

## Chapter 15

# SANGER

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

### EXISTING CONDITIONS

The City of Sanger is located in the eastern portion of Fresno County, about 13 miles southeast of the City of Fresno.

#### Existing Bicycle & Pedestrian Facilities

There are 134.2 miles of sidewalks and 15.1 miles of bikeways within Sanger. These networks are summarized in Table 15-1 and depicted in Figures 15-1 and 15-2.

**Table 15-1: Summary of Existing Walking & Bicycling Facilities in Sanger**

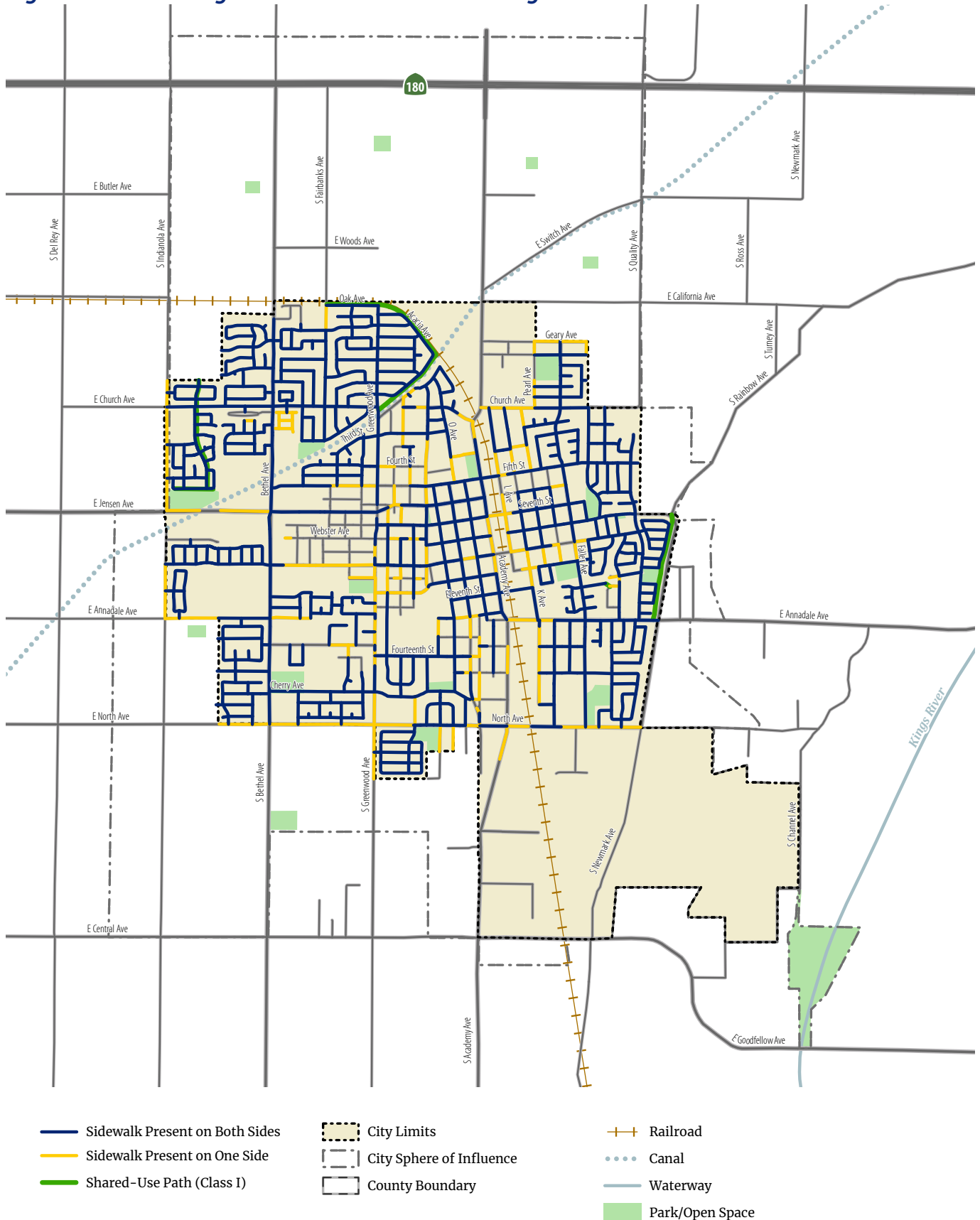
Type	Miles
Sidewalk	135.2
Shared Use Path (Class I)	2.1
Bike Lane (Class II)*	11.6
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

*\*Distance measured by centerline*

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

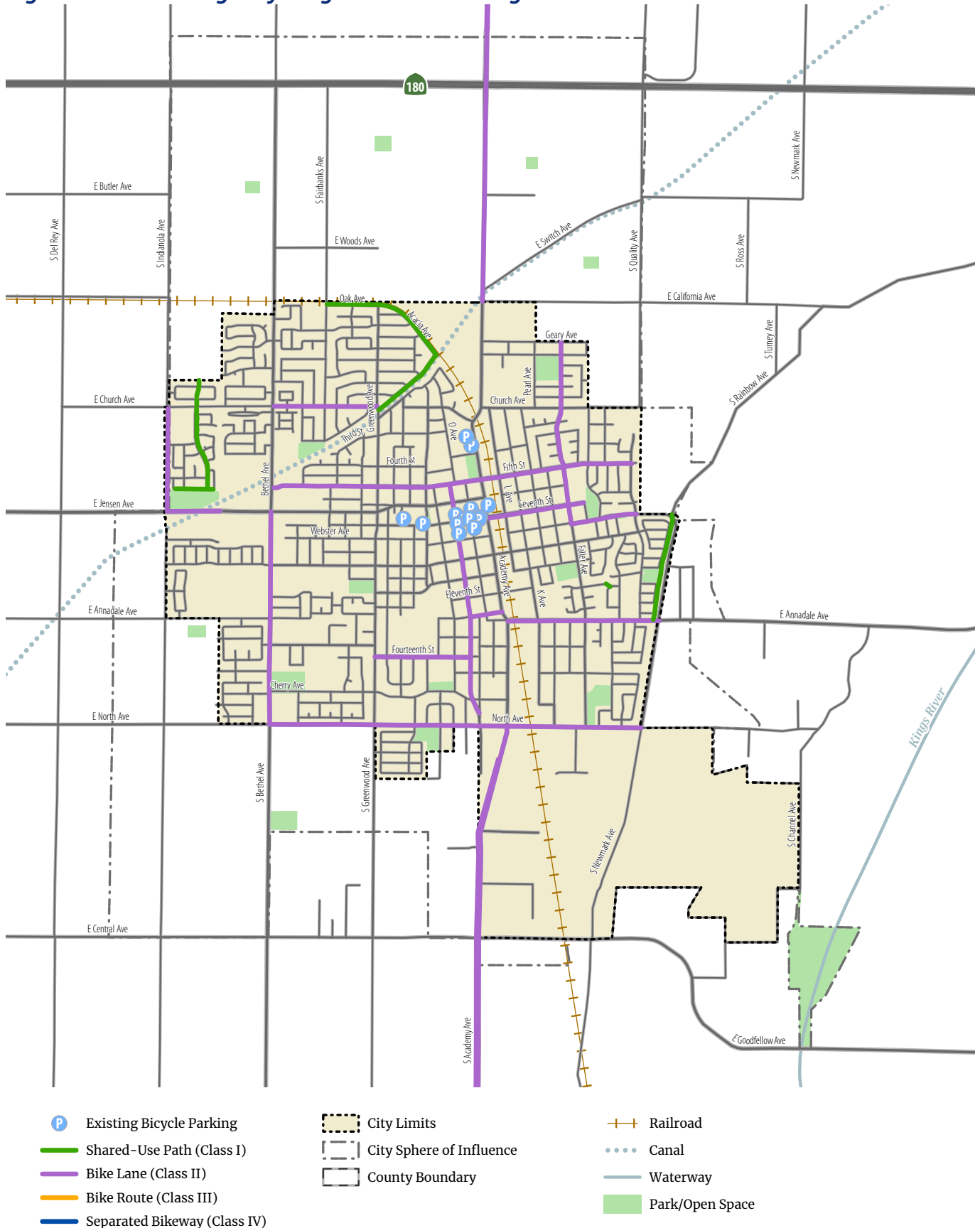
- » Most of the city have well-connected sidewalk networks, however there are several notable gaps, including the residential area near Jensen Avenue and near the railroad tracks.
- » High vehicle volumes and speeds along Academy Avenue, paired with the railroad tracks to the east, provide challenges for pedestrian and bicyclist crossings.

