



Linda Verde K-8 Dual Language School

44924 5th Street East | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Linda Verde K-8 Dual Language School

44924 5th Street East

SUMMER 2022

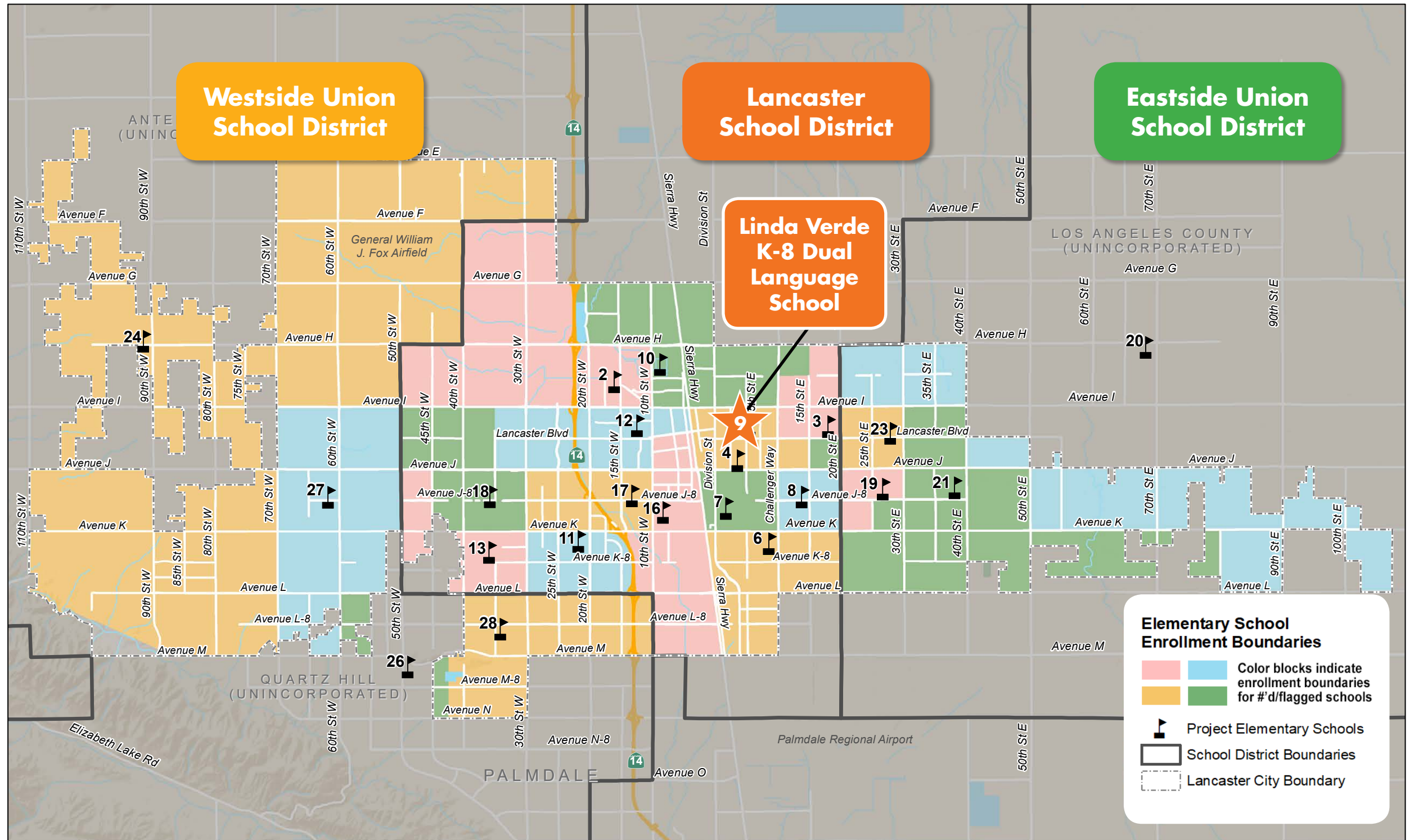


SAFE
ROUTES
TO
SCHOOL



Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster

Linda Verde K-8 Dual Language School

44924 5th Street East

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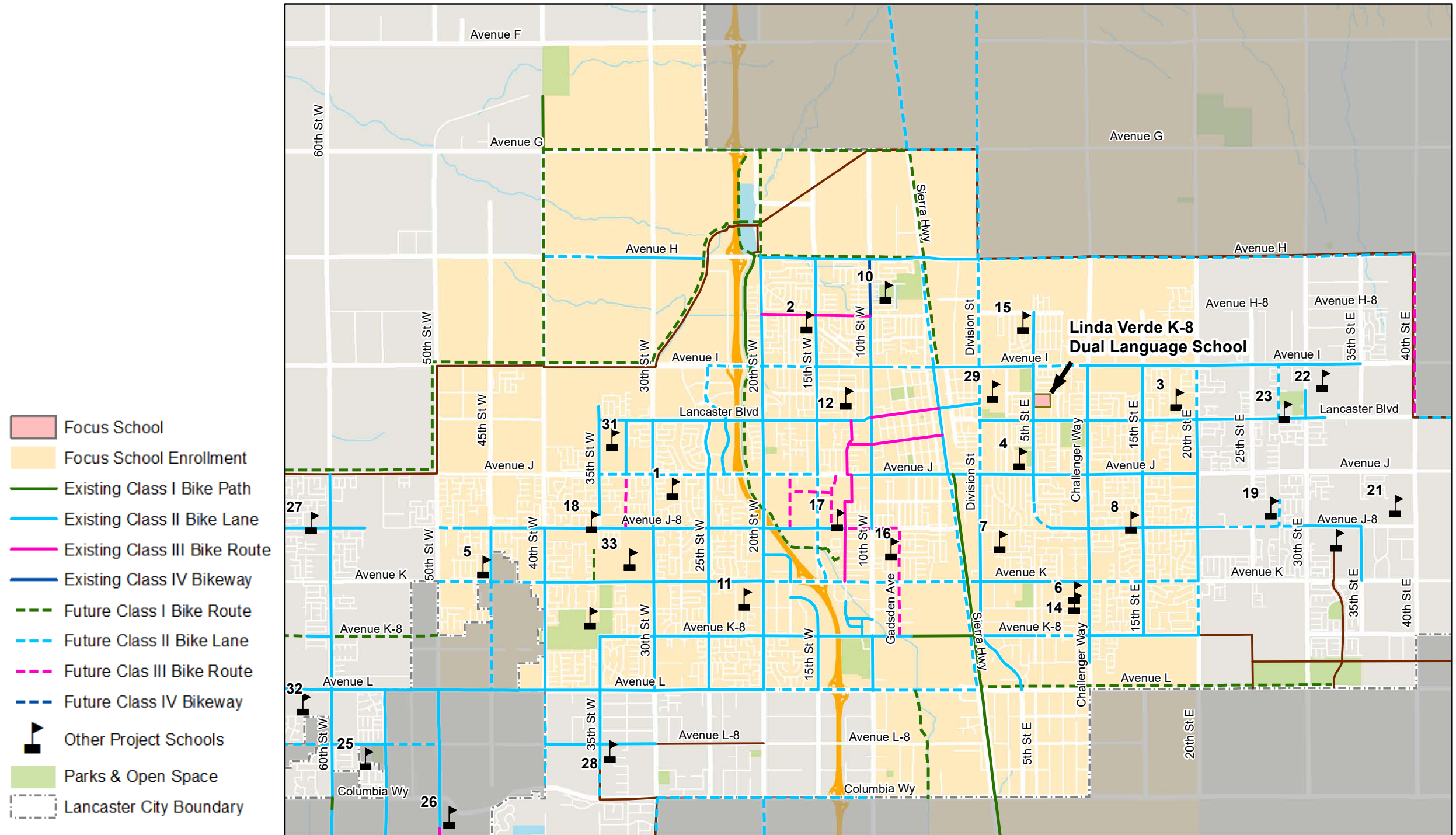
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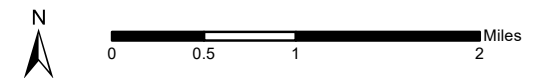
INTRODUCTION

School Enrollment Area



- Focus School
- Focus School Enrollment
- Existing Class I Bike Path
- Existing Class II Bike Lane
