

Chapter 17

SANGER

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

RELATIONSHIP TO CITY PLANS AND POLICIES

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

City of Sanger General Plan (2003)

The Sanger City Council adopted the 2025 Sanger General Plan in November 2003. This plan establishes guidance for future planning in the City extending to the year 2025.

Circulation and Transportation Element

The Circulation and Transportation Element focuses on current transportation issues, develops goals and policies, and explores funding sources to implement the planned system.

The Non-Motorized Transportation section discusses how bicycling can have a positive impact on congestion relief, air quality, energy use, the local economy, and resident health.

This section also discusses how gaps within the City's sidewalk network can present a significant safety concern and may discourage residents from walking. Improvements to the sidewalk infrastructure need to be developed so that residents have this viable alternative to vehicle travel.

This Element also proposes several new facilities including walking and bike paths and multi-use trail concepts.

The goals related to bicycling and walking from the Goals and Policies section include

- Goal 6: The City shall establish safe and convenient facilities to accommodate the use of non-motorized modes of transportation.

Open Space, Recreation, and Public Facilities Element

The Open Space, Recreation, and Public Facilities Element provides guidance for a range of facility planning in Sanger, including greenways, pedestrian trails, and bikeways. Citing the community's expressed desire for pedestrian trails and bikeways, this Element states that the City should re-evaluate its greenways, pedestrian trails, and bikeways.

The goals related to bicycling and walking from the Goals and Policies section include

- Goal 2: Provide a network of pedestrian, bicycle, and equestrian trails which link individual components of the park system.

City of Sanger Bicycle Plan (2005)

The Sanger City Council adopted the Sanger Bicycle Plan in December 2005. The Plan addressed all the required elements that comprise a Bicycle Transportation Plan, as listed in Section 891.2 of the California Streets and Highways Code. Proposed bikeways within and adjacent to the City are included in the Sanger Bicycle Plan as Map 6, Regional Context, and Map 7, Bikeways.

Sanger Accessibility Master Plan (2016)

The Sanger Accessibility Master Plan was developed to be compliant with the Americans with Disabilities Act (ADA) of 1990, Title II requirements for accessibility to City programs, services and activities in the public right of way. The Plan focuses on evaluating and removing the physical and programmatic barriers to accessibility. The physical barriers that the Plan primarily evaluates are sidewalks, curb ramps, and pedestrian crossings at traffic signals. The Plan also establishes implementation policies and an initial implementation schedule to become ADA compliant.

City of Sanger Traffic Safety Assessment (2014)

The City of Sanger's Traffic Safety Assessment was prepared to improve traffic, bicycle, and pedestrian traffic safety in the City. The report includes an overview of collision data, an engineering review of the primary areas of concern in Sanger as identified by City staff, and law enforcement measures. The report also provides suggestions to City staff to assist decision making for future safety improvement projects.

City of Sanger Standard Drawings (2008)

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

- 3-A to 3-B: Street Cross Sections
- 3-G: Sidewalk, Curb & Gutter
- 3-H: Sidewalk Construction
- 3-P to 3-Q: Curb Ramps

Municipal Code of Sanger, California

The *Municipal Code and Charter of Sanger* is a compilation of all of the City of Sanger's ordinances, codified into regulations. In the code, regulations are grouped by subject matter into chapters. With a few minor exceptions, most regulations concerning bicycling and walking can be found in Chapter 58, Streets and Sidewalks and Other Public Places; Chapter 62, Subdivisions; and Chapter 70, Traffic and Vehicles. Article IV, Bicycles, of Chapter 70 contains many regulations concerning the ownership and operation of bicycles.



Sanger water tower

EXISTING CONDITIONS

Currently there are 22.8 miles of bicycle facilities and 128.4 miles of sidewalks within the City of Sanger. These networks are summarized in Table 17-1 and depicted in Figures 17-1 and 17-2. Sidewalks exist throughout much of the City, but there are gaps, especially in some older neighborhoods, as shown in Figure 17-2.

Table 17-1: City of Sanger Existing Facilities

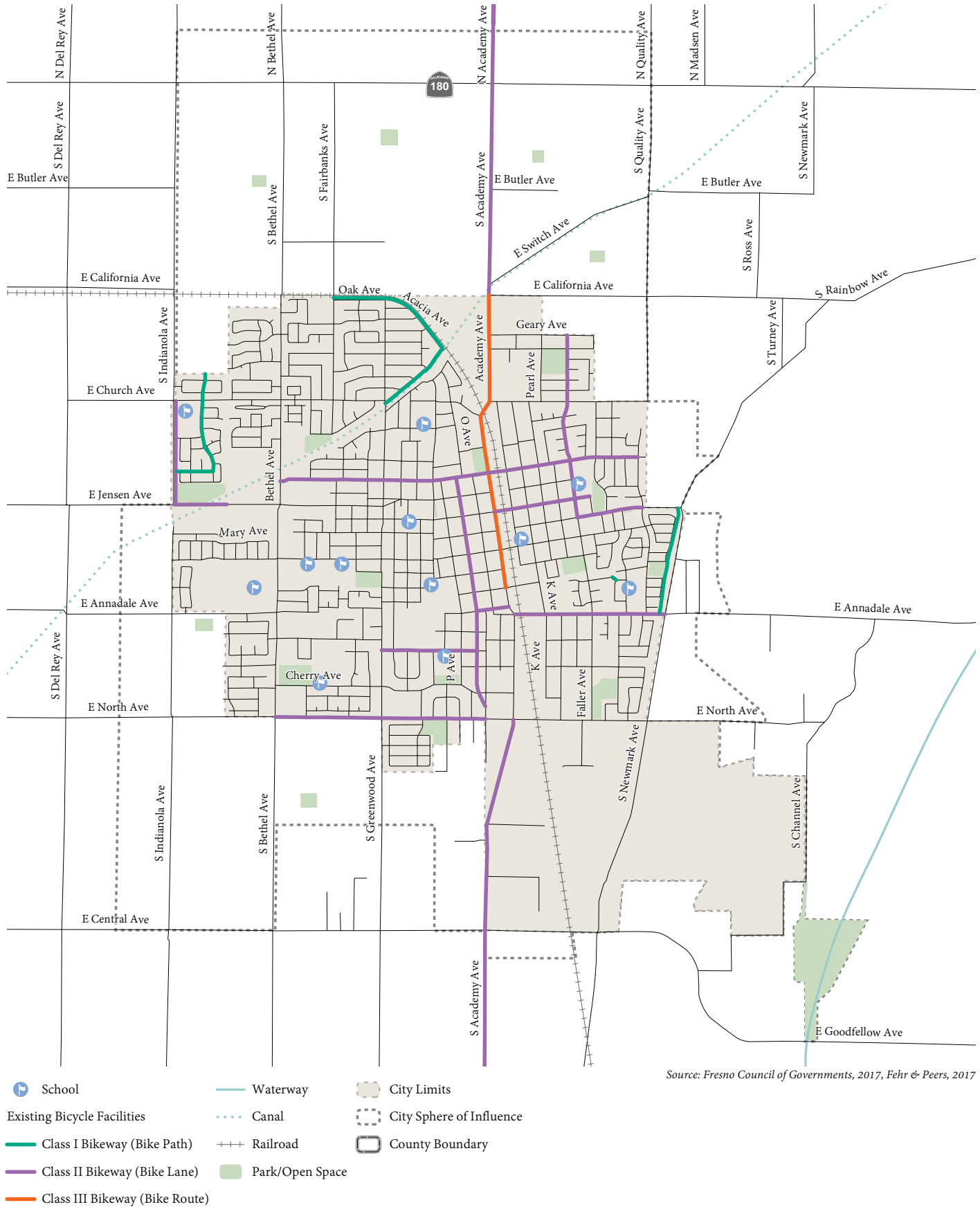
Type	Miles
Sidewalks	128.4
Class I Bike Paths	2.2
Class II Bike Lanes	18.5
Class III Bike Routes	2.8
Class IV Separated Bikeway	0.0