**Figure 15-1: Existing Pedestrian Facilities in Sanger**



Source: Fehr & Peers, 2023

**Figure 15-2: Existing Bicycling Facilities in Sanger**



Source: Fehr & Peers, 2023



## **Plans and Policies Related to Active Transportation**

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

- » City of Sanger General Plan (2020)
- » Sanger Accessibility Master Plan (2016)
- » City of Sanger Traffic Safety Assessment (2014)
- » City of Sanger Standard Drawings (2008)
- » Municipal Code of Sanger, California

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## **Expenditures on Active Transportation Facilities**

The City of Sanger has spent \$3.25 million for bicycle and pedestrian improvements over the last five years.

## **Maintenance**

The city does not have formal policies or procedures for cleaning active transportation facilities. Street sweeping is conducted twice a month and potholes are fixed as needed. Striping is usually repainted in conjunction with road projects.

## **Education & Encouragement Programs**

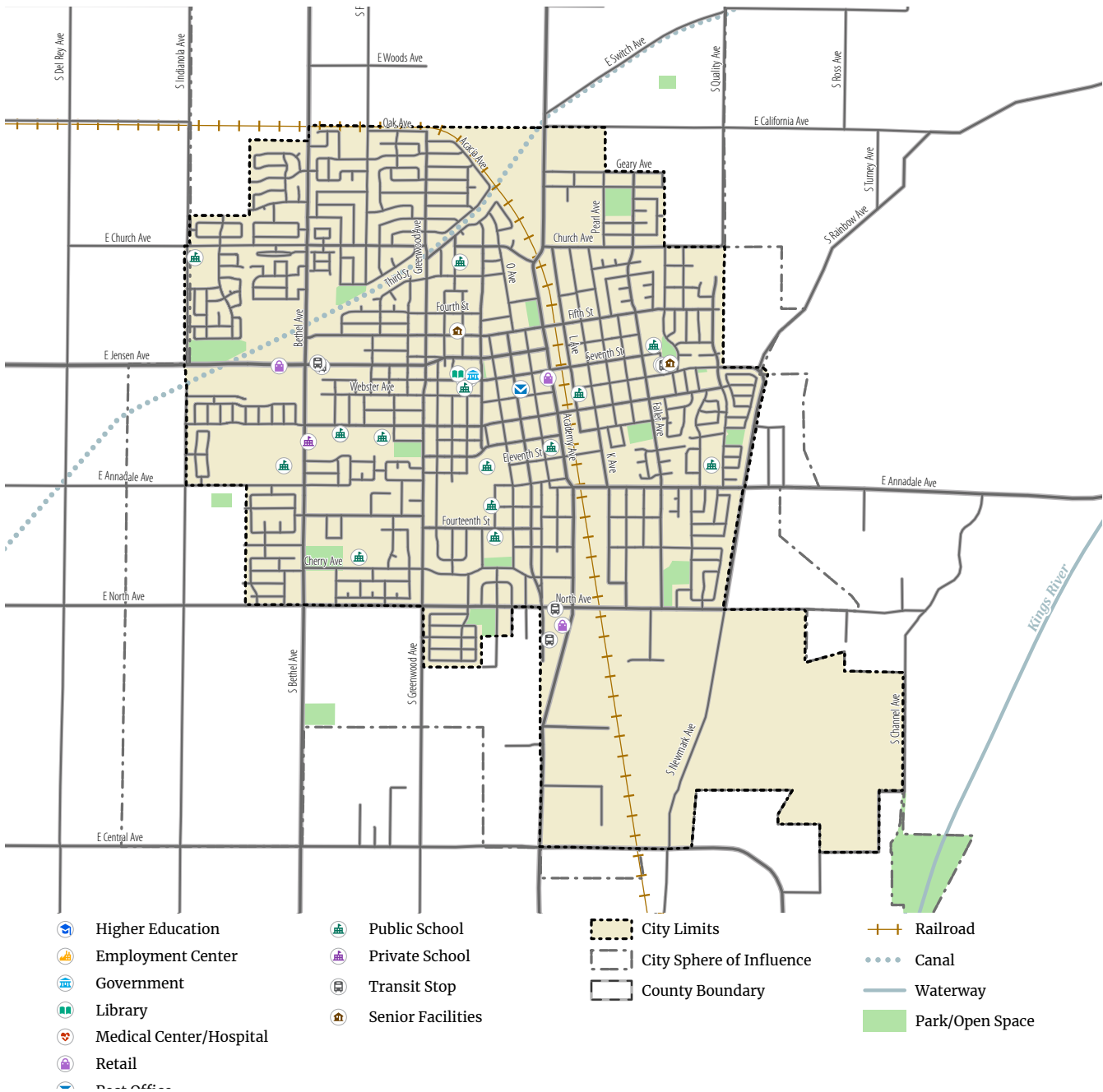
Sanger has received grants from the Office of Traffic Safety to conduct bicycle and pedestrian awareness campaigns. Specific problem locations have been targeted for each effort.

## Key Destinations

Figure 15-3 shows key destinations for bicyclists and pedestrians in the City of Sanger. Highlights include

- » schools in the area, such as Sanger High School and Lincoln Elementary School,
- » downtown businesses and shopping centers,
- » Sanger Branch Library and government offices, and
- » transit stops.

