
Working days	250

Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices
http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf

Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking		
New Recreational Users	3	\$10 per trip
New Commuters	1	
Existing Recreational Users	6	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$3,720	
Value of Spending Recreational Time for Existing Recreational Users	\$2,976	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$6,696	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		

Walking		
Total Recreational pedestrians	1	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$274	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$274	
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		

Total Annual Recreational Benefits	\$6,970
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ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				Average of Highest countermeasures	Annual Benefits
	Initial pedestrian count-down signals	Initial pedestrian crossing	Initial advance stop bar before crosswalk (single bay)	Initial pedestrian overpass/underpass	Initial raised medians/refuge islands	Initial pedestrian crossings (new signs and markings only)	Initial pedestrian crossing with enhanced safety measures (curb extensions)	Initial pedestrian signal	Initial bike lanes	Install sidewalk/walking along roadways	Install pedestrian crossing with enhanced safety measures	Initial Pedestrian crossing		
Applicable Countermeasures	N	N	N	N	N	N	N	N	N	N	N	N	N	
Crash Reduction Factors (CRFs)	25%	25%	25%	75%	45%	25%	25%	55%	35%	80%	30%	35%	10%	
Service Life	20	20	20	20	20	20	20	20	20	20	20	20	20	
1st year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,698	\$13,073	\$0	\$0	\$0	\$6,240

	Fatal	Injury	PDO	Total
Frequency	0	0.2	0	0.2
Cost/crash	\$4,300,000	\$84,300	\$7,600	

Assumption:
For Other Reduction Factor countermeasure, EAB assumes 20 years service life

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN														
1	\$6,933	\$512	\$10,455	\$12,481	\$75	\$30,455	\$29,284	\$495,000	\$475,962	4.00%	\$14,112.72	1.03	495,000	475,962
2	\$7,071	\$522	\$10,664	\$12,730	\$77	\$31,064	\$28,721		\$0					
3	\$7,213	\$533	\$10,877	\$12,985	\$78	\$31,686	\$28,168		\$0					
4	\$7,357	\$544	\$11,095	\$13,245	\$80	\$32,319	\$27,627		\$0					
5	\$7,504	\$554	\$11,316	\$13,509	\$81	\$32,966	\$27,095		\$0					
6	\$7,654	\$566	\$11,543	\$13,780	\$83	\$33,675	\$26,574		\$0					
7	\$7,807	\$577	\$11,774	\$14,055	\$85	\$34,297	\$26,063		\$0					
8	\$7,963	\$588	\$12,009	\$14,336	\$86	\$34,983	\$25,562		\$0					
9	\$8,123	\$600	\$12,249	\$14,623	\$88	\$35,683	\$25,070		\$0					
10	\$8,285	\$612	\$12,494	\$14,916	\$90	\$36,397	\$24,588		\$0					
11	\$8,451	\$624	\$12,744	\$15,214	\$92	\$37,125	\$24,116		\$0					
12	\$8,620	\$637	\$12,999	\$15,518	\$93	\$37,867	\$23,652		\$0					
13	\$8,792	\$650	\$13,259	\$15,829	\$95	\$38,625	\$23,197		\$0					
14	\$8,968	\$663	\$13,524	\$16,145	\$97	\$39,397	\$22,751		\$0					
15	\$9,147	\$676	\$13,795	\$16,468	\$99	\$40,185	\$22,313		\$0					
16	\$9,330	\$689	\$14,071	\$16,797	\$101	\$40,989	\$21,884		\$0					
17	\$9,517	\$703	\$14,352	\$17,133	\$103	\$41,808	\$21,463		\$0					
18	\$9,707	\$717	\$14,639	\$17,476	\$105	\$42,645	\$21,051		\$0					
19	\$9,901	\$732	\$14,932	\$17,825	\$107	\$43,498	\$20,646		\$0					
20	\$10,099	\$746	\$15,230	\$18,182	\$109	\$44,367	\$20,249		\$0					
Total Mobility Benefits													Sum Funds Requested	Sum PV Funds Requested
													\$495,000	\$475,962
Health Benefits													Sum Present Value Benefit	Sum Present Value Cost
													\$490,074	\$475,962
Recreational Benefits													Sum Total Project Cost	Sum Present Value Cost
													\$495,000	\$475,962
Gas & Emission Benefits													Sum Total Benefits	Sum Present Value Benefit
													\$739,981	\$490,074
Safety Benefits													Sum Total Project Cost	Sum Present Value Cost
													\$495,000	\$475,962
BCA Ratio													Sum Total Benefits	Sum Present Value Benefit
													\$739,981	\$490,074

ECONOMIC EVALUATION (Constant Values)

Total Benefits	\$485,961
Mobility Benefits	\$168,442
Health Benefits	\$12,446
Recreational Benefits	\$254,020
Safety Benefits	\$303,247
Gas & Emission Benefits	\$1,826

Total Costs	\$495,000
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Benefit-Cost Ratio (BCR)	1.0
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Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.02
2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
						Sum Total Benefits	Total Project Cost	
						\$0	\$0	