- Existing Class III Bike Route
- Existing Class IV Bikeway
- Future Class I Bike Route
- Future Class II Bike Lane
- Future Class III Bike Route
- Future Class IV Bikeway
- Other Project Schools
- Parks & Open Space
- Lancaster City Boundary

Linda Verde Dual Language K-8 School - Enrollment Area



Linda Verde K-8 Dual Language School

44924 5th Street East

SUMMER 2022



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INTRODUCTION School Facts

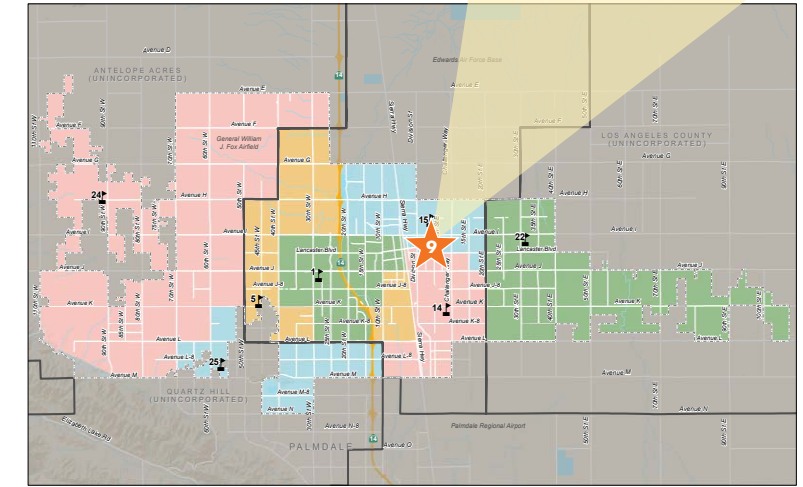


Inspiring all students to achieve their greatest potential

Linda Verde School community continues to develop a caring, nurturing learning environment that facilitates academic excellence for all students through exemplary programs.