**Figure 15-3: Key Destinations in Sanger**



Source: Fehr & Peers, 2023

## Disadvantaged Communities

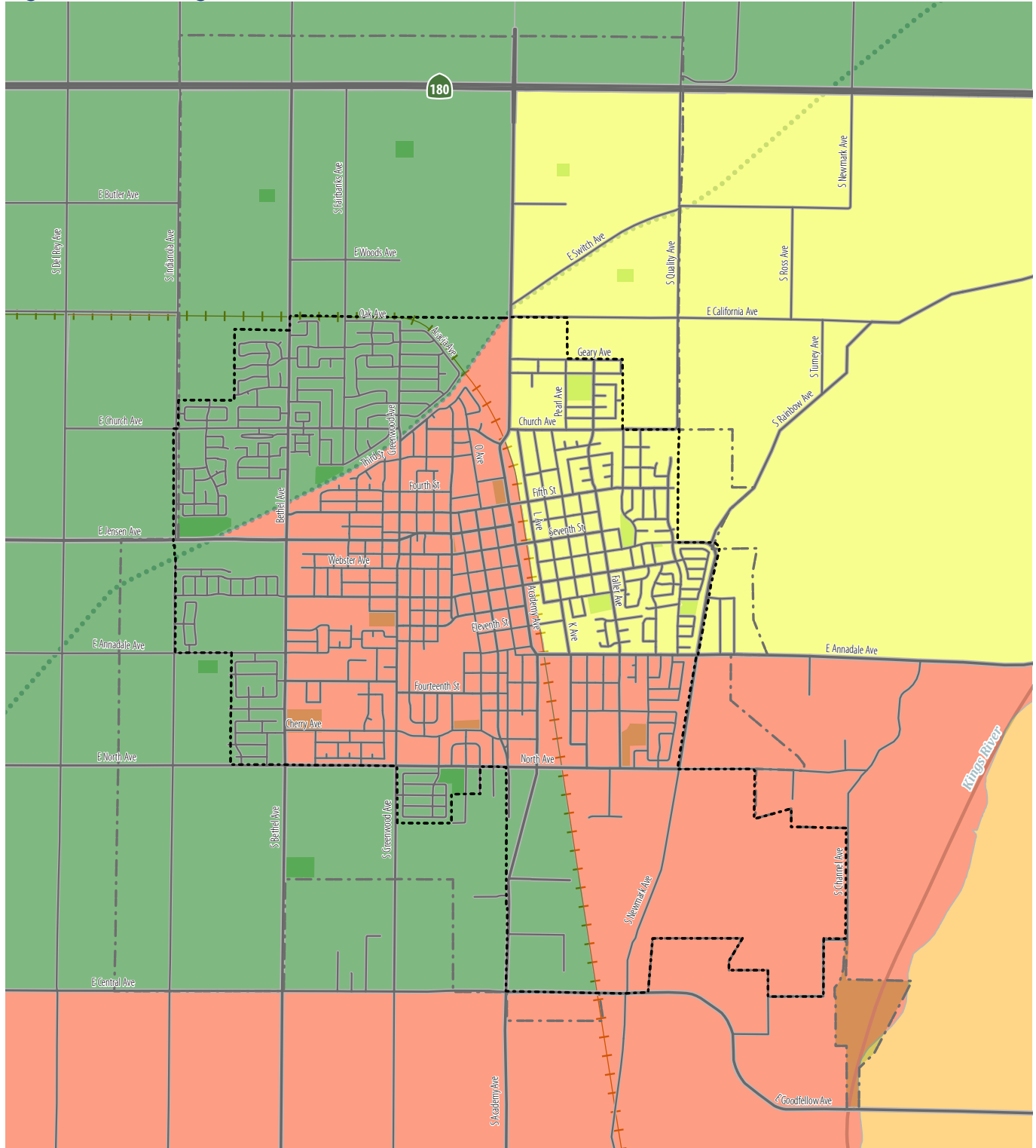
All of Sanger meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Households south of the Fowler Switch Canal and west of the railroad make below 65 percent of the state median. Households south of the Canal and east of the railroad make 70 to 75 percent of the state median, as shown in Figure 15-4.
- » **Free & Reduced Price Meals for Schools:** 7 of 12 schools with available data have over 75 percent of students eligible for free or reduced price meals, as shown in Figure 15-5.
- » **CalEnviroScreen:** The southern part of the city is within the 20 percent most disadvantaged areas in the state, as shown in Figure 15-6.
- » **Healthy Places Index:** The eastern portion of the city rail tracks is within the 20 percent most disadvantaged areas in the state, as shown in Figure 15-7.
- » **Federal Climate & Economic Justice Tool:** All of Sanger exceeds at least three categories in the screening tool, as shown in Figure 15-8.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The southeast corner of the city bound by Annadale Avenue and the railroad falls within the 10 percent most disadvantaged areas in the state, as shown in Figure 15-9.
- » **FCOG Environmental Justice Areas:** All of Sanger, except for one small neighborhood, is considered disadvantaged by this definition, as shown in Figure 15-10.

Because all of Sanger meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.



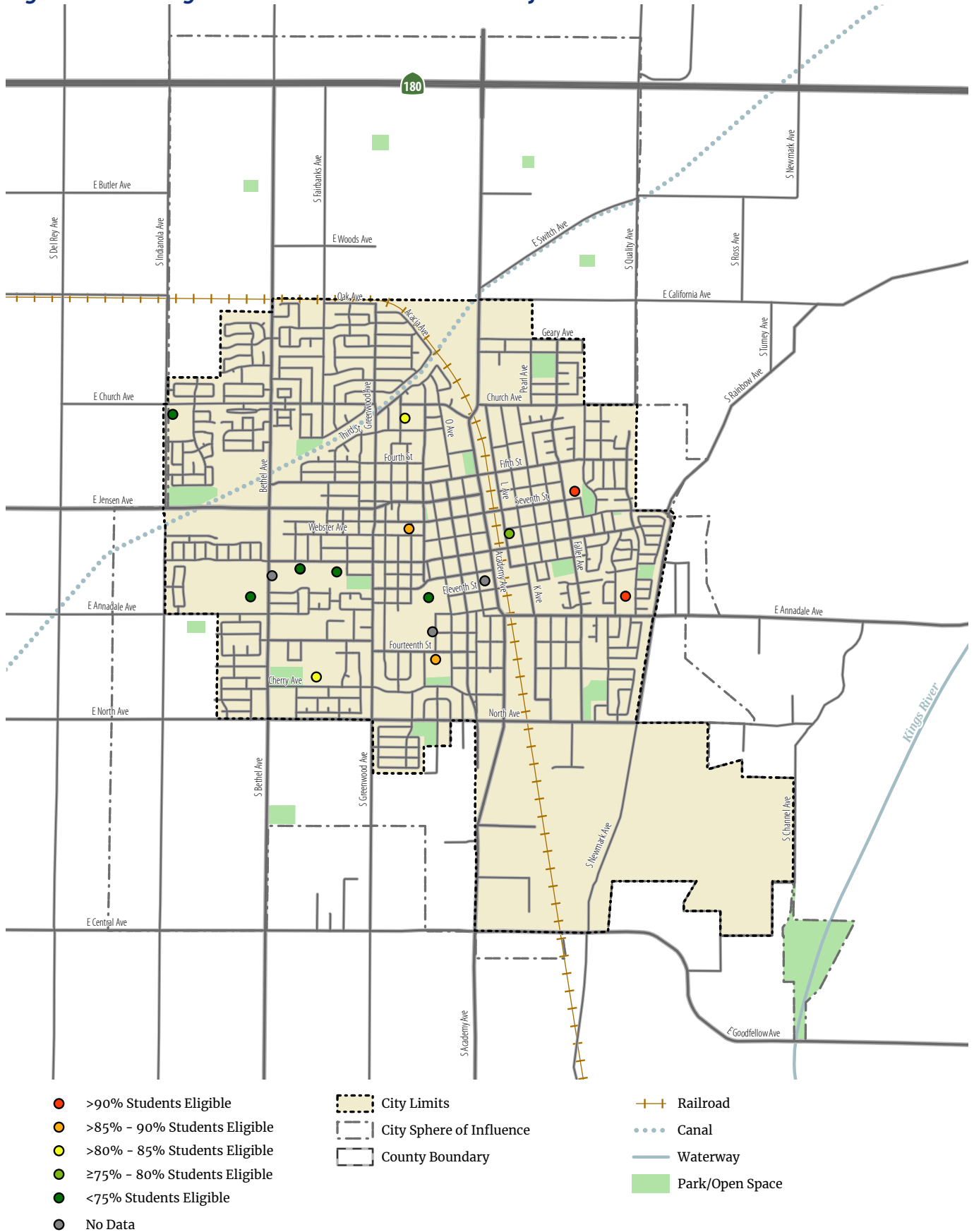
**Figure 15-4: Sanger Median Household Income**



- <65% of Statewide MHI
- 65% through <70% of Statewide MHI
- 70% through <75% of Statewide MHI
- 75% through <80% of Statewide MHI
- Greater than 80% of Statewide MHI
- No Information
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