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






Intersection with crosswalks in at 7th and N Streets, Sanger



Figure 17-1: Sanger Existing Bicycle Facilities









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

This map displays the 180th Precinct, which is shaded in light orange. The precinct is bounded by E Central Ave to the north, E Goodfellow Ave to the south, S Academy Ave to the west, and S Newmark Ave to the east. Major streets shown include E Central Ave, E North Ave, E Annadale Ave, E Church Ave, E California Ave, E Butler Ave, and E Goodfellow Ave. Vertical streets include S Del Rey Ave, S Indianola Ave, S Bethel Ave, S Fairbanks Ave, S Academy Ave, S Newmark Ave, S Ross Ave, and S Turney Ave. The map also shows several parks and green spaces, including a large park area in the northwest and a smaller one in the southeast. A blue line indicates a waterway or canal running through the precinct. A scale bar at the bottom left shows distances up to 100 feet. A north arrow is located in the bottom right corner.

 School
  Existing Bicycle/Pedestrian Trail
  Park/Open Space

Existing Pedestrian Facilities
  Railroad
  City Limits

 Sidewalk Present on Both Sides
  Waterway
  City Sphere of Influence

 Sidewalk Present on One Side
  Canal
  County Boundary

The City of Sanger is located 13 miles east-southeast of Fresno and approximately 1.5 miles west of Kings River. The city has utilized areas adjacent to canals and railroad tracks to begin construction of a trail system envisioned to span the City.

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

- High vehicle volumes and speeds along Academy Avenue provide challenges for pedestrian crossings and bicycle access.
- Many opportunities exist to improve bicycle and pedestrian access and crossings near schools in the City.

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



Sanger Community Center

Key Destinations

Figure 17-4 shows key destinations for bicyclists and pedestrians in the City of Sanger. Highlights include:

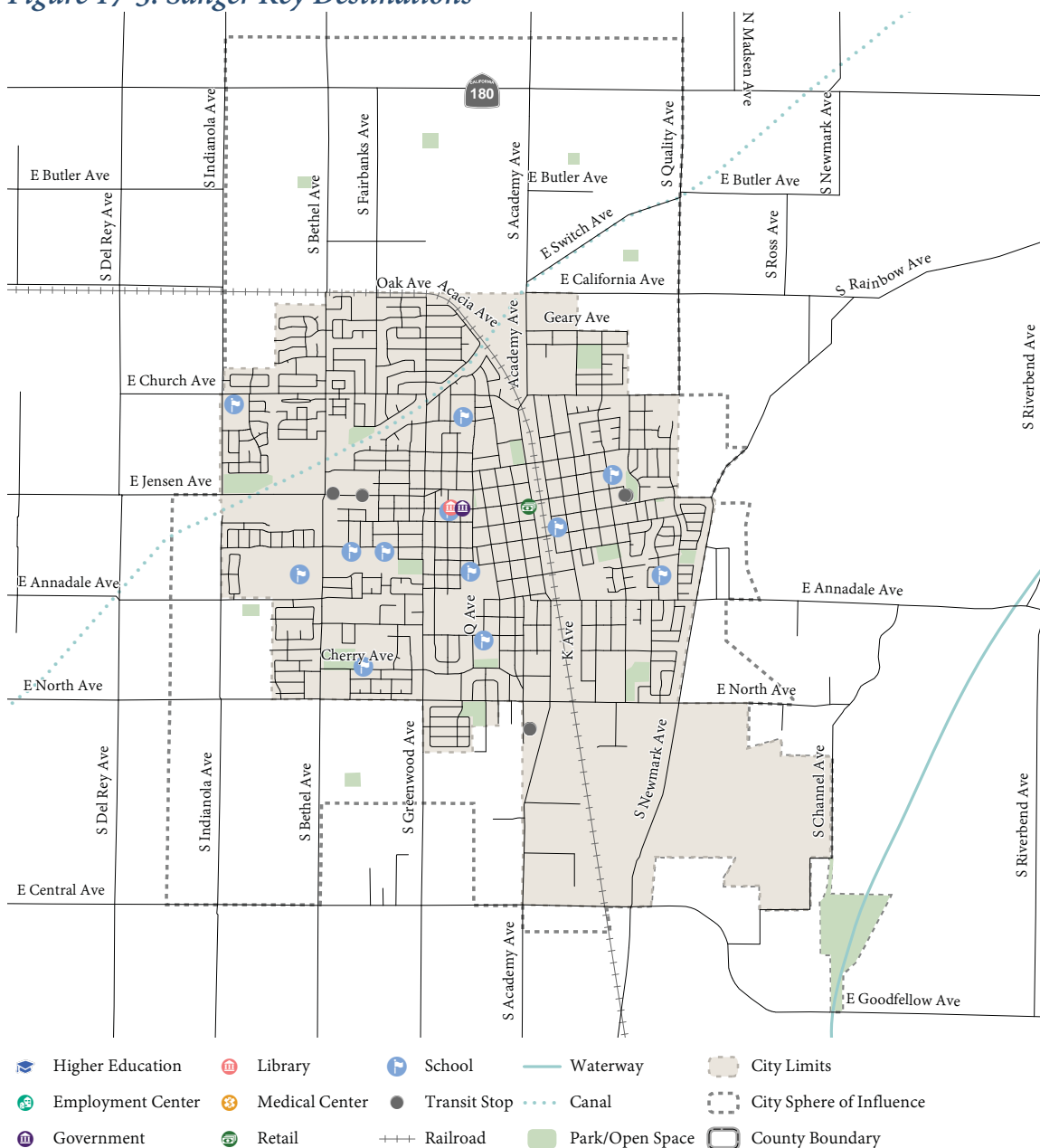
- Schools and parks throughout the city
- Restaurants and businesses along Academy Avenue and 7th Street

Figure 17-5 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.