As collaborative educational leaders, we rely on the tremendous expertise of our Linda Verde team of educators. Together we meet the following goals:

- Increase the academic achievement of all students through strong instructional practice and implementation of the common core state standards.
- Build up our school climate and culture to ensure that every student, teacher, staff member and family feels welcome and engaged in our Linda Verde School community.
- Ensure that each of our Linda Verde scholars are supported to become outstanding citizens with global competencies.



Middle School Enrollment Boundaries within City of Lancaster

2021-22 School Snapshot

688 Student enrollment

92.3% of students eligible for free or reduced-price meals (FRPM)



How are Linda Verde students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPPOOL	TRANSIT	OTHER
2021	20	419	9%	0%	0%	80%	11%	0%	0%
2013-2015	N/A	N/A	32%	0%	6%	49%	5%	0%	2%



Linda Verde K-8 Dual Language School

44924 5th Street East

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EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Linda Verde

TIMS, 2015-2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

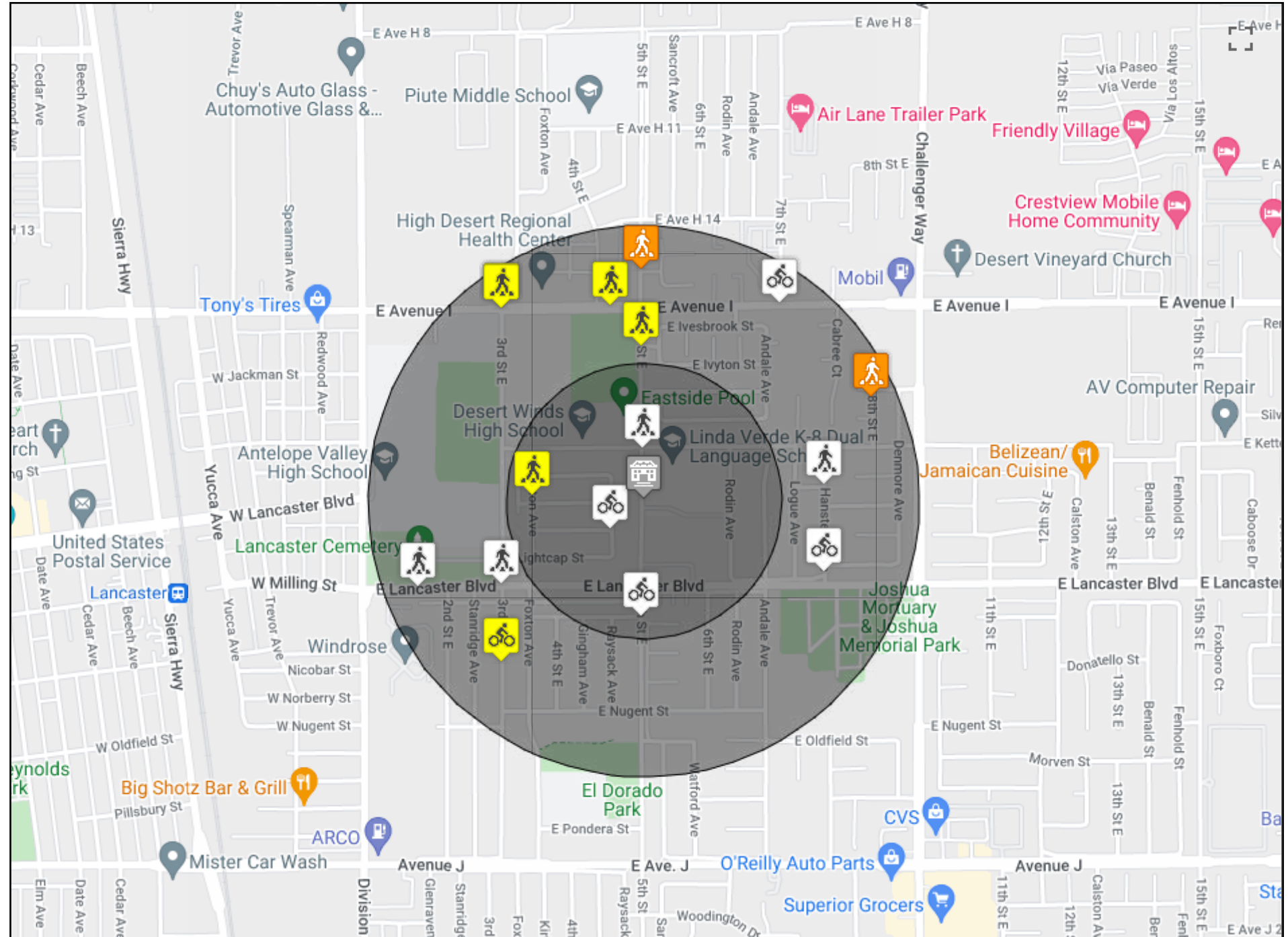
Severe Injury

Other Visible Injury

Complaint of Pain

YEARS 2015-2019

Interactive Map data summaries of bicycle and/or pedestrian crashes around school (1/4 and 1/2 mile)



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	0	0	1	3	2	2	4
1/4-1/2 mi.	0	2	5	5	9	3	12

Linda Verde K-8 Dual Language School

44924 5th Street East

SUMMER 2022



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EXISTING CONDITIONS School Area Photographs



Kettering Street & Rodin Avenue Eastbound
Lack of high visibility crosswalks, stop signs, and stop lines.