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$6,933	\$512	\$6,970	\$6,240	\$75	\$20,730	\$495,000	1.02
2	\$7,071	\$522	\$7,109	\$6,365	\$77	\$21,145		
3	\$7,213	\$533	\$7,251	\$6,492	\$78	\$21,567		
4	\$7,357	\$544	\$7,396	\$6,622	\$80	\$21,999		
5	\$7,504	\$554	\$7,544	\$6,755	\$81	\$22,439		
6	\$7,654	\$566	\$7,695	\$6,890	\$83	\$22,888		
7	\$7,807	\$577	\$7,849	\$7,028	\$85	\$23,345		
8	\$7,963	\$588	\$8,006	\$7,168	\$86	\$23,812		
9	\$8,123	\$600	\$8,166	\$7,312	\$88	\$24,288		
10	\$8,285	\$612	\$8,329	\$7,458	\$90	\$24,774		
11	\$8,451	\$624	\$8,496	\$7,607	\$92	\$25,270		
12	\$8,620	\$637	\$8,666	\$7,759	\$93	\$25,775		
13	\$8,792	\$650	\$8,839	\$7,914	\$95	\$26,291		
14	\$8,968	\$663	\$9,016	\$8,073	\$97	\$26,816		
15	\$9,147	\$676	\$9,196	\$8,234	\$99	\$27,353		
16	\$9,330	\$689	\$9,380	\$8,399	\$101	\$27,900		
17	\$9,517	\$703	\$9,568	\$8,567	\$103	\$28,458		
18	\$9,707	\$717	\$9,759	\$8,738	\$105	\$29,027		
19	\$9,901	\$732	\$9,955	\$8,913	\$107	\$29,608		
20	\$10,099	\$746	\$10,154	\$9,091	\$109	\$30,200		
Total	\$168,442	\$12,446	\$169,347	\$151,624	\$1,826	\$503,684	\$495,000	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$0	\$0	\$6,240	\$0	\$6,240	\$0	1.02
2	\$0	\$0	\$0	\$6,365	\$0	\$6,365	\$0	
3	\$0	\$0	\$0	\$6,492	\$0	\$6,492	\$0	
4	\$0	\$0	\$0	\$6,622	\$0	\$6,622	\$0	
5	\$0	\$0	\$0	\$6,755	\$0	\$6,755	\$0	
6	\$0	\$0	\$0	\$6,890	\$0	\$6,890	\$0	
7	\$0	\$0	\$0	\$7,028	\$0	\$7,028	\$0	
8	\$0	\$0	\$0	\$7,168	\$0	\$7,168	\$0	
9	\$0	\$0	\$0	\$7,312	\$0	\$7,312	\$0	
10	\$0	\$0	\$0	\$7,458	\$0	\$7,458	\$0	
11	\$0	\$0	\$0	\$7,607	\$0	\$7,607	\$0	
12	\$0	\$0	\$0	\$7,759	\$0	\$7,759	\$0	
13	\$0	\$0	\$0	\$7,914	\$0	\$7,914	\$0	
14	\$0	\$0	\$0	\$8,073	\$0	\$8,073	\$0	
15	\$0	\$0	\$0	\$8,234	\$0	\$8,234	\$0	
16	\$0	\$0	\$0	\$8,399	\$0	\$8,399	\$0	
17	\$0	\$0	\$0	\$8,567	\$0	\$8,567	\$0	
18	\$0	\$0	\$0	\$8,738	\$0	\$8,738	\$0	
19	\$0	\$0	\$0	\$8,913	\$0	\$8,913	\$0	
20	\$0	\$0	\$0	\$9,091	\$0	\$9,091	\$0	
Total	\$0	\$0	\$0	\$151,624	\$0	\$151,624	\$0	
						Sum Total Benefits	Total Project Cost	
						\$151,624	\$0	

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$6,933	\$512	\$6,970	\$3,120	\$75	\$17,610	\$495,000
2	\$7,071	\$522	\$7,109	\$3,183	\$77	\$17,962	
3	\$7,213	\$533	\$7,251	\$3,246	\$78	\$18,321	
4	\$7,357	\$544	\$7,396	\$3,311	\$80	\$18,688	
5	\$7,504	\$554	\$7,544	\$3,377	\$81	\$19,061	
6	\$7,654	\$566	\$7,695	\$3,445	\$83	\$19,443	
7	\$7,807	\$577	\$7,849	\$3,514	\$85	\$19,832	
8	\$7,963	\$588	\$8,006	\$3,584	\$86	\$20,228	
9	\$8,123	\$600	\$8,166	\$3,656	\$88	\$20,633	
10	\$8,285	\$612	\$8,329	\$3,729	\$90	\$21,045	
11	\$8,451	\$624	\$8,496	\$3,803	\$92	\$21,466	
12	\$8,620	\$637	\$8,666	\$3,880	\$93	\$21,896	
13	\$8,792	\$650	\$8,839	\$3,957	\$95	\$22,334	
14	\$8,968	\$663	\$9,016	\$4,036	\$97	\$22,780	
15	\$9,147	\$676	\$9,196	\$4,117	\$99	\$23,236	
16	\$9,330	\$689	\$9,380	\$4,199	\$101	\$23,700	
17	\$9,517	\$703	\$9,568	\$4,283	\$103	\$24,175	
18	\$9,707	\$717	\$9,759	\$4,369	\$105	\$24,658	
19	\$9,901	\$732	\$9,955	\$4,456	\$107	\$25,151	
20	\$10,099	\$746	\$10,154	\$4,545	\$109	\$25,654	
Total	\$168,442	\$12,446	\$169,347	\$75,812	\$1,826	\$427,872	\$495,000
Sum Total Benefits						\$427,872	Total Project Cost
							\$495,000

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$0	\$0	\$3,120	\$0	\$3,120	\$0	1.02
2	\$0	\$0	\$0	\$3,183	\$0	\$3,183		
3	\$0	\$0	\$0	\$3,246	\$0	\$3,246		
4	\$0	\$0	\$0	\$3,311	\$0	\$3,311		
5	\$0	\$0	\$0	\$3,377	\$0	\$3,377		
6	\$0	\$0	\$0	\$3,445	\$0	\$3,445		
7	\$0	\$0	\$0	\$3,514	\$0	\$3,514		
8	\$0	\$0	\$0	\$3,584	\$0	\$3,584		
9	\$0	\$0	\$0	\$3,656	\$0	\$3,656		
10	\$0	\$0	\$0	\$3,729	\$0	\$3,729		
11	\$0	\$0	\$0	\$3,803	\$0	\$3,803		
12	\$0	\$0	\$0	\$3,880	\$0	\$3,880		
13	\$0	\$0	\$0	\$3,957	\$0	\$3,957		
14	\$0	\$0	\$0	\$4,036	\$0	\$4,036		
15	\$0	\$0	\$0	\$4,117	\$0	\$4,117		
16	\$0	\$0	\$0	\$4,199	\$0	\$4,199		
17	\$0	\$0	\$0	\$4,283	\$0	\$4,283		
18	\$0	\$0	\$0	\$4,369	\$0	\$4,369		
19	\$0	\$0	\$0	\$4,456	\$0	\$4,456		
20	\$0	\$0	\$0	\$4,545	\$0	\$4,545		
Total	\$0	\$0	\$0	\$75,812	\$0	\$75,812	\$0	
						Sum Total Benefits	Total Project Cost	
						\$75,812	\$0	