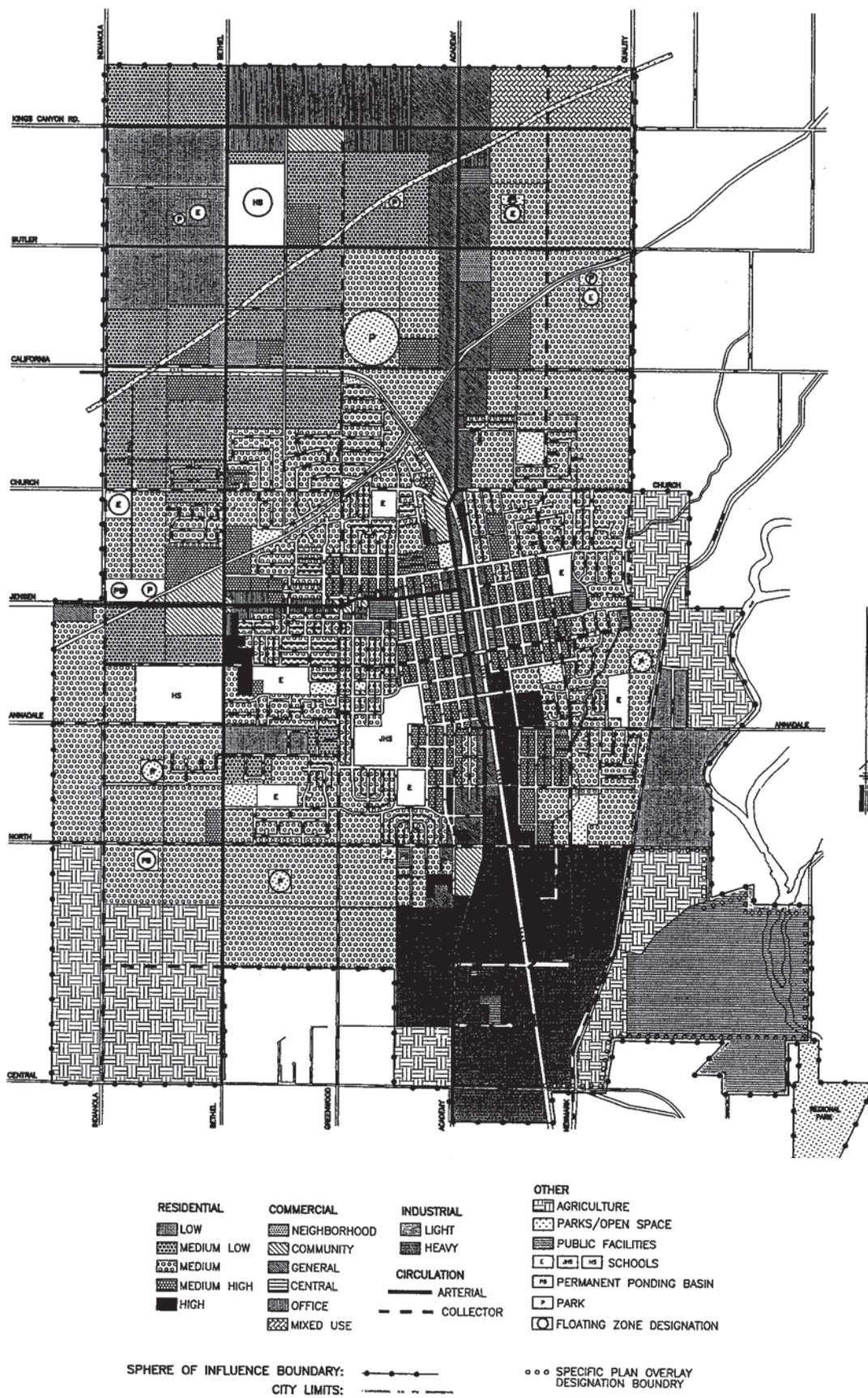
Jefferson Path Bridge

Figure 17-3: Sanger Key Destinations



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

Figure 17-4: Sanger General Plan Zoning Map

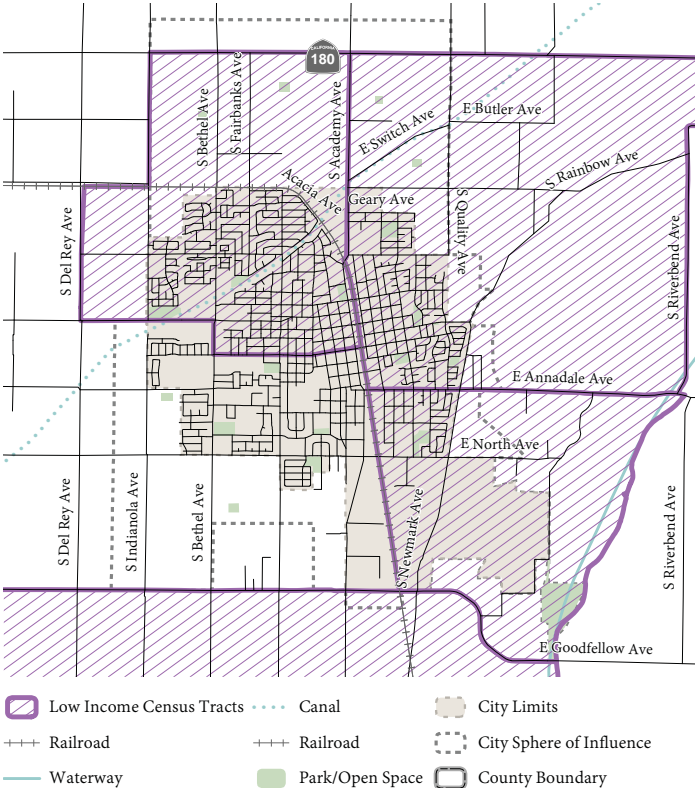


Source: City of Sanger, 2017

Disadvantaged Communities

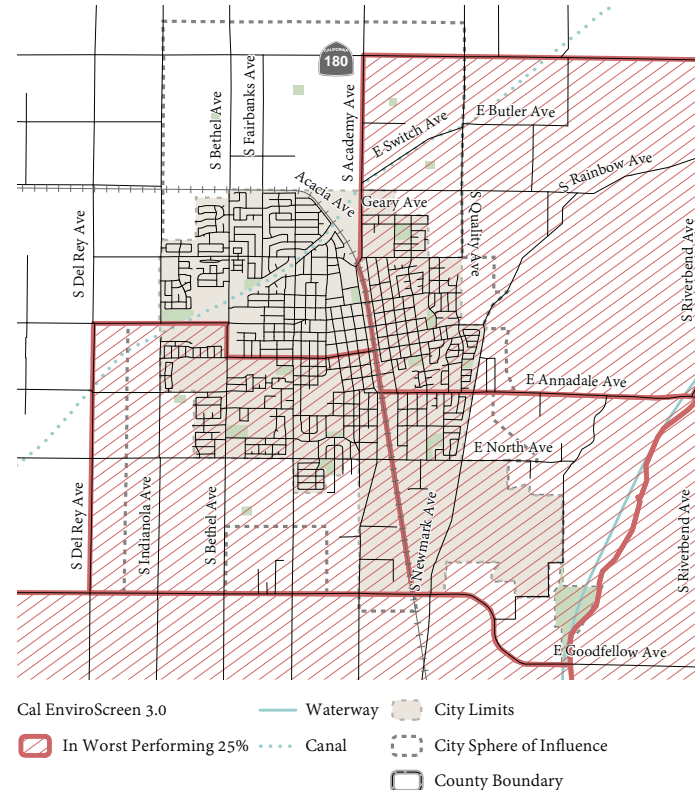
All of Sanger meets one or more of the criteria for disadvantaged communities, as shown in Figures 17-5 to 17-8. These indicators are explained in Chapter 3, Existing Conditions.

Figure 17-5: Sanger Household Median Income



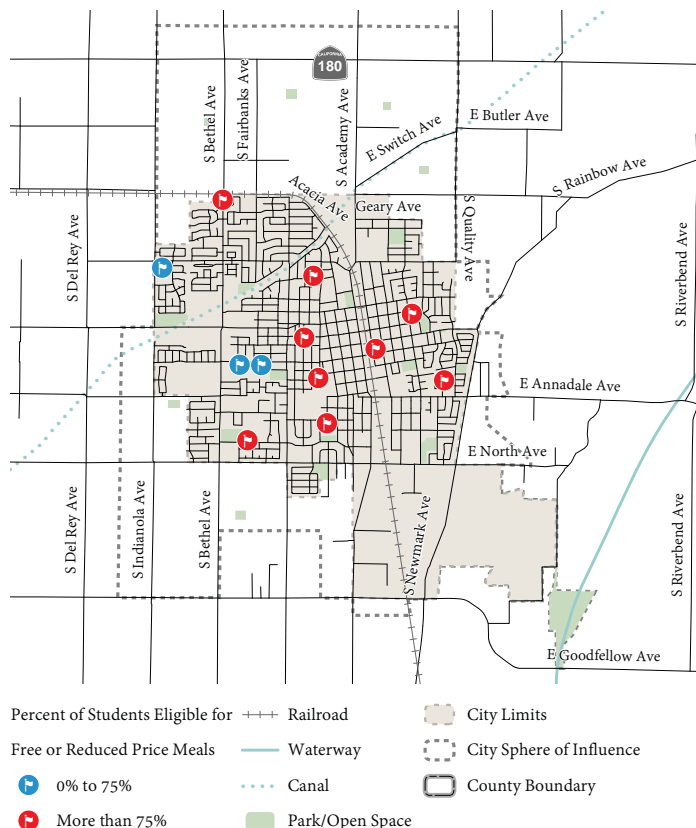
Sources: U.S Census American Community Survey, 2016, Fehr & Peers, 2017

Figure 17-6: Sanger CalEnviroScreen 3.0 Score