Kettering Street & Rodin Avenue Westbound
Lack of high visibility crosswalks, stop signs, and stop lines.



EXISTING CONDITIONS

Stakeholder and Community Input

Engagement Portals

The City of Lancaster met the challenge of eliciting meaningful community input during a pandemic by calling on long-standing relationships between City staff and the schools, as well as professional connections with community-based organizations. The Project Team also utilized proven virtual engagement strategies, in concert with the City's social network apparatus, electronic newsletters, and flyers, to spark interest in the Safe Routes to School (SRTS) Interactive Map housed on the City's website, along with community and parent surveys. These materials and links were provided to the project's Stakeholder Advisory Team that included Lancaster's four school districts. The major school-specific engagement activities are described below.



Lancaster School District One-on-One Interview

In order to gain insight into conditions affecting local school districts, and to support the development of an effective SRTS Master Plan update, the City of Lancaster and its consultant team conducted a series of one-on-one interviews with the SRTS Stakeholder Advisory Team. These interviews were focused on the school districts but included other stakeholders as well. Key points from the interview with Lancaster School District are presented here.

August 18, 2021 Interview Summary Interviewees:

- Jullie Eutsler, Director, Pupil Safety and Attendance
- Jennifer Sampson, Coordinator of Climate, School Safety & Emergency Management

Lingering Impacts of COVID-19

At the time of the interview, Lancaster School District had just reopened and was experiencing a challenging start due to COVID-19, which impacted the trip to school in several ways. For example, social distancing limited students to 25 instead of 50 on school buses, and there was a shortage of drivers. This factor led more parents to drive their students to school, creating

additional congestion at drop-off/pick-up zones. The increased congestion created additional risks, making it less likely for parents to allow their children to walk or roll to school.

School Resources Spread Thin

Additionally, though the school district and the principals were supportive of SRTS, they did not have the capacity to attend to it in a deep and consistent manner, as 12,000 students and sets of parents and guardians were focused on staying safe. Student welfare and the need to respond to behavioral issues took precedence over longer-term considerations such as SRTS. The interviewees noted how thinly stretched school resources were and indicated that their own department of only three people was responsible for district-wide safety.

Ms. Eutsler and Ms. Sampson noted, however, that Linda Verde Elementary School had enjoyed relatively high percentages of students walking (nearly a third of students reported walking to school in 2013–2015) and the principal is cooperative and committed. However, the transition from its function as an elementary school to a K-8 Dual Language School might change some of the factors that led to that high rate of walking.

A concern for the 5th Street corridor schools (including El Dorado Elementary, Linda Verde Dual Language, Joshua Elementary, and Piute Middle School) is that they fall into a higher-crime area, presenting challenges to active transportation initiatives.



SEE AND BE SEEN

The City's SRTS Project Manager, Candice Vander Hyde, explained that once distance learning began in 2020, the City worked to develop and post instructional materials adapted for that learning mode on the SEE AND BE SEEN website. Additionally, teacher instructions were provided, along with lessons and lab worksheets for various lessons.

Neither Ms. Eutsler nor Ms. Sampson was aware of the curriculum components that had been added. They were certain that the teachers were similarly unaware of the resources. They thought the lessons were practical and could be useful for independent study activities as well. The District committed to providing links to the SEE AND BE SEEN activities to the Curriculum and Instruction Department and posting it on the teacher resources website.



EXISTING CONDITIONS

Stakeholder and Community Input

Parent Surveys and SRTS Interactive Map Input

Linda Verde K-8 Dual Language School

With public engagement constrained by the pandemic, it proved challenging to elicit significant feedback from Linda Verde parents. Though several survey opportunities produced only five responses, they provide some insight into parents' concerns and are discussed here. We note that one respondent reported household income of less than \$20,000; one reported income between \$20,000 to \$34,999; one reported income from \$35,000 to \$49,999, and two reported income between \$75,000 and \$99,999. Three were English-speaking, and two were Spanish-speaking households, with all respondents identifying as Hispanic.

Three of the five respondents drove their students to school. Another walked, and one took the school bus. All but one parent reported that it was "very unsafe" to walk to school, including the parent of the kindergarten student who walked.

Only two of the five parents indicated they would not allow their child to walk or bike to school without an adult at any grade.

Three of the five parents were unaware of any school efforts to encourage active transportation, while two felt the school was somewhat encouraging of such trips. All five respondents indicated an openness to most of the suggested strategies schools could use to encourage children to walk, bike, skate, scoot, or roll to school; respondents felt slowing traffic would be "helpful" to teach children and parents about walking, biking, and driving safely near schools. Calm traffic, help provide affordable bikes or helmets, position adults along the way to school, enhance law enforcement presence. Let everyone know about the health and academic benefits of an active lifestyle, and include the neighborhood in weekend/summer events.

Lancaster Boulevard & 5th Street East

- Crosswalk paint is fading.