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

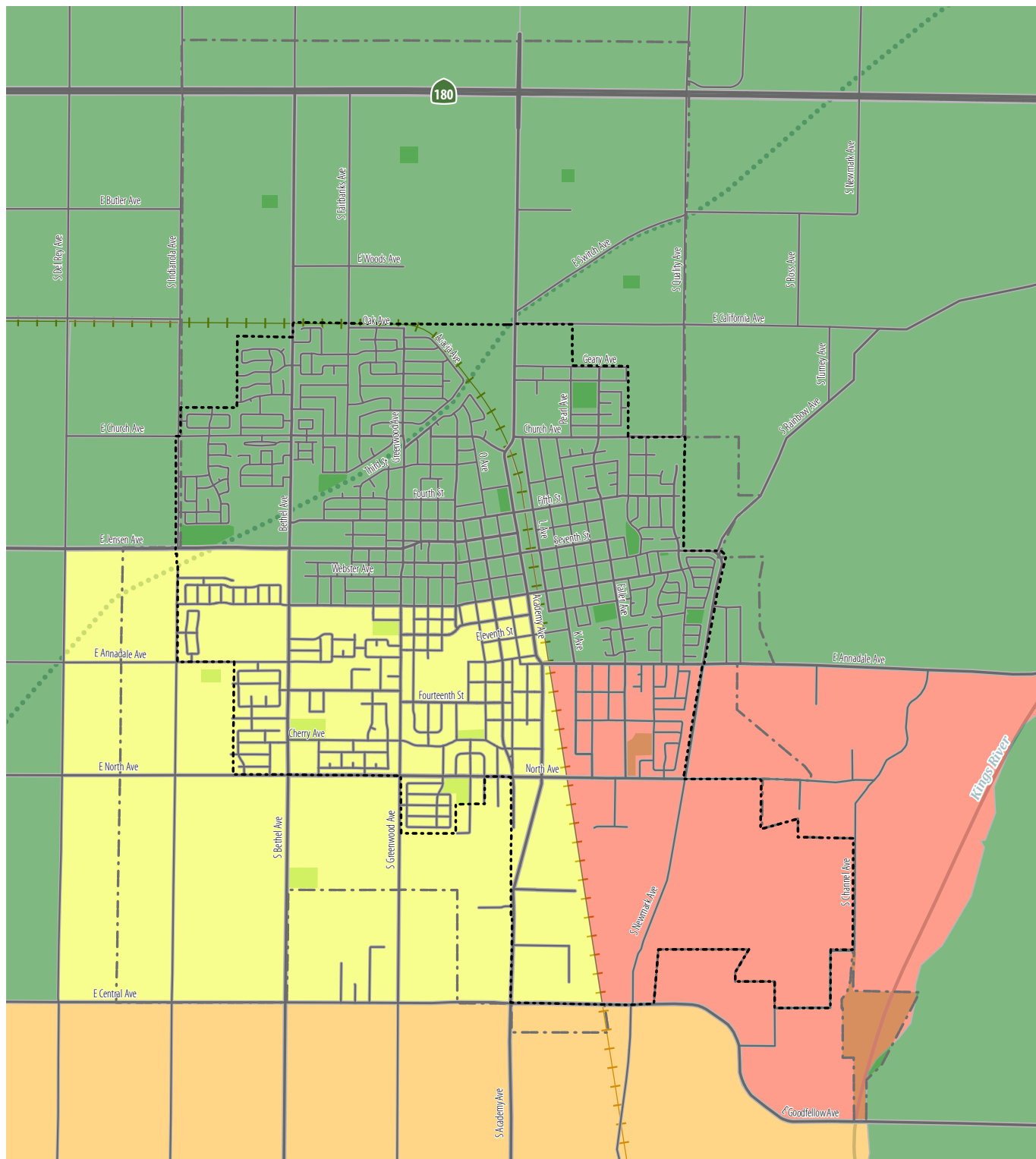
**Figure 15-5: Sanger Free & Reduced Price Meals for Schools**