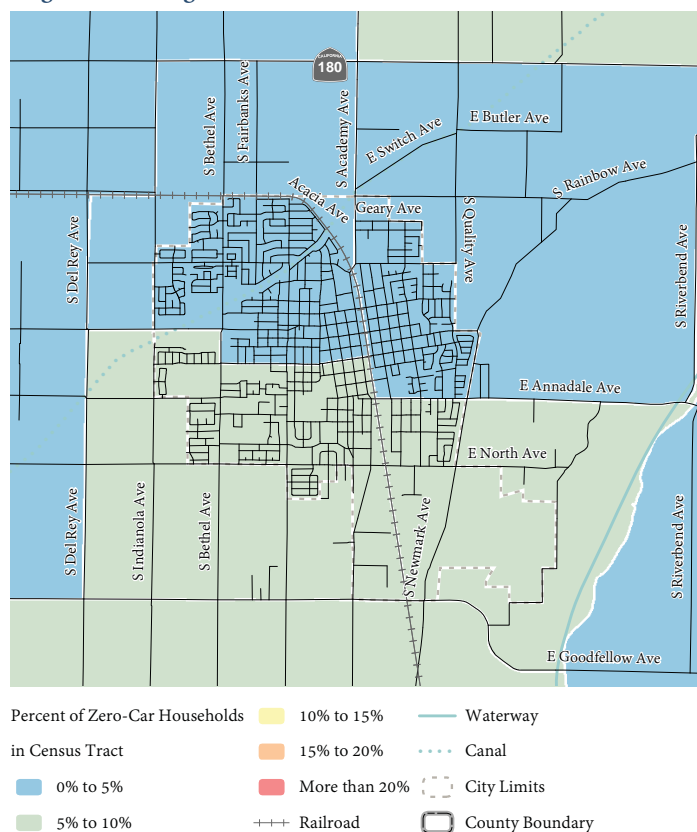
Source: California Office of Environmental Health Hazard Assessment, 2017, Fehr & Peers, 2017

Figure 17-7: Sanger Free or Reduced Price Meal Eligibility



Source: California Department of Education, 201, Fehr & Peers, 2017

Figure 17-8: Sanger Zero Automobile Households



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

Existing Trips

Based on data collected through the U.S. Census American Community Survey, approximately 0.8% of Sanger workers commute to work by bicycling and 2.3% commute to work by walking. These shares are lower than the statewide averages, as shown in Table 17-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Sanger is higher than shown here.