Rodin Avenue between Kettering Street & Lancaster Boulevard

- Parents double parking during pickup and drop-off periods.
- Lack of adequate space to park and/or stop during pickup and drop-off periods. Local residents occupy most parking spaces.

Kettering Street between 5th Street East & Rodin Avenue

- Parents double parking during pickup and drop-off periods.

5th Street East south of Kettering Street

- Vehicles speeding.

Rodin Avenue south of Kettering Street

- Vehicles speeding.

Kettering Street & Rodin Avenue

- Vehicles turning too quickly through crosswalks.

Kettering Street & 5th Street East

- Vehicle turning too quickly through crosswalks.

Linda Verde Virtual Walk Audit

Walk audits are used across the nation and were employed here to help the project team understand existing conditions, walking and bicycling patterns, locations of crossing guards, conflicts with traffic, concerns about sidewalks, crosswalks, bicycle facilities, signals, lighting, and social and environmental factors. The Linda Verde virtual walk audit was held on October 15, 2021, via web conference.

Linda Verde campus supervisors Silvia Sahagun and Michael Guillermo, as well as Principal Heather Durant and Vice-Principal Leslie Ruvacaba represented the school; Candice Vander Hyde represented the City. With everyone able to view the SRTS Interactive Map, participants were able to quickly discuss general topics and concerns and identify specific problems. Walk audit comments in addition to those included previously in the SRTS Interactive Map Input section, are summarized below:

- Even with the change in enrollment area [as Linda Verde Elementary School has transitioned to a K-8 Dual Language School] a majority of our students still live within walking distance.

- A lot of our kids live in the apartments north of Lancaster and 5th Street East, and they cross Lancaster Boulevard, which has faded crosswalk lines.
- An estimated 20% of elementary kids walk—maybe more of the middle schoolers. [Note that the 2021 student tallies indicated only 9 % of students walked.]
- Not many bicyclists. Pre-pandemic there were more bicyclists, but now just a few.
- We just found out about Walk to School Day—one day after the event! We need more information.
- There is a lot of speeding in front of the school, where drivers will try to make a right turn and not wait at Kettering Street.
- There are faded yellow lines at the open gate at Rodin Avenue and Kettering Street, where Mr. Mike is positioned. A parent brought this issue up.
- We would like the lighted crosswalks at Rodin Avenue and Kettering Street, and 5th Street East and Kettering Street. We have families that arrive at school before the crossing guard is positioned or pick up their student after he leaves. There is a lot of speeding and double parking, and there's no stop sign at that corner.
- The double parking on Kettering Street and Rodin Avenue occurs because residents are already using the available curbside parking.
- Parents pick up and drop off their kids all around the school. There are distinct gates and dismissal times for different grades.
- Parents were upset about a Piute Middle School student who was hit by a car the previous day, near the middle school, not far from Linda Verde.

SURVEY RESPONSES

"If it was not too far, I would gladly walk or bike with my child if it was safe. People speed too much and there's no real law enforcement."

"It would help to have free bikes or rentals."

"I loved interacting with our crossing guards when I was a kid. They were always so kind."




"I walked to school very young with neighbor kids. It was fun and we felt safe in a group."

EXISTING CONDITIONS

Suggested Routes, Traffic Control, and School Access

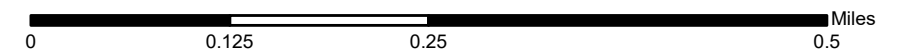


ENGINEERING

-  School Gates
-  Bus Loading
-  Bike Parking
-  Crossing Guards
-  School Parking
-  Parent Dropoff/Pickup
-  Traffic Signal
-  Roundabout
-  All-Way Stop
-  School Beacon
-  School Beacon and Smart Crosswalk
-  School Beacon and All-Way Stop
-  Suggested Routes to School
-  Focus School
-  Focus School Enrollment Area
-  Other Project Schools
-  Parks & Open Space
-  Lancaster City Boundary