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$3,466	\$256	\$6,970	\$6,240	\$38	\$16,970	\$495,000
2	\$3,536	\$261	\$7,109	\$6,365	\$38	\$17,309	
3	\$3,606	\$266	\$7,251	\$6,492	\$39	\$17,656	
4	\$3,678	\$272	\$7,396	\$6,622	\$40	\$18,009	
5	\$3,752	\$277	\$7,544	\$6,755	\$41	\$18,369	
6	\$3,827	\$283	\$7,695	\$6,890	\$41	\$18,736	
7	\$3,904	\$288	\$7,849	\$7,028	\$42	\$19,111	
8	\$3,982	\$294	\$8,006	\$7,168	\$43	\$19,493	
9	\$4,061	\$300	\$8,166	\$7,312	\$44	\$19,883	
10	\$4,142	\$306	\$8,329	\$7,458	\$45	\$20,281	
11	\$4,225	\$312	\$8,496	\$7,607	\$46	\$20,686	
12	\$4,310	\$318	\$8,666	\$7,759	\$47	\$21,100	
13	\$4,396	\$325	\$8,839	\$7,914	\$48	\$21,522	
14	\$4,484	\$331	\$9,016	\$8,073	\$49	\$21,953	
15	\$4,574	\$338	\$9,196	\$8,234	\$50	\$22,392	
16	\$4,665	\$345	\$9,380	\$8,399	\$51	\$22,839	
17	\$4,758	\$352	\$9,568	\$8,567	\$52	\$23,296	
18	\$4,854	\$359	\$9,759	\$8,738	\$53	\$23,762	
19	\$4,951	\$366	\$9,955	\$8,913	\$54	\$24,237	
20	\$5,050	\$373	\$10,154	\$9,091	\$55	\$24,722	
Total	\$84,221	\$6,223	\$169,347	\$151,624	\$913	\$412,327	\$495,000

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	\$6,933	\$512	\$10,455	\$12,481	\$75	\$30,455	\$495,000	1.49
2	\$7,071	\$522	\$10,664	\$12,730	\$77	\$31,064		
3	\$7,213	\$533	\$10,877	\$12,985	\$78	\$31,686		
4	\$7,357	\$544	\$11,095	\$13,245	\$80	\$32,319		
5	\$7,504	\$554	\$11,316	\$13,509	\$81	\$32,966		
6	\$7,654	\$566	\$11,543	\$13,780	\$83	\$33,625		
7	\$7,807	\$577	\$11,774	\$14,055	\$85	\$34,297		
8	\$7,963	\$588	\$12,009	\$14,336	\$86	\$34,983		
9	\$8,123	\$600	\$12,249	\$14,623	\$88	\$35,683		
10	\$8,285	\$612	\$12,494	\$14,916	\$90	\$36,397		
11	\$8,451	\$624	\$12,744	\$15,214	\$92	\$37,125		
12	\$8,620	\$637	\$12,999	\$15,518	\$93	\$37,867		
13	\$8,792	\$650	\$13,259	\$15,829	\$95	\$38,625		
14	\$8,968	\$663	\$13,524	\$16,145	\$97	\$39,397		
15	\$9,147	\$676	\$13,795	\$16,468	\$99	\$40,185		
16	\$9,330	\$689	\$14,071	\$16,797	\$101	\$40,989		
17	\$9,517	\$703	\$14,352	\$17,133	\$103	\$41,808		
18	\$9,707	\$717	\$14,639	\$17,476	\$105	\$42,645		
19	\$9,901	\$732	\$14,932	\$17,825	\$107	\$43,498		
20	\$10,099	\$746	\$15,230	\$18,182	\$109	\$44,367		
Total	\$168,442	\$12,446	\$254,020	\$303,247	\$1,826	\$739,981	\$495,000	1.49

Attachment J



May 29, 2015

Chief, Office of Active Transportation and Special Programs
Caltrans
Division of Local Assistance, MS 1
Attention: P.O. Box 942874
Sacramento, CA 95814

To Whom It May Concern:

The Fresno Council of Governments (Fresno COG) concurs that the City of Parlier’s Manning Avenue Sidewalk Project is consistent with the Fresno COG 2014 Regional Transportation Plan (RTP). The project coincides with Fresno COG’s Bike and Pedestrian goals, objectives and policies listed in Table 6-5 beginning on page 6-14 in the 2014 RTP.

In addition, the City of Parlier has a previously funded Active Transportation Program (ATP) project programmed in the 2015 Federal Transportation Improvement Program (FTIP) that coincides with this project:

FRE150045 LSTMP468 - Intersection of Mendocino and Tuolumne Street; crossing improvements along the southern and eastern sides of the intersection. North side of Manning Avenue from Mendocino Avenue to approximately 1,285 feet east of Mendocino Avenue; curb, gutter, sidewalk and a Class II bike lane installed.

If you have any questions please contact Lindsey Chargin at 559-233-4148 ext. 205 or lindseyc@fresnocog.org.

Sincerely,

Tony Boren
Executive Director

- City of Clovis
- City of Coalinga
- City of Firebaugh
- City of Fowler
- City of Fresno
- City of Huron
- City of Kerman
- City of Kingsburg
- City of Mendota
- City of Orange Cove
- City of Parlier
- City of Reedley
- City of San Joaquin
- City of Sanger
- City of Selma
- County of Fresno



BOARD OF TRUSTEES

Enrique Maldonado, President
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Stephanie Moreno, Clerk
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Jacqueline Garcia-Escoto, Member

Superintendent
Gerardo Alvarez

May 27, 2015

Ms. Alma Beltran
Mayor
City of Parlier
1100 E. Parlier Avenue
Parlier, CA 93648

RE: Letter of Support for ATP Application Manning Avenue Safe Routes to School (SRTS) Connectivity for the City of Parlier

Dear Ms. Beltran,

We are providing this letter of Support for the City of Parlier’s application for funding from the Active Transportation Program (ATP). We understand that the project, for which funds are being applied for, will consist of the installation of safe crossings at the intersection of Madsen and Manning, as well as a sidewalk on Manning Avenue.

One of our primary areas of concerns for students traveling to and from school is availability of safe street crossings and pedestrian facilities such as sidewalks and bike lanes. We strongly support the construction of these facilities at the proposed locations.

We fully support the City of Parlier’s application for ATP funding, as it will be of great benefit to the students and pedestrians within the community.