Table 17-2: Sanger Trips to Work by Bicycling and Walking

Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Sanger	71	0.8%	212	2.3%

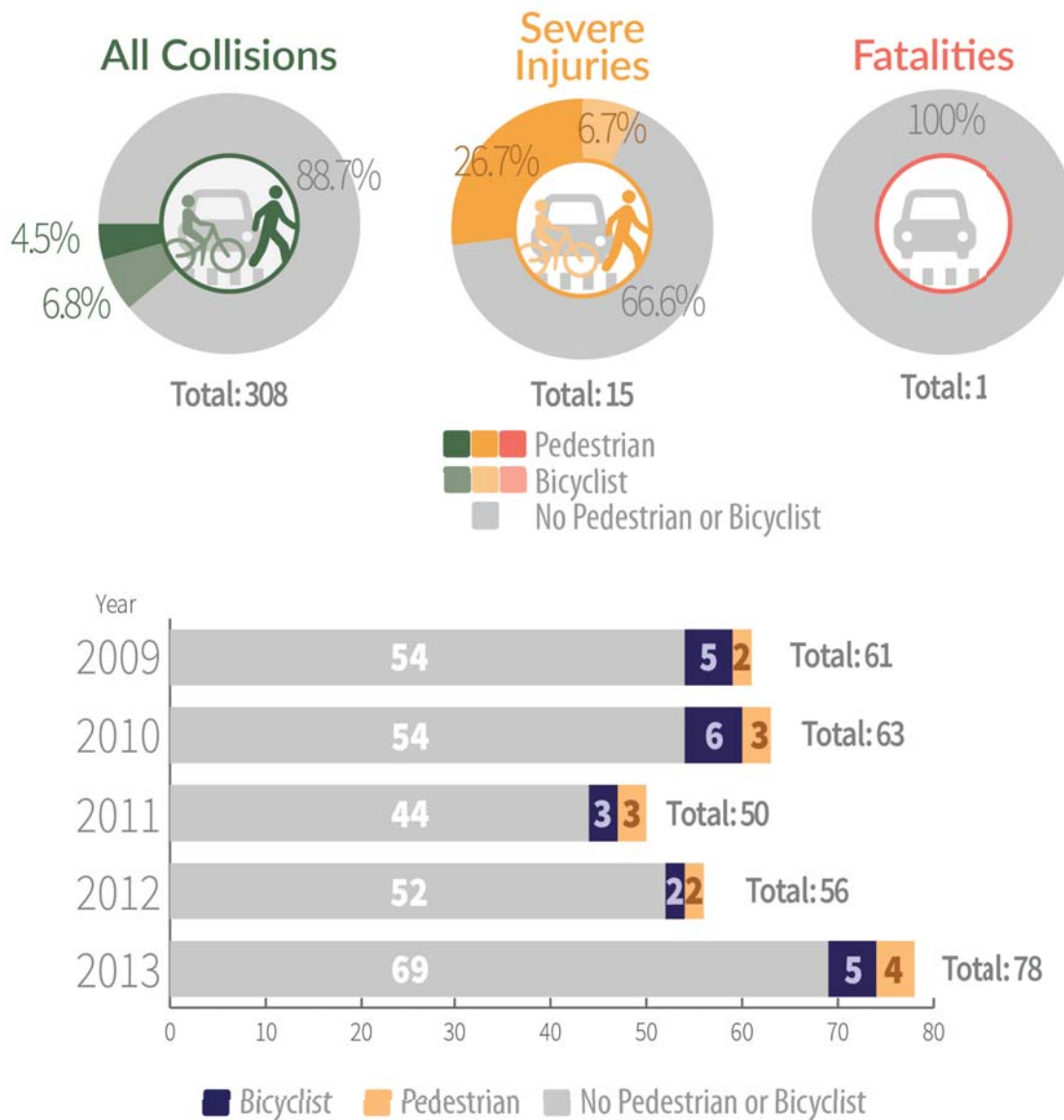
California 188,736 1.2% 458,5623 2.9%

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

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

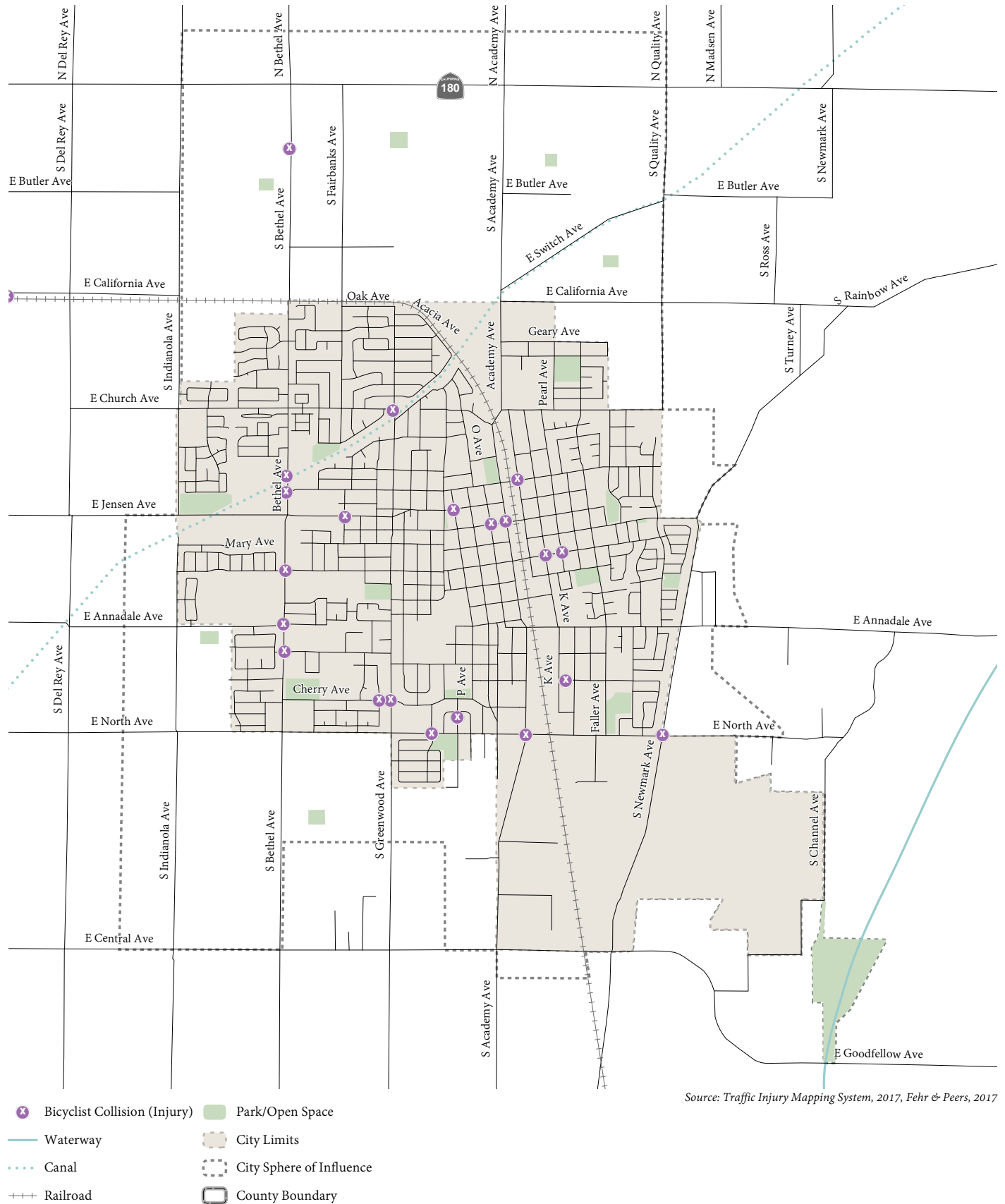
Collisions

The graphics shown below summarize injury collisions in Sanger involving bicyclists and pedestrians by severity and year. Figure 17-9 shows locations of injury collisions involving bicyclists and Figure 17-10 shows locations of injury collisions involving pedestrians.