Linda Verde K-8 Dual Language School
Traffic Control & School Access

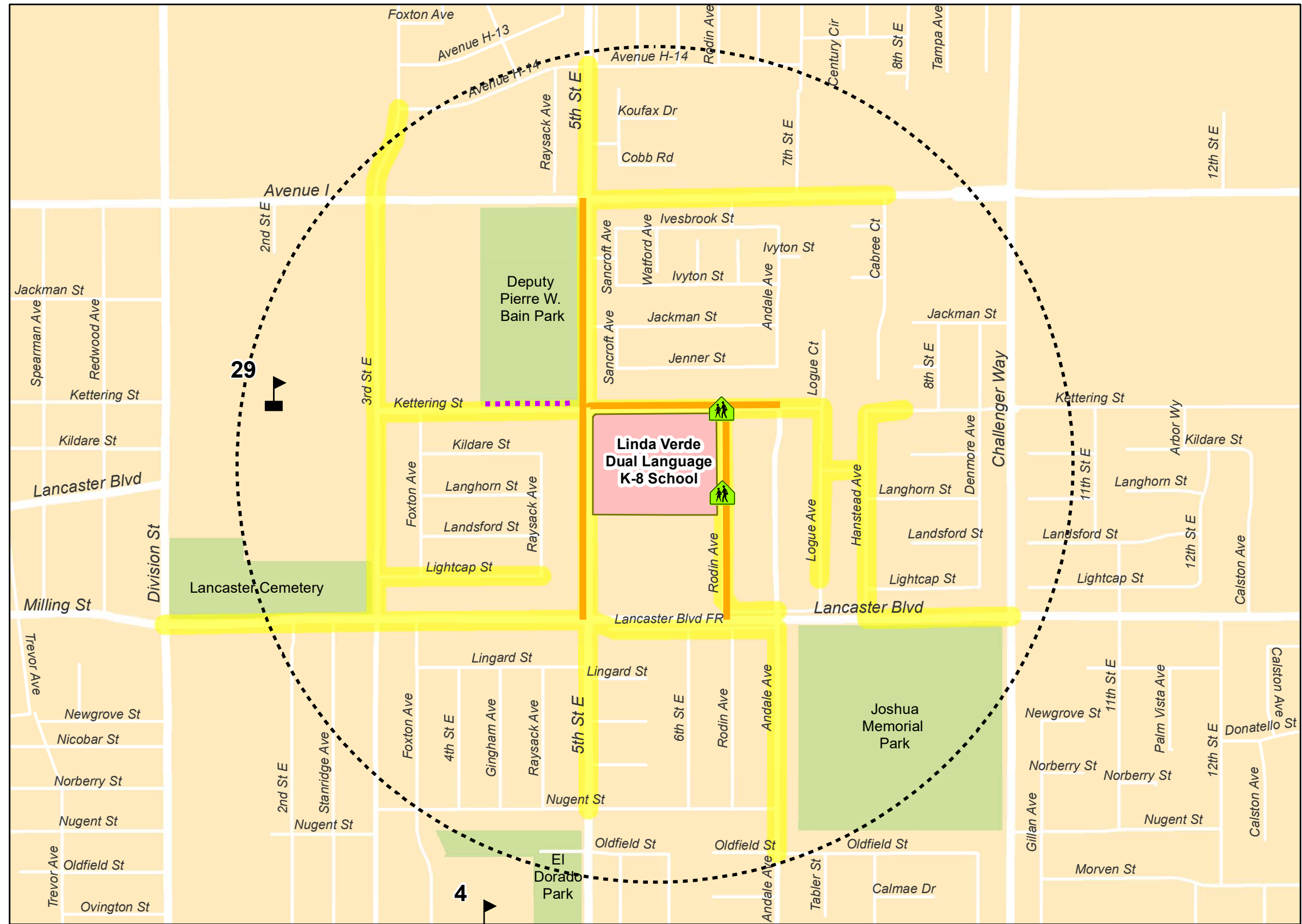


SRTS RECOMMENDATIONS

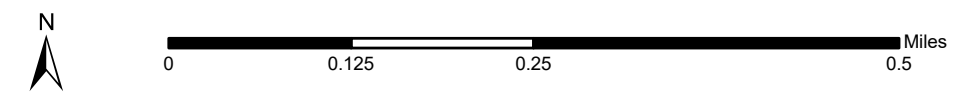
Suggested Routes and Potential Improvements



- Potential Improvements**
- Sidewalks
 - Traffic calming
 - Crossing Improvements
 - Suggested Routes to School
 - Focus School
 - Focus School Enrollment Area
 - Half-Mile Radius
 - Other Project Schools
 - Parks & Open Space
 - Lancaster City Boundary



Linda Verde K-8 Dual Language School
Potential Improvements



SRTS PROGRAM RECOMMENDATIONS

The Other 'E's



EDUCATION

The City will partner with School Districts and funders to expand SEE AND BE SEEN's offerings, and ensure educators and the general public can easily access and use its features. Driver education to improve the safety of motorists and non-motorists is included.

- Bike rodeos and clinics
- Pedestrian skills and safety rodeos
- SEE & BE SEEN lesson plans



ENCOURAGEMENT

Programmed and funded events, public recognition, themed activities, posters and signage will support current walkers and rollers, and inspire others to join them. School-focused and community-wide events will be identified and scheduled.

- Promote SRTS Calendar — Walk & Roll events and challenges
- Walking school bus in nice weather



ENFORCEMENT

Appropriate enforcement strategies ensure that motorists, bicyclists and pedestrians obey the rules of the road near schools, improving safety while encouraging active transportation. Community enforcement programs augment local law enforcement to establish new norms that respect student safety and help parents feel confident as they send their children to school.

- School Circulation Plans
- Support for crossing guards/campus supervisors
- Sheriff's Dept. roadway safety talks



EQUITY

At the core of Lancaster's SRTS is a commitment to deliver high-quality and effective projects and programs to all school communities, especially disadvantaged and low-income students, students of color, and mobility-impaired students who face challenges to walking, bicycling, or rolling to school safely and comfortably.

- Prioritize high-need schools
- RE-Cycle Bike Donation / Repair Clinics



ENGAGEMENT

Successful, funded SRTS plans result from ongoing, meaningful engagement with the students, families, schools and local community organizations who will benefit from the projects and programs. Community engagement that continues beyond plan adoption ensures that the SRTS is a living document and that implementation of the plan is responsive to intergenerational needs for bicycle and pedestrian facilities and programs as they change over time.