Source: California Department of Education, 2023; Fehr & Peers, 2023



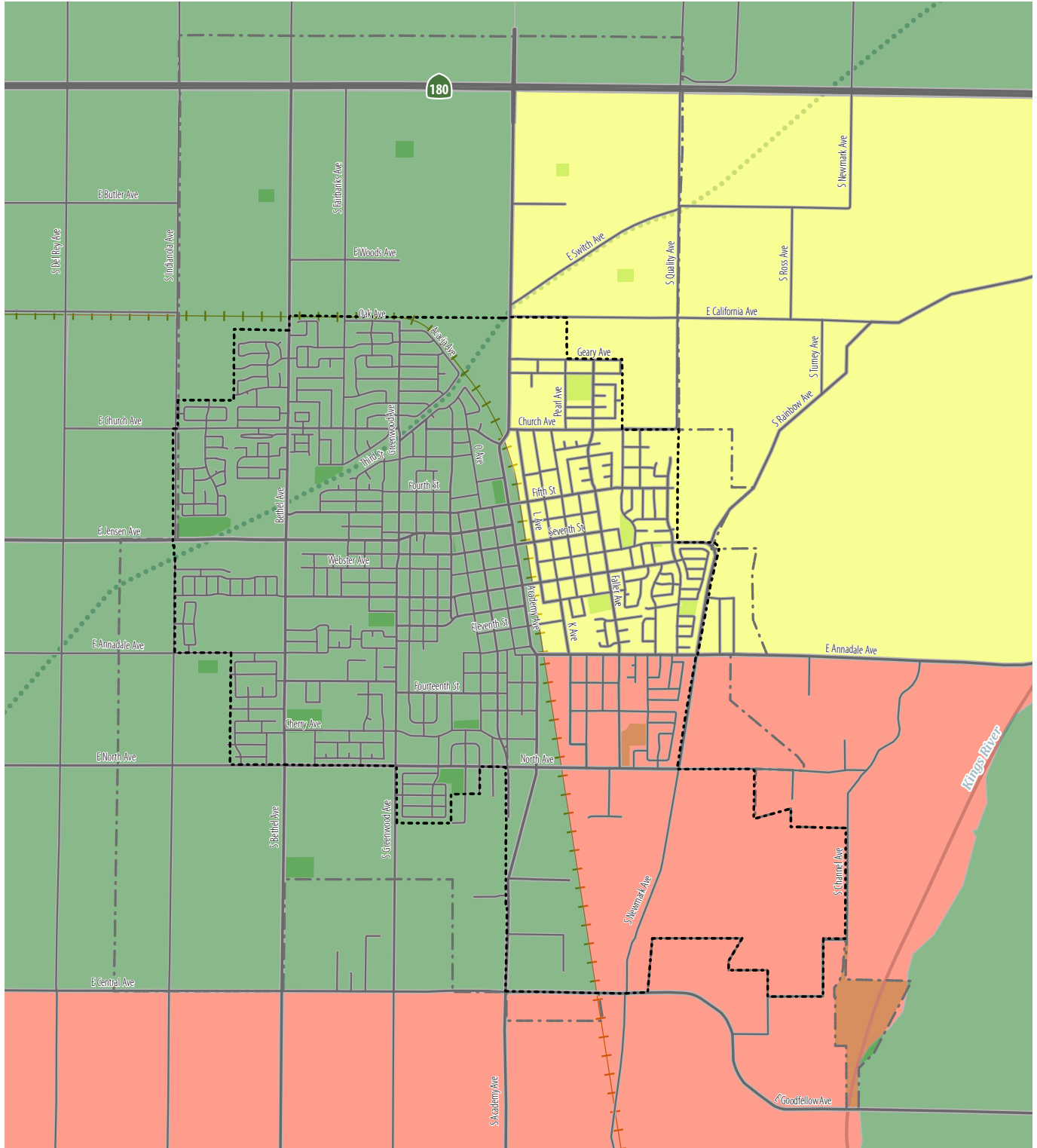
**Figure 15-6: Sanger CalEnviroScreen**



- |  |  |  |
|--|--|--|
| <span style="display:inline-block; width:15px; height:15px; background-color: #f08080; border: 1px solid black;"></span> <10% Most Disadvantaged             | <span style="border: 2px dashed black; width: 15px; height: 15px; display: inline-block;"></span> City Limits              | <span style="border-bottom: 1px dashed black; width: 15px; display: inline-block;"></span> Railroad                                      |
| <span style="display:inline-block; width:15px; height:15px; background-color: #ffcc99; border: 1px solid black;"></span> 10% through <15% Most Disadvantaged | <span style="border: 1px dashed black; width: 15px; height: 15px; display: inline-block;"></span> City Sphere of Influence | <span style="color: blue;">.....</span> Canal  |
| <span style="display:inline-block; width:15px; height:15px; background-color: #ffff99; border: 1px solid black;"></span> 15% through <20% Most Disadvantaged | <span style="border: 1px solid black; width: 15px; height: 15px; display: inline-block;"></span> County Boundary           | <span style="border-bottom: 1px solid blue; width: 15px; display: inline-block;"></span> Waterway  |
| <span style="display:inline-block; width:15px; height:15px; background-color: #c1e1c1; border: 1px solid black;"></span> 20% through 25% Most Disadvantaged  |  | <span style="display:inline-block; width:15px; height:15px; background-color: #90ee90; border: 1px solid black;"></span> Park/Open Space |
| <span style="display:inline-block; width:15px; height:15px; background-color: #808080; border: 1px solid black;"></span> Above 25% Most Disadvantaged        |  |  |
| <span style="display:inline-block; width:15px; height:15px; background-color: #cccccc; border: 1px solid black;"></span> No Information                      |  |  |

Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

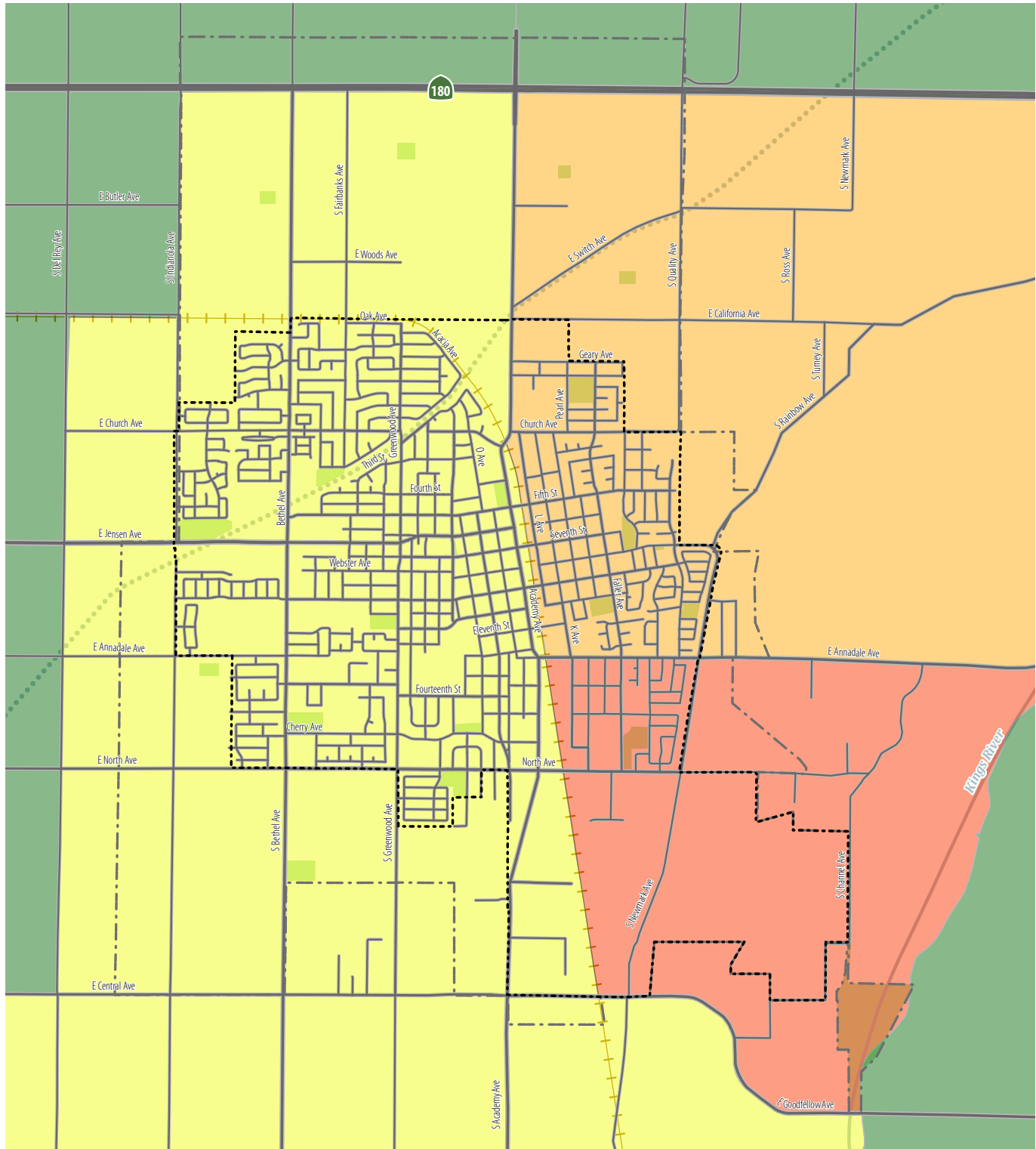
**Figure 15-7: Sanger Healthy Places Index**



- HPI Score <10 Percentile
- HPI Score 10 through <15 Percentile
- HPI Score 15 through <20 Percentile
- HPI Score 20 through 25 Percentile
- HPI Score above 25 Percentile
- Excluded
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

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

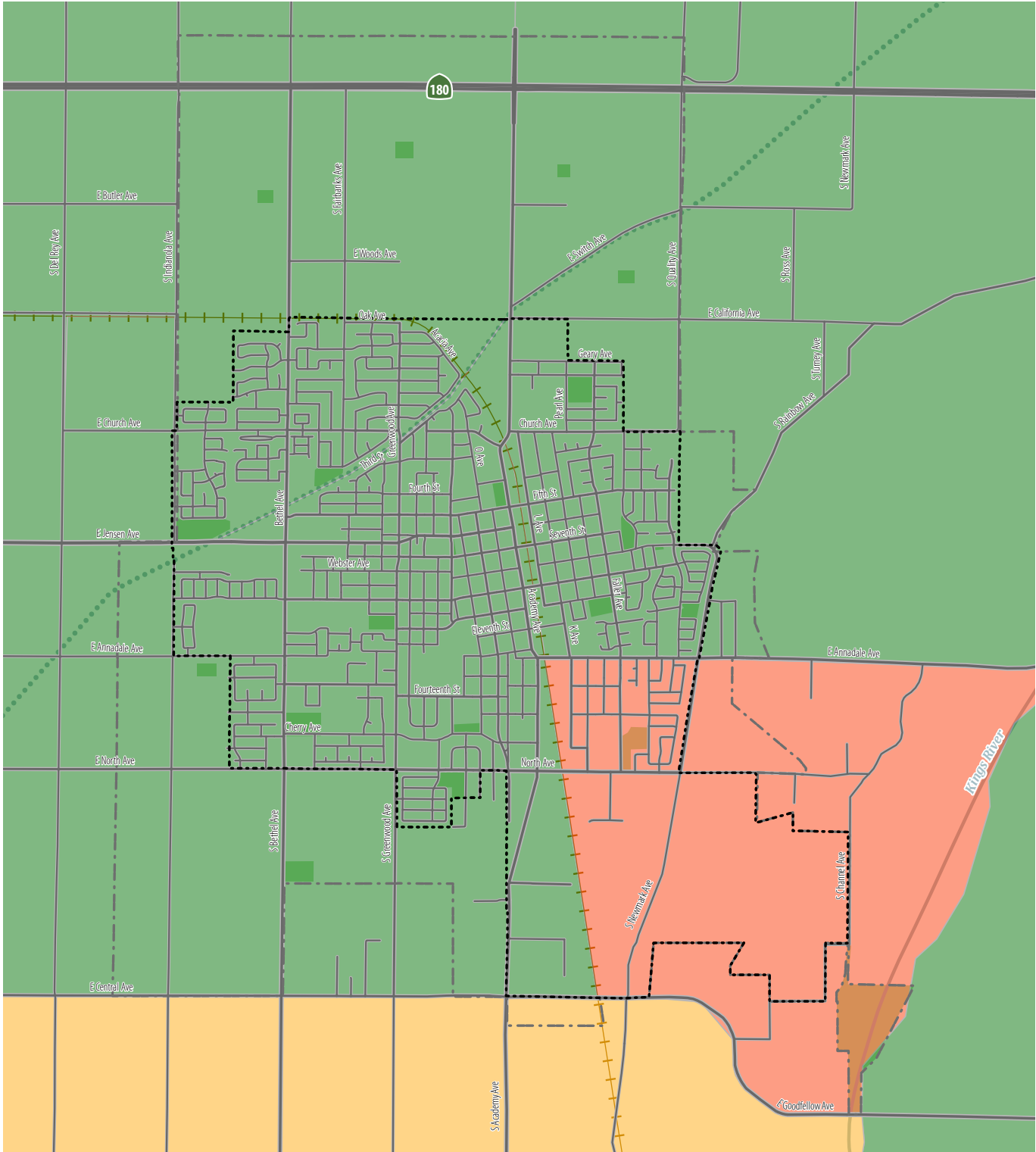
**Figure 15-8: Sanger Federal Climate & Economic Justice Tool Screening Results**