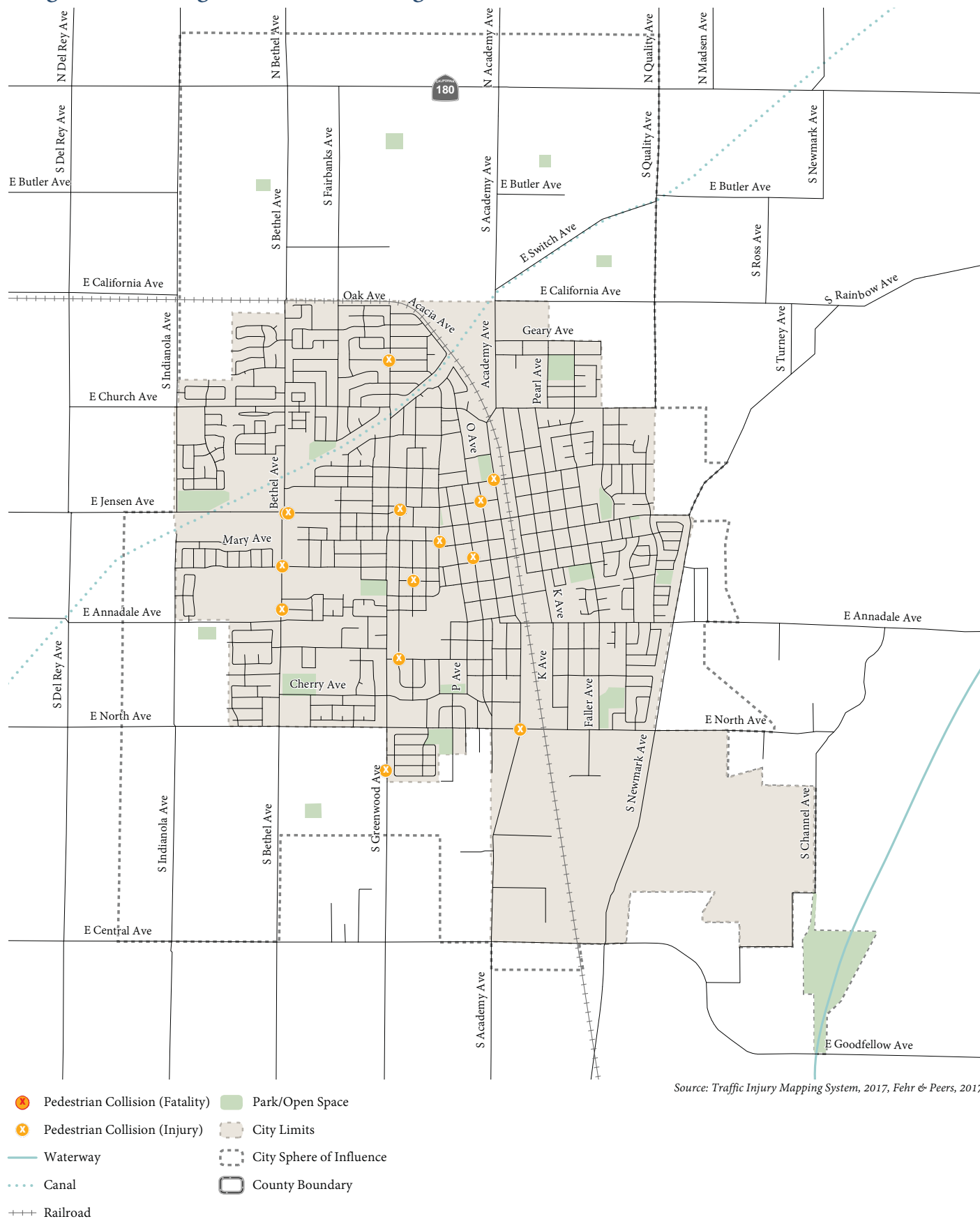
Sources: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017

Figure 17-9: Sanger Collisions Involving Bicyclists, 2009-2013



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

Figure 17-10: Sanger Collisions Involving Pedestrians, 2009-2013



Past Expenditures

No detailed data was available on past expenditures on bicycle and pedestrian facilities in Sanger.





Maintenance Policies

The City of Sanger budgets for annual maintenance on its streets, including on-street bicycle facilities, and a pavement management program is used to track ongoing maintenance.

Five E's

Sanger's recent efforts supporting the five E's are presented in Table 17-3.

Table 17-3: Sanger Five E's of Active Transportation

E	Discussion
Education 	<ul style="list-style-type: none">During the summer months, the City's Recreation Division hosts bike repair clinics and guided bike rides.During National Night Out, the Police and Fire Departments provide information about walking and bike safety.
Encouragement 	<ul style="list-style-type: none">The City has social bike riding group called the G.O.A.T. S. (Go Out and Tour Sanger).The City's Recreation Division, in cooperation with the senior center, started a century walk club for adults 55 and over with the goal to walk 100 miles over the course of the year.The City's Recreation Division, in cooperation with the Sanger Family Resource Center, has supported the resources centers walking club held at Kennedy Park.The City Recreation Division, Police and Fire Department also provide support for the school district's annual walk to school and bike to school event.The City annually hosts the Blossom Trail Run featuring a 10K run/walk, a 2 mile run/walk, and kids ½ mile, ¼ mile, and 1/8 mile races.
Engineering 	<ul style="list-style-type: none">The City developed a bicycle master plan as discussed earlier in this chapter.The City created a traffic safety assessment, including bicycle and pedestrian improvement recommendations, as discussed above.
Evaluation 	<ul style="list-style-type: none">The City conducted bicycle/pedestrian count data in a study of 15 intersections along Jensen Avenue.The City conducted a traffic safety assessment, including bicycle and pedestrian safety, as discussed above.

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

PLANNED NETWORKS

The planned bicycle and pedestrian networks for Sanger are summarized in Table 17-4 and shown in Figures 17-11 to 17-12. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to provide access to key destinations and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads.