Sincerely,

Gerardo Alvarez,
Superintendent



Youth Centers of America *Resource & Educational Center*
580 Tulare Street * Parlier * CA * 93648 * 559-646-3837 * Fax: 559-254-5115

May 15, 2015

Ms. Alma Beltran, Mayor
City of Parlier
1100 E. Parlier Avenue
Parlier, CA 93648

RE: Letter of Support for Active Transportation Program Application
Manning Avenue Safe Routes to School (SRTS) Connectivity
City of Parlier

Dear Ms. Beltran,

Youth Centers of America would like to provide this letter of Support for the City of Parlier's application for funding from the Active Transportation Program (ATP). We understand that the project, for which funds are being applied for, will consist of the installation of safe crossings at the intersection of Madsen and Manning, sidewalk on Manning, as well as providing the students education on crossing safety.

We, along with the City of Parlier and Parlier Unified School District, have a goal of providing a safe and healthy environment for the community and especially our students. We actively encourage walking and bicycling by students to and from school to promote physical activity. In partnership with the City of Parlier, we strive to provide safe routes for our students to utilize.

One of our primary areas of concerns for students traveling to and from school is availability of safe street crossings and pedestrian facilities such as sidewalks and bike lanes. We strongly support the construction of these facilities at the proposed locations.

We fully support the City of Parlier's application for ATP funding, as it will be of great benefit to the students and pedestrians within the community.

Sincerely,

A handwritten signature in black ink that reads 'Jennie Fenn'. The signature is fluid and cursive, with a long, sweeping underline.

Jennie Fenn
President, Youth Centers of America



May 27, 2015

Ms. Alma Beltran
Mayor
City of Parlier
1100 E. Parlier Avenue
Parlier, CA 93648

RE: Letter of Support for ATP Application Manning Avenue Safe Routes to School (SRTS) Connectivity for the City of Parlier

Dear Ms. Beltran,

We are providing this letter of Support for the City of Parlier's application for funding from the Active Transportation Program (ATP). We understand that the project, for which funds are being applied for, will consist of the installation of safe crossings at the intersection of Madsen and Manning, as well as a sidewalk on Manning Avenue.

One of our primary areas of concerns for students traveling to and from school is availability of safe street crossings and pedestrian facilities such as sidewalks and bike lanes. We strongly support the construction of these facilities at the proposed locations.

We fully support the City of Parlier's application for ATP funding, as it will be of great benefit to the students and pedestrians within the community.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sonia Hall".

Sonia Hall
Executive Director

WOMENS' CLUB

Project Director: Francine Vindiola
580 Tulare Street
Parlier, CA 93648
559.646.3837
Email: fvindiola@mail-yca.org



May 27, 2015

Ms. Alma Beltran
Mayor
City of Parlier
1100 E. Parlier Avenue
Parlier, CA 93648

RE: Letter of Support for ATP Application Manning Avenue Safe Routes to School (SRTS) Connectivity for the City of Parlier

Dear Ms. Beltran,

We are providing this letter of Support for the City of Parlier's application for funding from the Active Transportation Program (ATP). We understand that the project, for which funds are being applied for, will consist of the installation of safe crossings at the intersection of Madsen and Manning, as well as a sidewalk on Manning Avenue.

One of our primary areas of concerns for students traveling to and from school is availability of safe street crossings and pedestrian facilities such as sidewalks and bike lanes. We strongly support the construction of these facilities at the proposed locations.

We fully support the City of Parlier's application for ATP funding, as it will be of great benefit to the students and pedestrians within the community.

Sincerely,

A handwritten signature in blue ink that reads "Francine Vindiola".

Francine Vindiola
President

"Women learning to grow as individuals and empowering with knowledge to take other avenues to resolve family and personal issues"



County of Fresno

DEPARTMENT OF PUBLIC HEALTH
DAVID POMAVILLE, DIRECTOR

August 14, 2014

Tony Boren
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Boren,

The Fresno County Department of Public Health's (Department) is pleased to provide this letter of support to the City of Parlier for their Fresno Council of Government's Regional Active Transportation Program (ATP) grant application, *Manning Avenue Safe Routes to School (SRTS) Connectivity Project*. The core mission of the Department is the promotion, preservation and protection of the community's health. The City of Parlier's objective to increase the community residents' opportunities for physical activity through community design supports the Department's goals and objectives.

The lack of a continuous, level sidewalk along Manning Avenue in the City of Parlier presents a serious challenge to students walking to school. Manning Avenue is also the main thoroughfare for residents walking from the west side of the City to access critical health care services on the east side. Fresno County faces alarming rates of obesity among all ages, which contributes to high rates of childhood and adult diabetes, heart disease, high blood pressure and other obesity-related illnesses. In Fresno County, close to 7 out of every 10 adults are overweight or obese. Over 42% of our students are overweight or obese. A sidewalk along Manning Avenue will allow for more active transport as well as provide health and safety benefits to many residents in Parlier.

The *Manning Avenue SRTS Connectivity Project* (Project) will fill a critical sidewalk gap along Manning Avenue between Mendocino Avenue and Madsen Avenue to provide students of S. Ben Benavidez Elementary School and Parlier Junior High School with a safe path to school, separated from the fast moving traffic. Additionally, the Project will also improve the uncontrolled intersection of Mendocino Avenue and Mulberry Lane/Tuolumne to help students cross the street more safely.

Therefore, the Department supports the City of Parlier's ATP project and recommends that the City of Parlier receive funding. Thank you for your consideration of this project.

Sincerely,

David Pomaville
Director

Promotion, preservation and protection of the community's health

1221 Fulton Mall /P. O. Box 11867, Fresno, CA 93775

(559) 600-3200 • FAX (559) 600-7687

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August 19, 2014

Tony Boren
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Re: Manning Avenue Safe Routes to School (SRTS) Connectivity Project, Fresno Council of Government's Regional Active Transportation Program

Dear Mr. Boren,

California Walks is pleased to offer its support for the City of Parlier's Manning Avenue Safe Routes to School (SRTS) Connectivity Project grant application for the Fresno Council of Government's Regional Active Transportation Program (ATP).

The lack of a continuous, level sidewalk along Manning Avenue in the City of Parlier presents a serious challenge to students walking to school. Manning Avenue is a heavily trafficked road with posted speed limits of 50 MPH or higher in some sections and substantial freight truck traffic. Manning Avenue is also the main thoroughfare for residents walking from the west side of the City to access critical health care services on the east side. The high speeds, truck traffic, narrow shoulder, and dirt paths discourage many students from enjoying the exercise, social benefits and independence gained through walking to school.