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

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

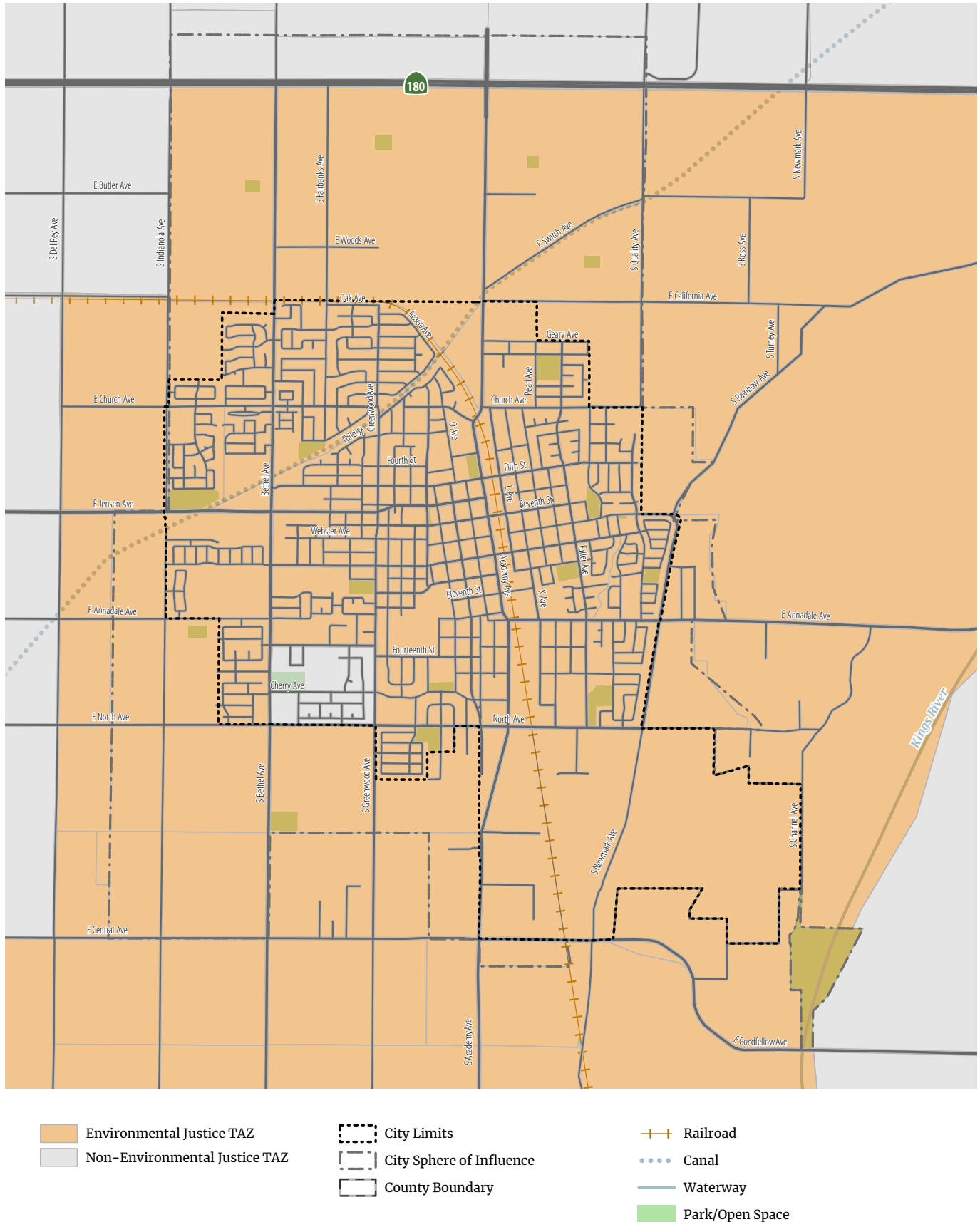
**Figure 15-9: Sanger US DOT Equitable Transportation Community Screening Results**



- |   |   |  |
|---|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black; margin-right: 5px;"></span> <10% Most Disadvantaged        | <span style="display: inline-block; border: 2px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Limits              | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px dashed black; border-bottom: 1px dashed black; margin-right: 5px;"></span> Railroad |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border: 1px solid black; margin-right: 5px;"></span> 10% to <15% Most Disadvantaged | <span style="display: inline-block; border: 1px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; height: 15px; border-left: 1px dotted black; border-right: 1px dotted black; margin-right: 5px;"></span> Canal    |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff99; border: 1px solid black; margin-right: 5px;"></span> 15% to <20% Most Disadvantaged | <span style="display: inline-block; border: 1px solid black; width: 15px; height: 15px; margin-right: 5px;"></span> County Boundary           | <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Waterway                                |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c1e1c1; border: 1px solid black; margin-right: 5px;"></span> 20% to 25% Most Disadvantaged  |   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Park/Open Space     |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #66b266; border: 1px solid black; margin-right: 5px;"></span> Above 25% Most Disadvantaged   |   |  |

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

Figure 15-10: Sanger FCOG Environmental Justice Areas



Source: FCOG, 2023; Fehr & Peers, 2023

## Existing Trips

Based on the U.S. Census American Community Survey, approximately 2.5 percent of Sanger workers commute to work by walking and 0.0 percent commute to work by bicycling. While Sanger’s walk commute share is comparable to that of the state’s, its bike commute share is much lower – virtually zero, as shown in Table 15–2. 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 15–2 Sanger Trips to Work by Bicycling and Walking**

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Sanger	280	2.5%	0	0.0%
California	440,483	2.4%	128,474	0.7%