Figure 17-13 presents planned bike parking for Sanger. These recommendations add bike parking at schools, parks, and near civic and retail areas.

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

Table 17-4: Sanger Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	128.4	5.9	134.3
Class I Bike Path	2.2	20.3	22.5
Class II Bike Lane	18.5	35.7	54.2
Class III Bike Route	2.8	7.1	9.9

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

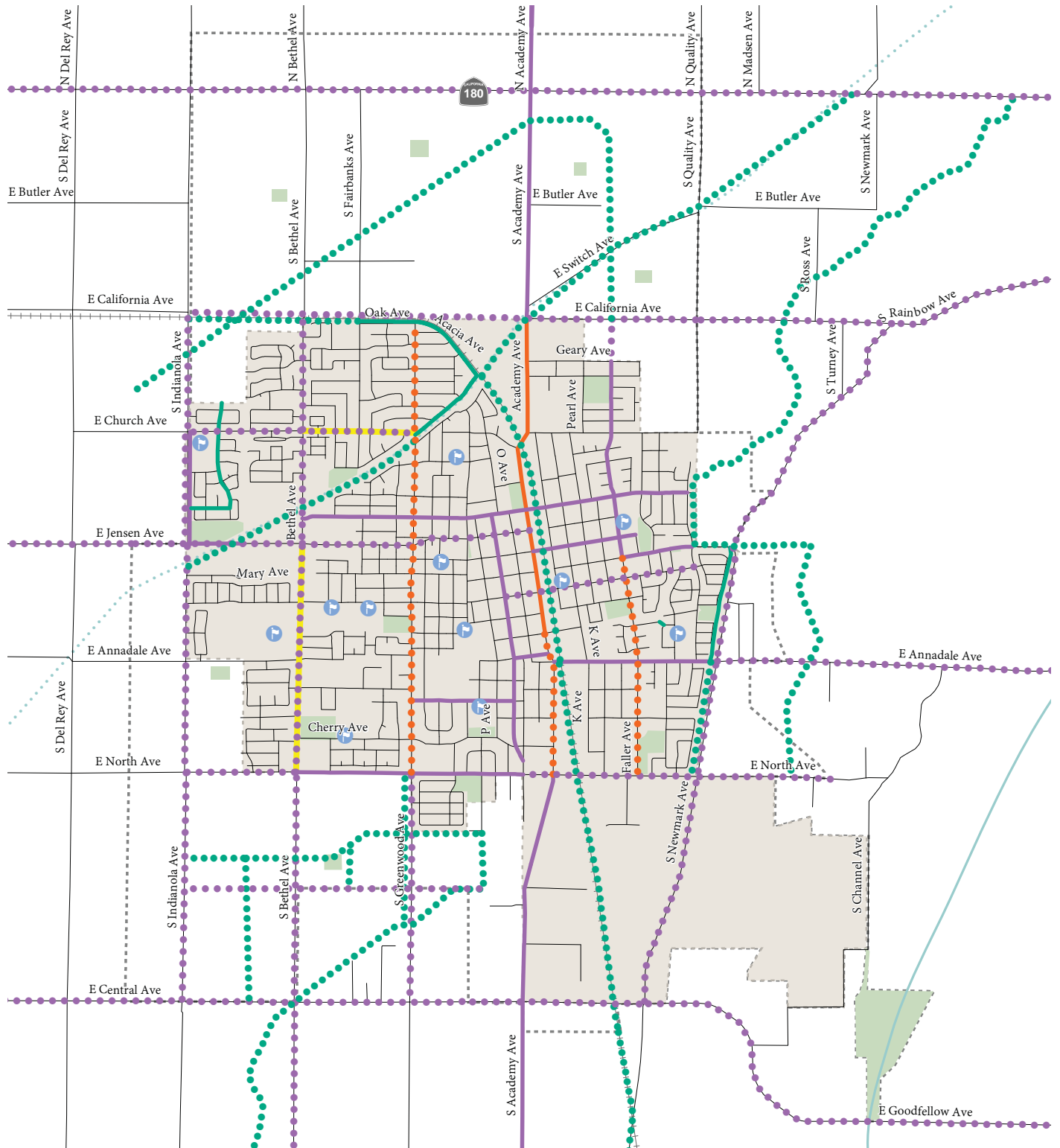
Costs to implement these facilities are summarized in Table 17-5.

Table 17-5: Sanger Planned Bicycle and Pedestrian Network Costs

Facility Type	Cost Per Mile	High Priority	Other	Total
Sidewalk	\$343,000	\$718,000	\$1,304,000	\$2,022,000
Class I Bike Path	\$750,000	\$855,000	\$14,350,000	\$15,205,000
Class II Bike Lane	\$175,000	\$1,166,000	\$5,088,000	\$6,254,000
Class III Bike Route	\$8,000	\$47,000	\$10,000	\$57,000
Crossing Improvements		\$200,000	\$200,000	\$400,000
	Total	\$2,968,000	\$20,952,000	\$23,938,000

Source: Fehr & Peers, 2017

Figure 17-11: Sanger Planned Bicycle Facilities



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

Existing Bicycle Facilities

Class I Bikeway (Bike Path)

Class II Bikeway (Bike Lane)

Class III Bikeway (Bike Route)

Planned Bicycle Facilities

Class I Bikeway (Bike Path)

Class II Bikeway (Bike Lane)

Class III Bikeway (Bike Route)

Class IV Bikeway (Separated Bikeway)