Cal Walks, at the invitation of the City of Parlier, facilitated a workshop on August 13, 2014 providing community residents, City staff members, and other professionals with an overview of pedestrian safety best practices, as well as conducted a walkability assessment of along Manning Avenue. Following the walkability assessment, Cal Walks facilitated small group discussions to develop specific recommendations for the City to improve the safety and walkability of Parlier, as well as to inform the development of the Manning Avenue Safe Routes to School (SRTS) Connectivity Project for the Regional ATP.

The workshop was attended by 25 participants representing a wide cross-section of the Parlier community—with a range of organizations and disciplines represented, including City of Parlier government agencies (Mayor, Council, City Manager, City Engineer, Chief of Police, etc.), Fresno County agencies (County Office of Education, Department of Public Health), the United Health Center of San Joaquin Valley, concerned parents and other community members and many others. The workshop galvanized community members and local agencies to work together to devise common priorities for improving pedestrian safety in Parlier.

One of the major issue areas California Walks observed during the workshop—reiterated many times by workshop participants—is the discontinuous nature of sidewalks, as well as the speed and nature of traffic, along Manning Avenue. The Manning Avenue SRTS Connectivity Project will fill a critical sidewalk gap along Manning between Mendocino Avenue and Madsen Avenue to provide students of S. Ben Benavidez Elementary School and Parlier Junior High School with a safe path to school, separated from the fast moving traffic. The City has funded and is moving forward with a crucial project to fill in missing sidewalks along Manning Avenue between Zediker Avenue and Orit Avenue, and the Manning Avenue SRTS Connectivity Project is a huge step toward eliminating all sidewalk gaps along Manning Avenue in order to fully connect the City. The Manning Avenue SRTS Connectivity Project will also improve the uncontrolled intersection of Mendocino Avenue and Mulberry Lane/Tuolumne to help students cross the street more safely.

California Walks fully supports the City of Parlier in its effort to secure funding to install a safe sidewalk along the primary route to Parlier’s schools. Improving the walkability of Parlier streets for their students and all residents is a shared goal, and we look forward to the results of this project.

Sincerely,



Wendy Alfsen
Executive Director



August 22, 2014

Tony Boren
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Boren,

The San Joaquin Valley Rural Development Center (SJVRDC) is pleased to offer its support for the City of Parlier's Manning Avenue Safe Routes to School (SRTS) Connectivity Project grant application for the Fresno Council of Government's Regional Active Transportation Program (ATP).

The lack of a continuous, level sidewalk along Manning Avenue in the City of Parlier presents a serious challenge to students walking to school. Manning Avenue is a heavily trafficked road with posted speed limits of 50 MPH or higher in some sections and has substantial freight truck traffic. Manning Avenue is also the main thoroughfare for residents walking from the west side of the City to access critical health care services on the east side. The high speeds, truck traffic, narrow shoulder, and dirt paths prohibits many students from enjoying the exercise, social benefits and independence gained through walking to school.

The Manning Avenue SRTS Connectivity Project will fill a critical sidewalk gap along Manning Avenue between Mendocino Avenue and Madsen Avenue to provide students of S. Ben Benavidez Elementary School and Parlier Junior High School with a safe path to school, separated from the fast moving traffic. The City has funded and is moving forward with a crucial project to fill in missing sidewalks along Manning Avenue between Zediker Avenue and Orit Avenue, and the Manning Avenue SRTS Connectivity Project is a huge step toward eliminating all sidewalk gaps along Manning Avenue in order to fully connect the City. The Manning Avenue SRTS Connectivity Project will also improve the uncontrolled intersection of Mendocino Avenue and Mulberry Lane/Tuolumne to help students cross the street more safely.

The SJVRDC fully supports the City of Parlier in its effort to secure funding to install a safe sidewalk along the primary route to Parlier's schools. Improving the walkability of Parlier streets for their students and all residents is a shared goal, and we look forward to the results of this project.

Should you have any questions about the City of Parlier's proposal, please feel free to contact me at (559) 278-0519 or isherrera@csufresno.edu. Your most favorable review of this proposal is appreciated.

Respectfully,

A handwritten signature in blue ink, appearing to read "Ismael D. Herrera".

Ismael Díaz Herrera, Director

August 21, 2014

Tony Boren
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Boren,

My name is Francine Vindiola, and as a resident of the City of Parlier, I am writing to offer my wholehearted support for the City of Parlier's Manning Avenue Safe Routes to School (SRTS) Connectivity Project grant application for the Fresno Council of Government's Regional Active Transportation Program (ATP).

The lack of a continuous, level sidewalk along Manning Avenue in the City of Parlier presents a serious challenge to our students walking to school. Manning Avenue is a heavily trafficked road with posted speed limits of 50 MPH or higher in some sections and substantial freight truck traffic. Manning Avenue is also the main thoroughfare for residents walking from the west side of the City to access critical health care services on the east side. The high speeds, truck traffic, and narrow shoulder and dirt paths many students from enjoying the exercise, social benefits and independence gained through walking to school.

The Manning Avenue SRTS Connectivity Project will fill a critical sidewalk gap along Manning between Mendocino Avenue and Madsen Avenue to provide our students of S. Ben Benavidez Elementary School and Parlier Junior High School with a safe path to school, separated from the fast moving traffic. The City has funded and is moving forward with a crucial project to fill in missing sidewalks along Manning Avenue between Zediker Avenue and Orit Avenue, and the Manning Avenue SRTS Connectivity Project is a huge step toward eliminating all sidewalk gaps along Manning Avenue in order to fully connect the City. The Manning Avenue SRTS Connectivity Project will also improve the uncontrolled intersection of Mendocino Avenue and Mulberry Lane/Tuolumne to help our students cross the street more safely.

I fully support the City of Parlier in its effort to secure funding to install a safe sidewalk along the primary route to Parlier's schools. Improving the walkability and safety of Parlier streets for our students and all residents is a priority for my community.