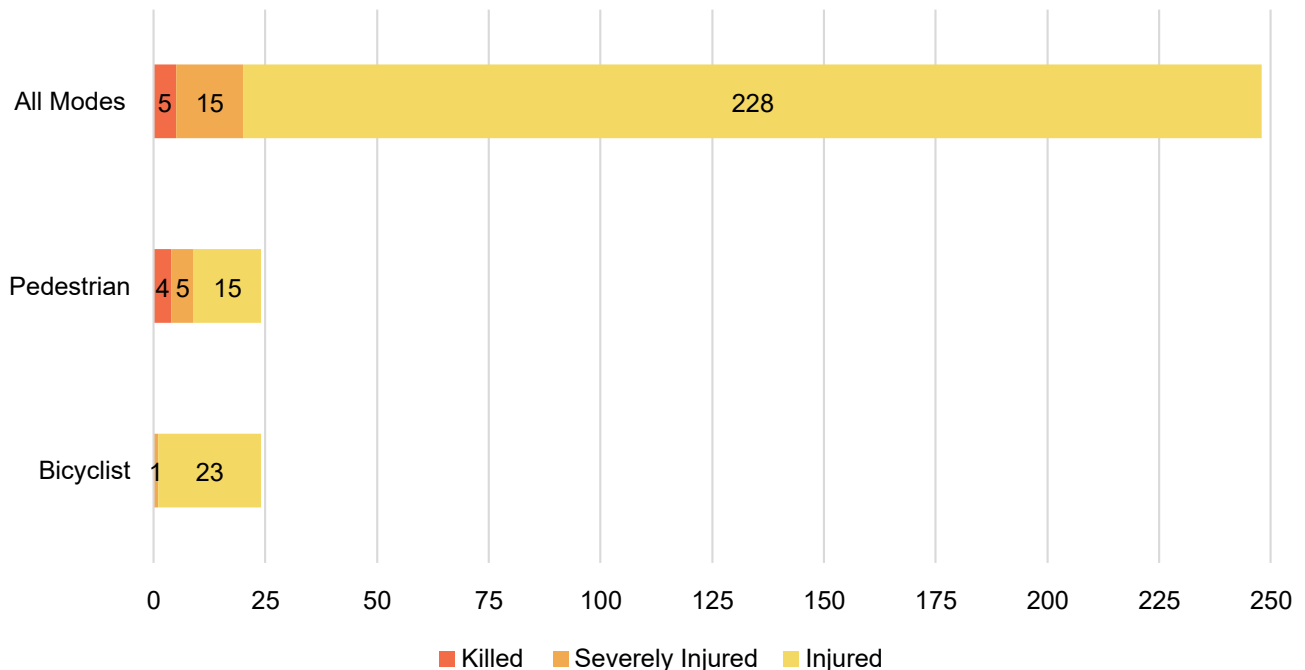
*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.*

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

## Collisions

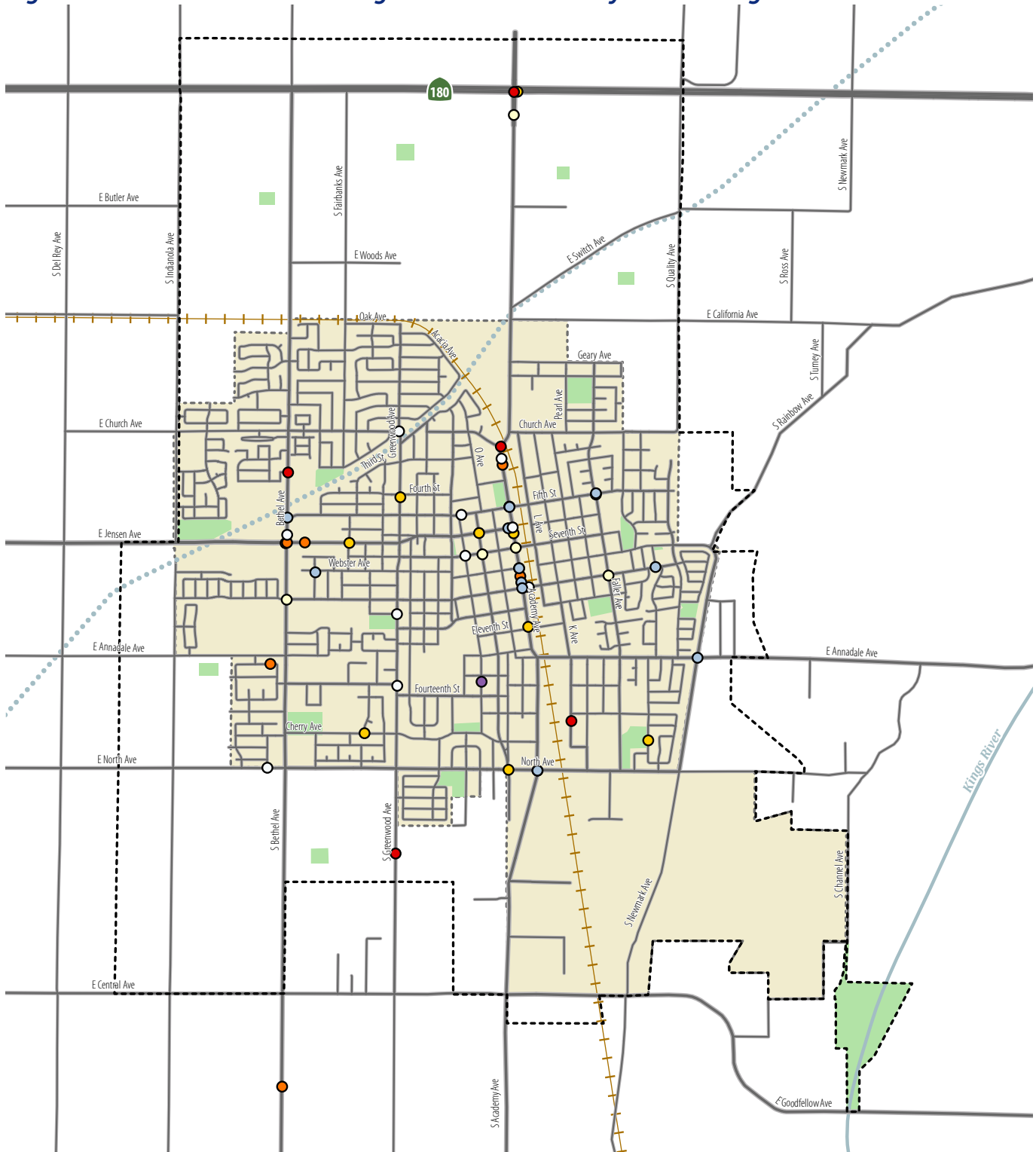
There were 48 injury collisions reported between 2016 and 2021 that involved a pedestrian or bicyclist. In this period, 80 percent of fatal collisions and 40 percent of collisions resulting in severe injury involved a person walking or biking. 19 percent of all collisions resulting in injury involved a bicyclist or pedestrian. Figures 15–11 and 15–12, respectively, summarize and map these collisions.

**Figure 15–11: Collisions by Severity in Sanger, 2016 –2021**



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

**Figure 15-12: Collisions Involving a Pedestrian or Bicyclist in Sanger**



**Bicycle Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**Pedestrian Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**City Limits**

City Sphere of Influence

County Boundary

**Railroad**

Canal

Waterway

Park/Open Space

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

## PLANNED NETWORKS

The planned walking and biking networks for Sanger are summarized in Table 15-3 and mapped in Figures 15-13 and 15-14. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Sanger’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 15-14 also presents planned bike parking for Sanger. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

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

**Table 15-3: Summary of Planned Walking and Biking Facilities in Sanger**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	135.2	7.5	142.7
Shared Use Path (Class I)	2.1	14.7	16.8
Bike Lane (Class II)*	11.6	25.6	37.2
Bike Route (Class III)*	0.0	1.0	1.0
Separated Bikeway (Class IV)*	0.0	0.0	0.0

*\*Distance measured by centerline*

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

Costs to implement these facilities are summarized in Table 15-4.