Class II/IV

Funded Project, Not Included in ATP

Project Covered by Other Plans

County Boundary

Figure 17-12: Sanger Planned Pedestrian Facilities

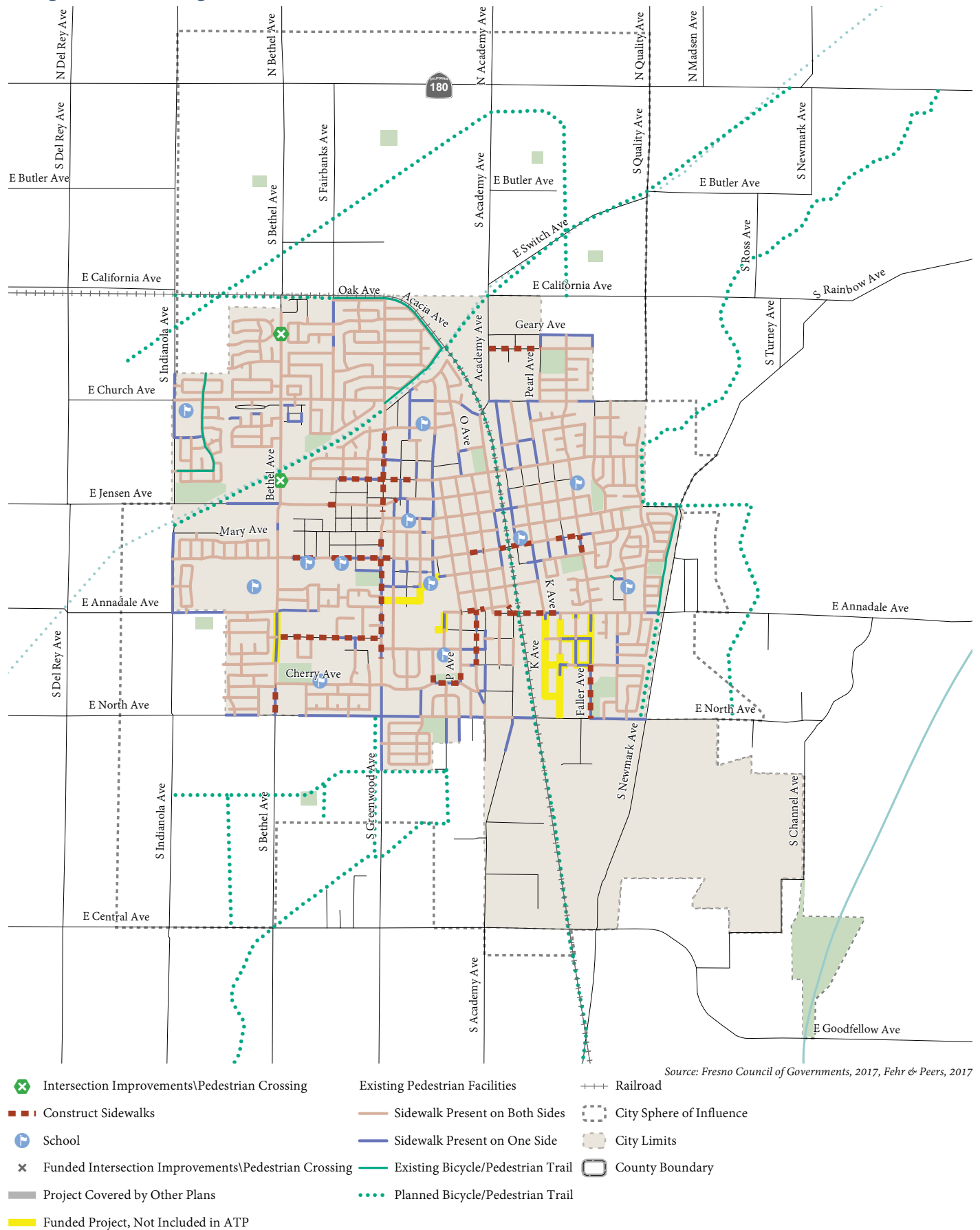
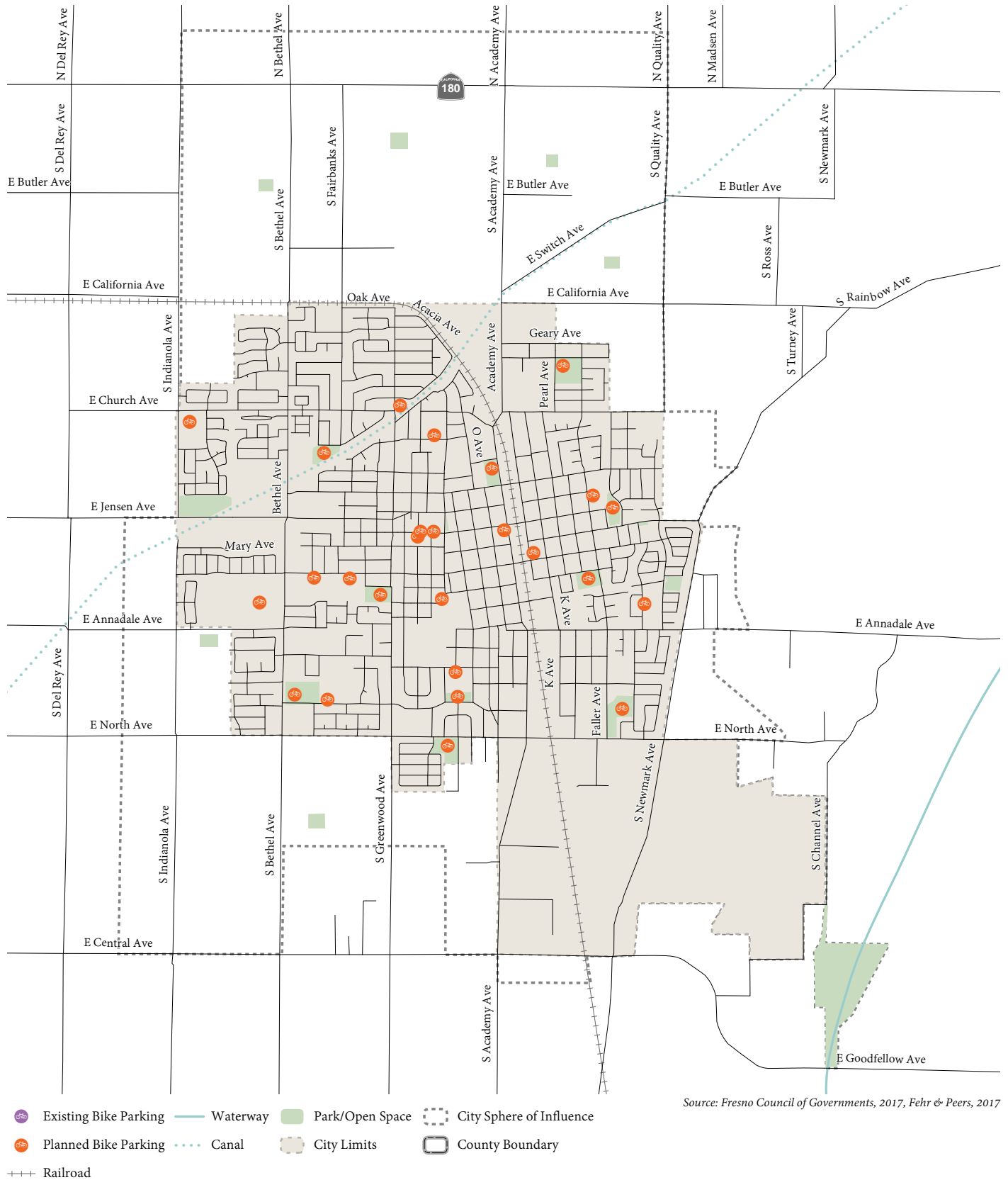


Figure 17-13: Sanger Planned Bicycle Parking



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