Sincerely,



Francine Vindiola
13669 E. Parlier Ave
Parlier CA 93648

[Organization Letterhead]

August 22, 2014

Tony Boren
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Mr. Boren,

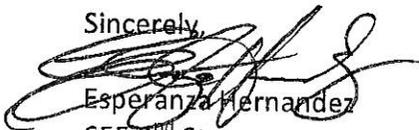
My name is Esperanza Hernandez, and as a resident of the City of Parlier, I am writing to offer my wholehearted support for the City of Parlier's Manning Avenue Safe Routes to School (SRTS) Connectivity Project grant application for the Fresno Council of Government's Regional Active Transportation Program (ATP).

The lack of a continuous, level sidewalk along Manning Avenue in the City of Parlier presents a serious challenge to our students walking to school. Manning Avenue is a heavily trafficked road with posted speed limits of 50 MPH or higher in some sections and substantial freight truck traffic. Manning Avenue is also the main thoroughfare for residents walking from the west side of the City to access critical health care services on the east side. The high speeds, truck traffic, narrow shoulder, and dirt paths many students from enjoying the exercise, social benefits and independence gained through walking to school.

The Manning Avenue SRTS Connectivity Project will fill a critical sidewalk gap along Manning between Mendocino Avenue and Madsen Avenue to provide our students of S. Ben Benavidez Elementary School and Parlier Junior High School with a safe path to school, separated from the fast moving traffic. The City has funded and is moving forward with a crucial project to fill in missing sidewalks along Manning Avenue between Zediker Avenue and Orit Avenue, and the Manning Avenue SRTS Connectivity Project is a huge step toward eliminating all sidewalk gaps along Manning Avenue in order to fully connect the City. The Manning Avenue SRTS Connectivity Project will also improve the uncontrolled intersection of Mendocino Avenue and Mulberry Lane/Tuolumne to help our students cross the street more safely.

I fully support the City of Parlier in its effort to secure funding to install a safe sidewalk along the primary route to Parlier's schools. Improving the walkability and safety of Parlier streets for our students and all residents is a priority for my community.

Sincerely,



Esperanza Hernandez
655 2nd Street
Parlier CA 93648

20 de agosto del 2014

Tony Boren
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Estimado Señor Boren,

Mi nombre es Rubi Anas y como residente de la ciudad de Parlier, le escribo para ofrecer mi apoyo incondicional a la ciudad de Parlier por su aplicación para fondos del proyecto *Manning Avenue Safe Routes to School (SRTS) Connectivity* para Fresno Council of Governments programa Regional de Transporte Activo (ATP por sus siglas en ingles).

La falta de banquetas continuas y niveladas por la avenida Manning en la Ciudad de Parlier presenta un serio desafío a nuestros estudiantes que caminan a la escuela. La avenida Manning es una calle con tráfico pesado con señales de de velocidad establecidos de 50 km/h o superior en algunas secciones y tráfico sustancial de camiones de mercancías. La avenida Manning también es la principal vía para los residentes caminando desde el lado oeste de la ciudad para acceder a servicios de atención de salud en la parte este. Las altas velocidades, tráfico de camiones, calles estrechas, y caminos de tierra hace que muchos de los estudiantes no disfruten del ejercicio, los beneficios sociales y la independencia obtenida mediante el caminar a la escuela.

El proyecto de conectividad de la avenida Manning SRTS llenará un vacío de banquetas crítico a lo largo de Manning entre las avenidas Mendocino y Madsen y proveerá a nuestros estudiantes de la escuela primaria S. Ben Benavidez y Parlier Junior High con un camino seguro a la escuela, separado del tráfico del movimiento rápido. La ciudad ha financiado y está avanzando con un proyecto crucial para poner banquetas que faltan a lo largo de la avenida Manning entre las avenidas Zediker y Orit, y el proyecto de conectividad SRTS de la avenida Manning es un gran paso hacia la eliminación de todos los huecos a lo largo de la avenida Manning para conectar completamente la ciudad. El proyecto de conectividad de la avenida Manning SRTS también mejorará el cruce incontrolado de la avenida Mendocino y Mulberry Lane/Tuolumne para ayudar a nuestros estudiantes a cruzar la calle con más seguridad.

Yo apoyo totalmente la ciudad de Parlier en su esfuerzo para asegurar los fondos para instalar una banqueta segura a lo largo de la ruta principal a las escuelas de Parlier. Mejorar las oportunidades para caminar y seguridad de las calles de Parlier para nuestros estudiantes y todos los residentes es una prioridad para mi comunidad.

Cordialmente,

Nombre: Rubi Anas
Domicilio: 805 Avila Ave apt #108 Parlier CA

20 de agosto del 2014

Tony Boren
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Estimado Señor Boren,

Mi nombre es Edna y cómo residente de la ciudad de Parlier, le escribo para ofrecer mi apoyo incondicional a la ciudad de Parlier por su aplicación para fondos del proyecto *Manning Avenue Safe Routes to School (SRTS) Connectivity* para Fresno Council of Governments programa Regional de Transporte Activo (ATP por sus siglas en ingles).

La falta de banquetas continuas y niveladas por la avenida Manning en la Ciudad de Parlier presenta un serio desafío a nuestros estudiantes que caminan a la escuela. La avenida Manning es una calle con tráfico pesado con señales de de velocidad establecidos de 50 km/h o superior en algunas secciones y tráfico sustancial de camiones de mercancías. La avenida Manning también es la principal vía para los residentes caminando desde el lado oeste de la ciudad para acceder a servicios de atención de salud en la parte este. Las altas velocidades, tráfico de camiones, calles estrechas, y caminos de tierra hace que muchos de los estudiantes no disfruten del ejercicio, los beneficios sociales y la independencia obtenida mediante el caminar a la escuela.

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Yo apoyo totalmente la ciudad de Parlier en su esfuerzo para asegurar los fondos para instalar una banqueta segura a lo largo de la ruta principal a las escuelas de Parlier. Mejorar las oportunidades para caminar y seguridad de las calles de Parlier para nuestros estudiantes y todos los residentes es una prioridad para mi comunidad.