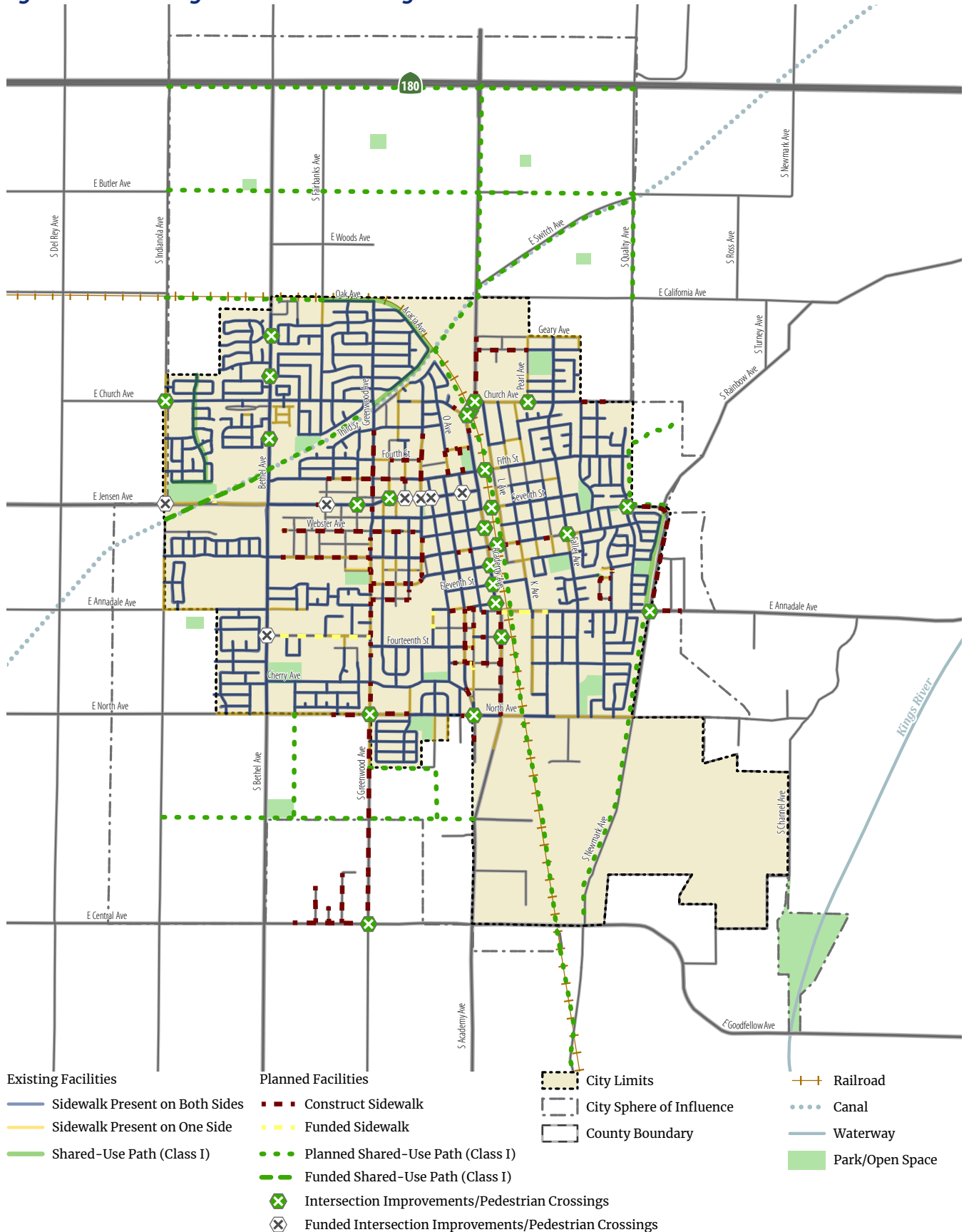
**Table 15-4: Cost of Planned Walking and Biking Facilities in Sanger**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$1,489,600	\$2,762,200
Shared Use Path (Class I)	\$955,700	\$2,819,315	\$14,058,347
Bike Lane (Class II)	\$401,400	\$1,846,440	\$10,287,882
Bike Route (Class III)	\$16,000	-	\$16,000
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$642,400	\$1,328,300
<b>Total</b>		<b>\$6,797,755</b>	<b>\$28,452,729</b>

Source: Fehr & Peers, 2023

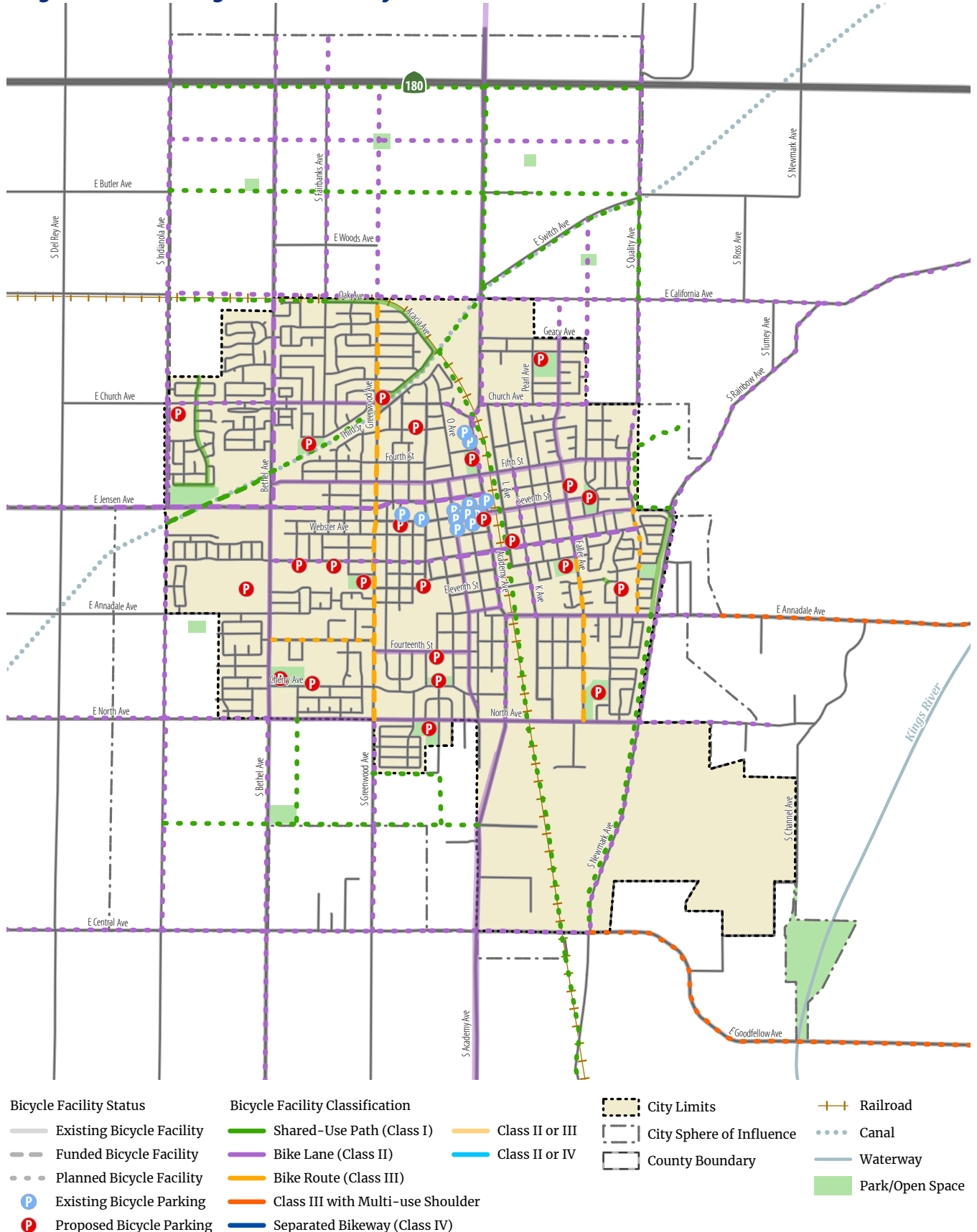


**Figure 15-13: Sanger Planned Walking Facilities**



Source: Fehr & Peers, 2023

**Figure 15-14: Sanger Planned Bicycle Facilities**



Source: Fehr & Peers, 2023