- Community events, family fun days
- Annual parent/guardian surveys



EVALUATION

Clearly identified periodic reporting allows schools and the City to document progress, make modifications, request needed funding, and celebrate success.

- Annual student tallies



With City and School District programmatic support, the principal can set the tone to encourage and increase students who walk or bike to school.



**See SRTS Master Plan Introduction:
Menu of Best People Strategies**

PROJECT IMPROVEMENTS

Recommendations

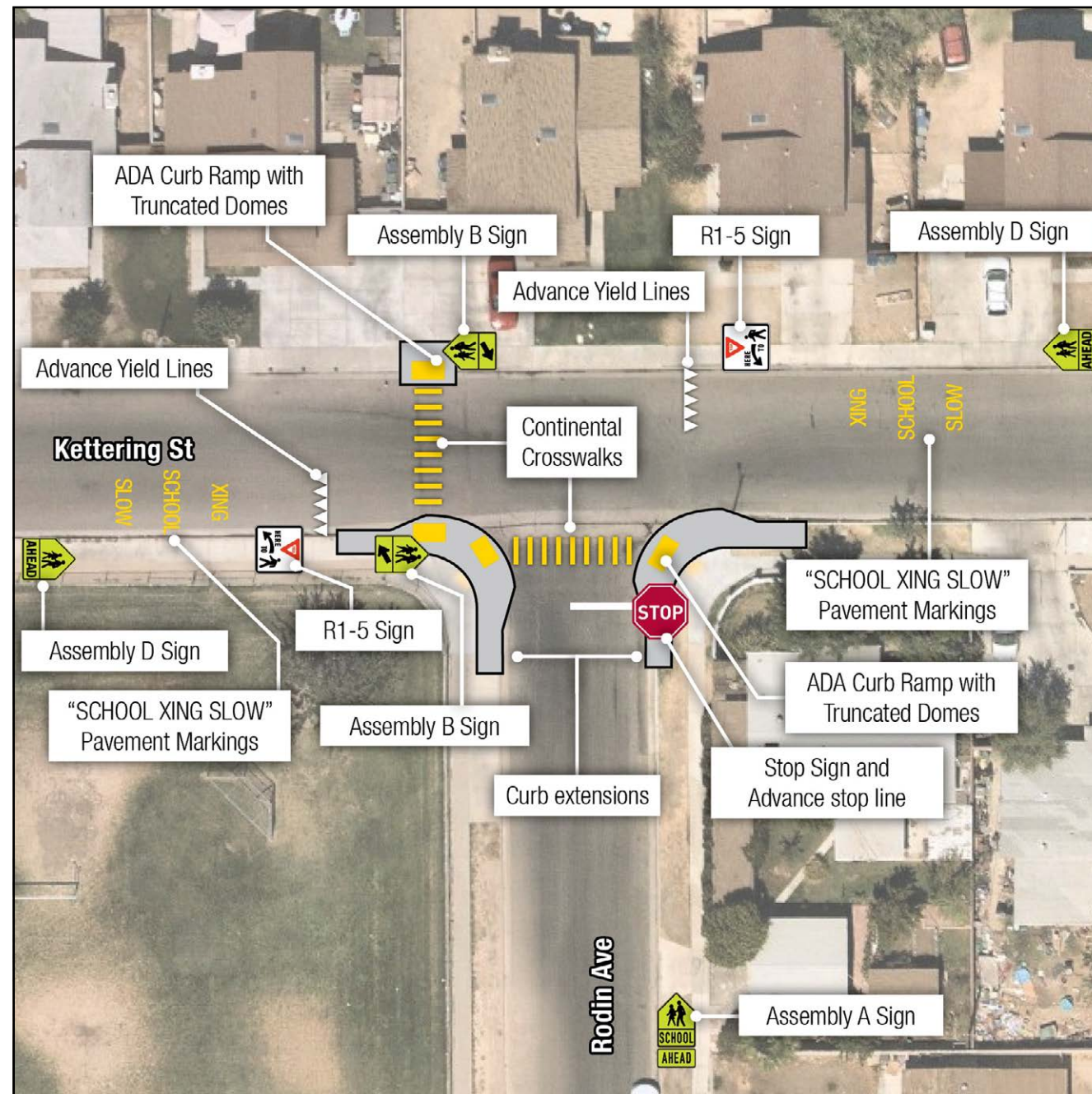
Rodin Avenue & Kettering Street

Existing

- Uncontrolled T-Intersection.
- Yellow transverse crosswalks on south and west legs.
- ADA-compliant truncated dome curb ramps on southwest and southeast corners.

Potential Improvements

- Add curb extensions on northwest, southwest and southeast corners.
- Realign north end of west leg crosswalk further from driveway and install ADA-compliant truncated dome curb ramps.
- Investigate adding stop sign to south leg.
- Add advance yield lines to east and west approaches.
- Add "SLOW SCHOOL XING" pavement markings to east and west approaches.
- Add signs approaching school crosswalk(s) per CA MUTCD guidelines, where missing (as shown).