Cordialmente, Edna Madero

Nombre: Edna Madero

Domicilio: 13530 9th St Parlier Ca

Attachment K

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

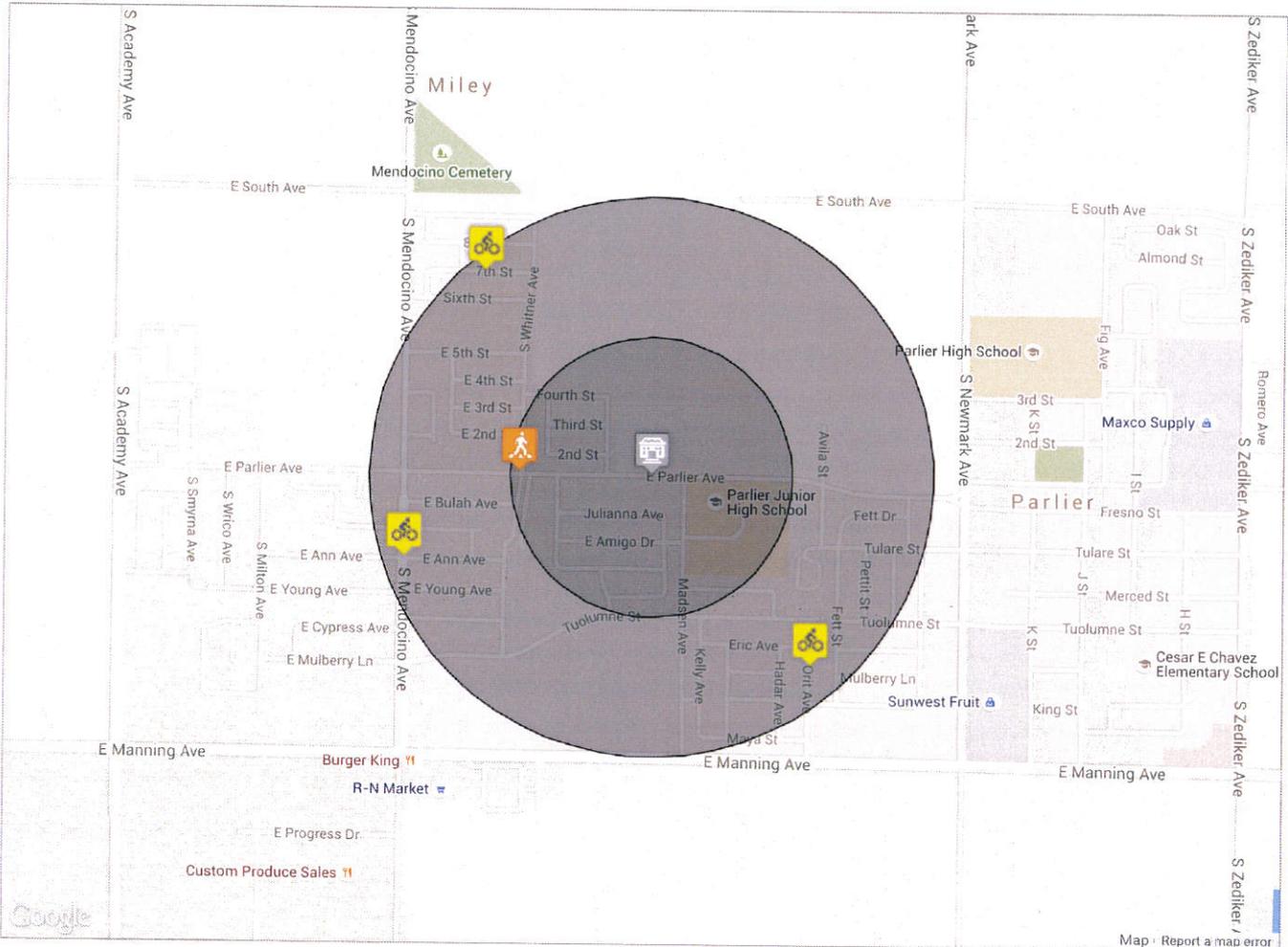
Parlier Junior High

1200 East Parlier Ave. | Parlier | Fresno County | CDS: 10623646115224

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2010 - 2012



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< 1/4 mi.	0	1	0	0	1	0	1
1/4 - 1/2 mi.	0	0	3	0	0	3	3
Total	0	1	3	0	1	3	4

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4701130	2010-04-29	17:22	ORIT AV	KING ST	328	N	Yes	No
4808590	2010-07-18	19:56	7TH ST	7TH ST 13640	0	-	Yes	No
4875289	2010-08-21	19:03	PARLIER AV	WHITNER AV	0	-	No	Yes
5263506	2011-04-01	9:37	MENDOCINO AV	ANN AV	0	-	Yes	No

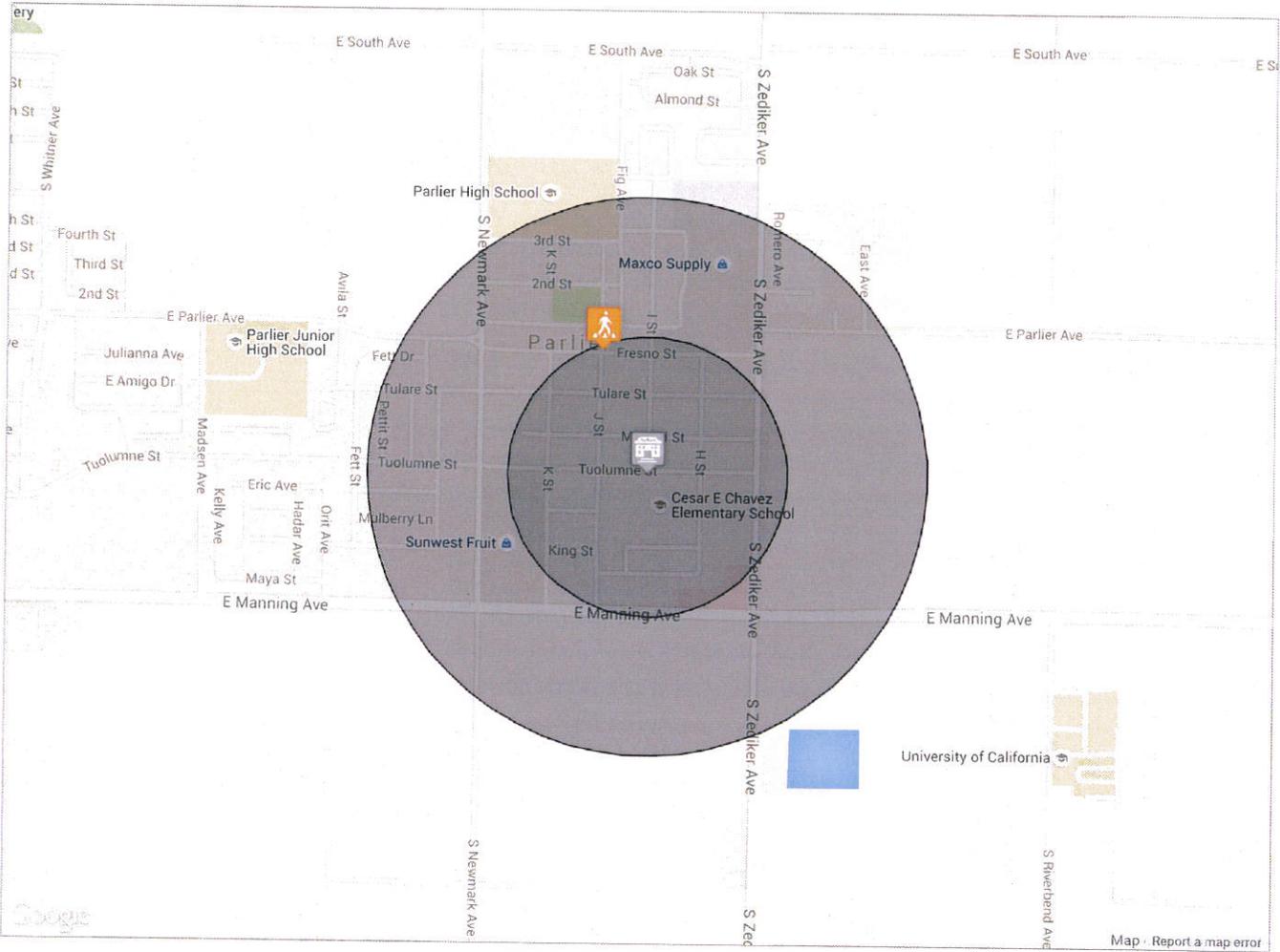
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Cesar E Chavez Elementary

500 Tuolumne St | Parlier | Fresno County | CDS: 10623646007058

Types of Collisions: Bicycle Pedestrian
 Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain
 Years : 2010 - 2012



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< 1/4 mi.	0	1	0	0	1	0	1
1/4 - 1/2 mi.	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

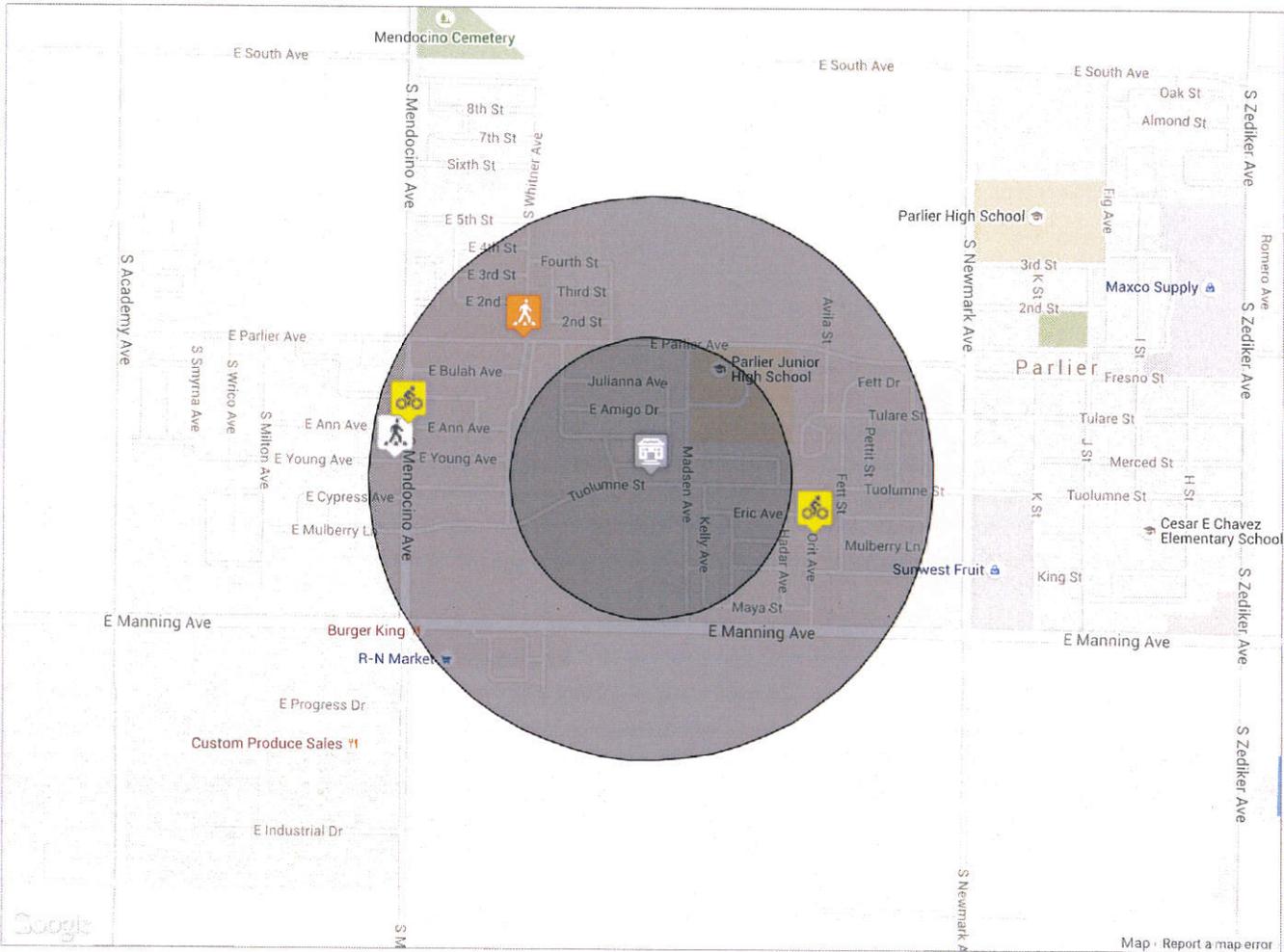
S Ben Benavidez Elementary

13900 Tuolumne St. | Parlier | Fresno County | CDS: 10623640107409

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2010 - 2012



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	1	2	1	2	2	4
Total	0	1	2	1	2	2	4