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

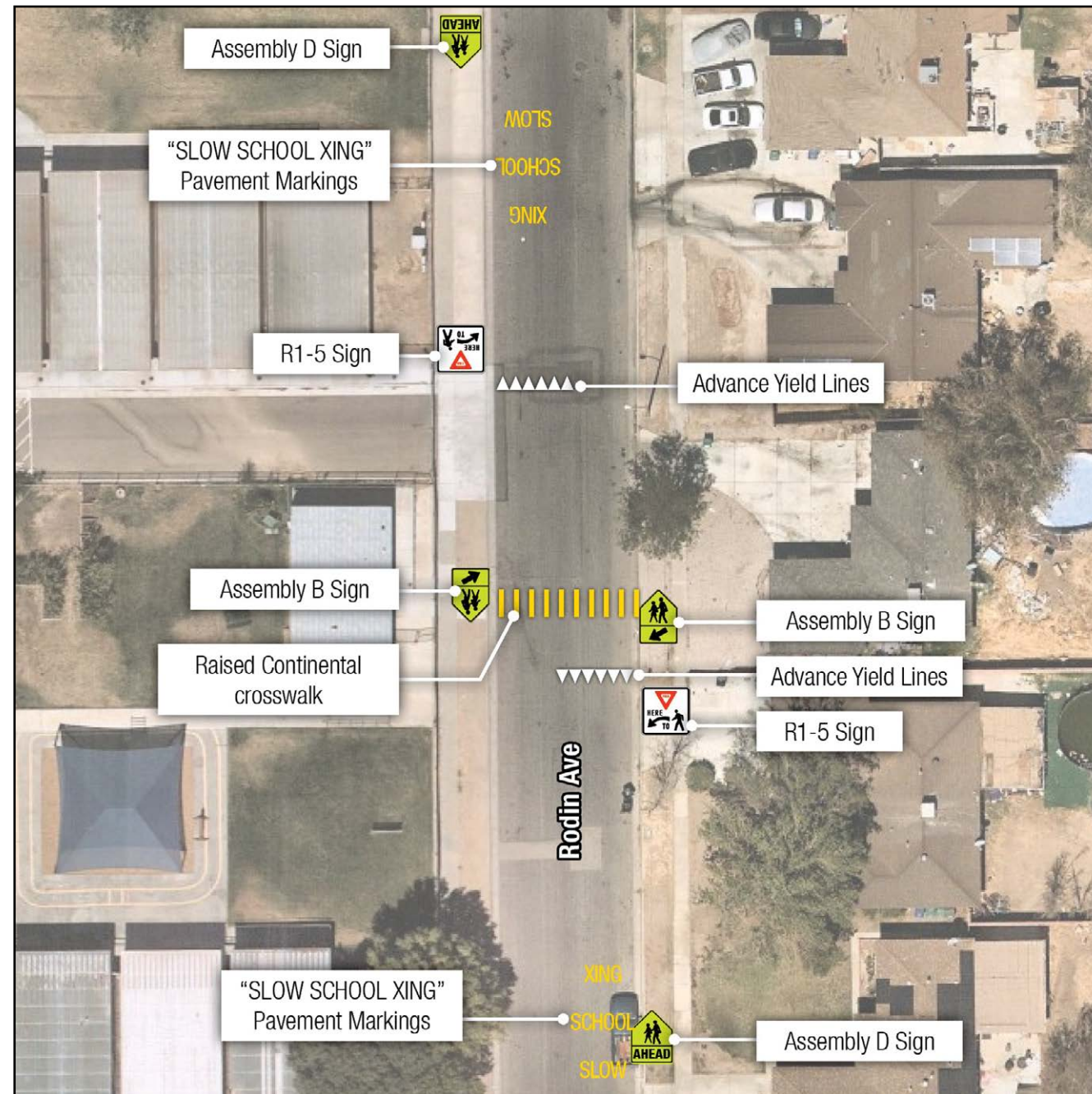
Rodin Avenue at 5th–8th Grade School Gate

Existing

- Mid-block location.
- Rodin Avenue is a 2-way residential street with on-street parking on both sides and a 25 mph speed limit.

Potential Improvements

- Add raised continental crosswalk crossing Rodin Avenue at 5th–8th Grade School Gate.
- Add advance yield lines north and south of driveways adjacent to raised crosswalk.
- Add "SLOW SCHOOL XING" pavement markings north and south of raised crosswalk.
- Shift parent pickup/drop-off areas north and south of advance yield lines.
- Add signs approaching school crosswalk per CA MUTCD guidelines, where missing (as shown).



POTENTIAL IMPROVEMENTS

PROJECT & PROGRAM IMPLEMENTATION

Strategy Packages

Summary of Engineering Strategies, by Type

Crossing Improvements

- **Rodin Avenue & Kettering Street:** Pavement markings & signage; curb extensions/ramps
- **Rodin Avenue at 5th-8th Grade School Gate:** Pavement markings & signage; raised crosswalk

Sidewalks

- **Kettering Street** along Deputy Pierre W. Bain Park (north side)

Traffic Calming

- **5th Street East between Avenue I & Lancaster Boulevard:** Speed feedback signs
- **Kettering Street between 5th Street East & Andale Avenue:** Speed humps
- **Rodin Avenue between Kettering Street & Lancaster Boulevard:** Speed humps

