



# Mariposa Computer Science Magnet School

737 W Avenue H-6 | Lancaster School District

SUMMER 2022



SAFE  
ROUTES  
TO  
SCHOOL



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737 W Avenue H-6

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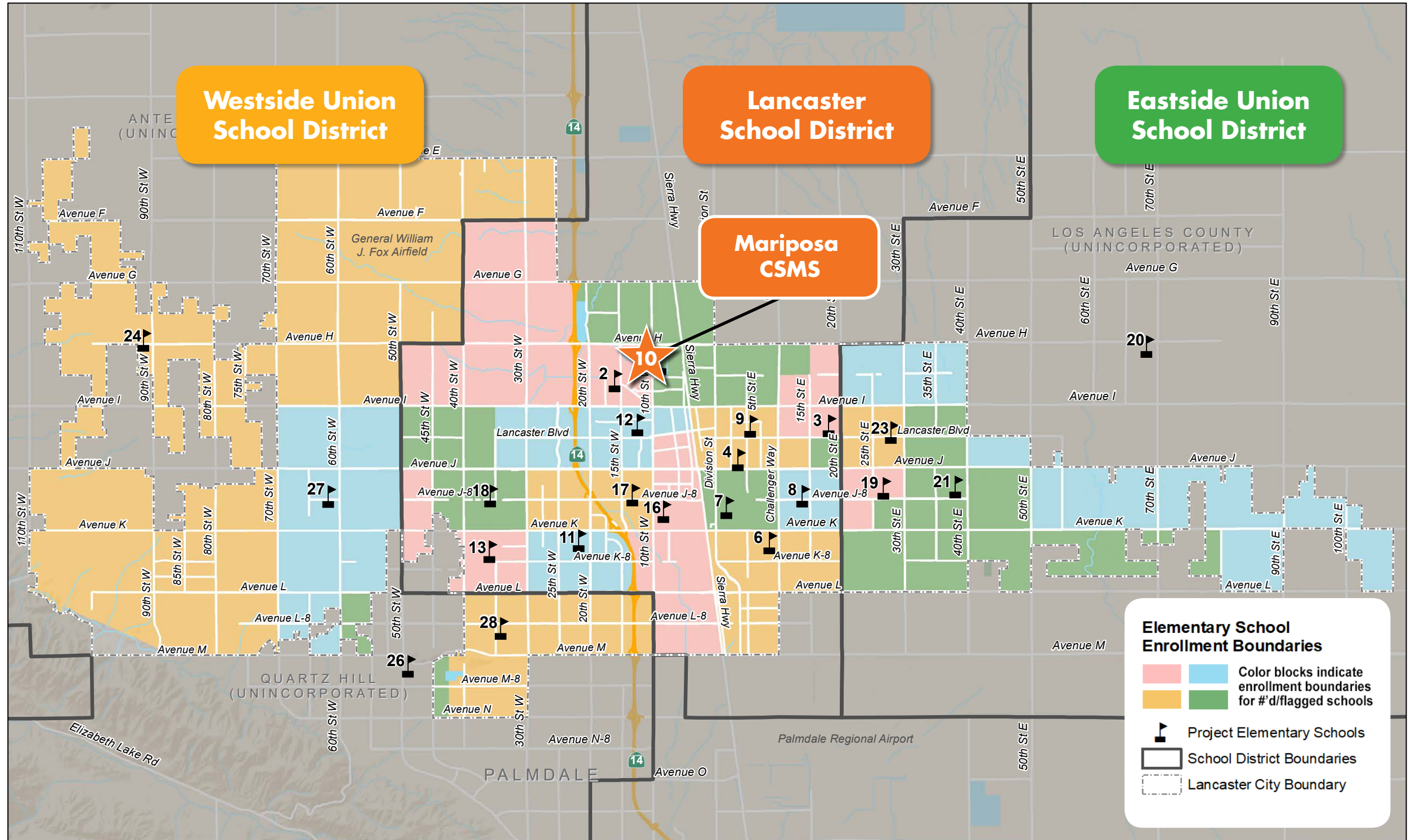


SAFE ROUTES TO SCHOOL

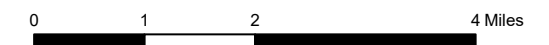


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## INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster



# Mariposa Computer Science Magnet School

737 W Avenue H-6

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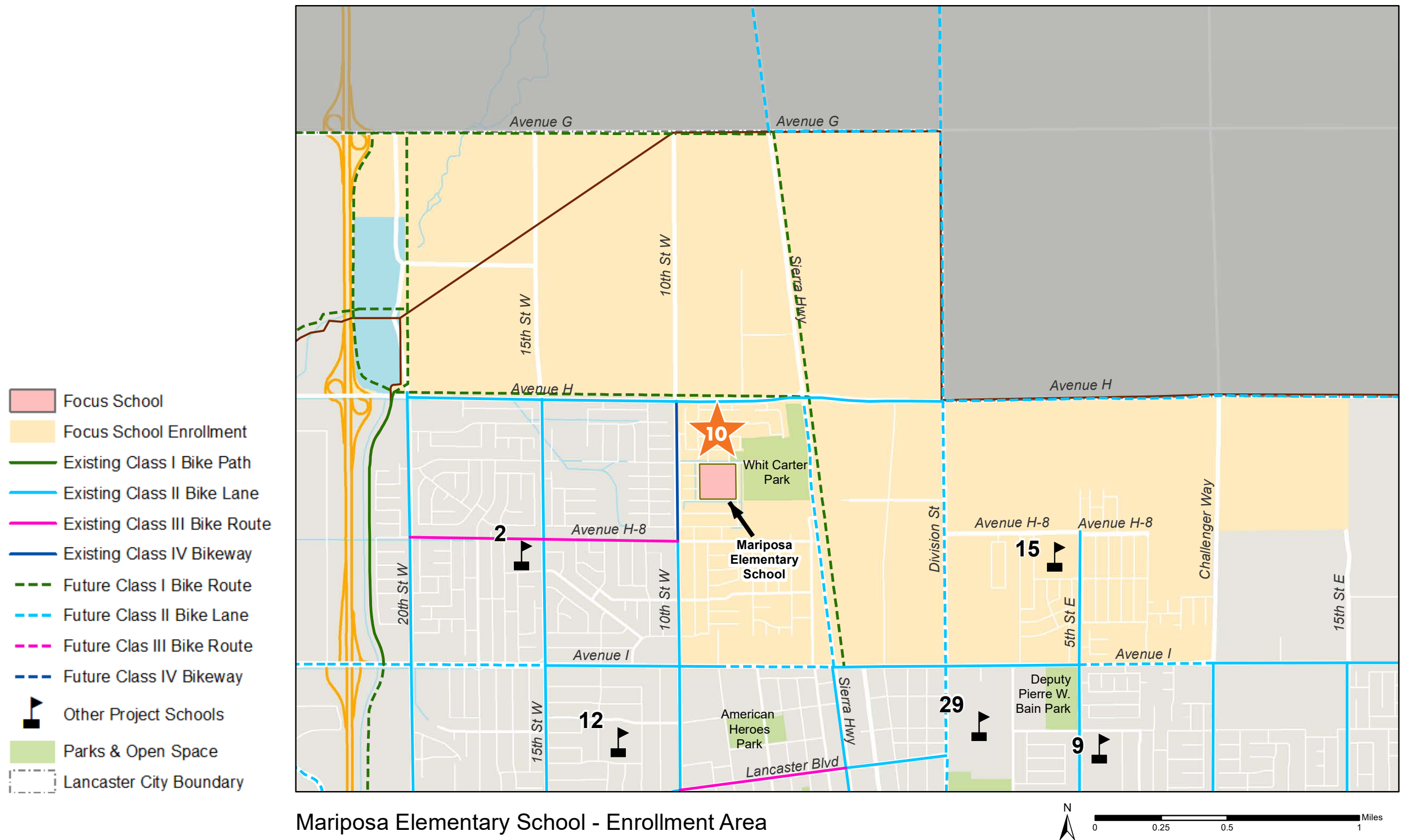
SAFE  
ROUTES  
TO  
SCHOOL



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## INTRODUCTION

# School Enrollment Area



Mariposa Elementary School - Enrollment Area





SAFE  
ROUTES  
TO  
SCHOOL

## Thinkers, Do-ers, Coders, Leaders

Mariposa teaches skills needed in any job: problem solving, creative thinking, perseverance, patience, organization and collaboration through coding in the classroom.

Teaching methods integrate both Programming and Game Design, giving students a well-rounded understanding of how to utilize technology to create. This is a paradigm shift for kids, transitioning them from being just players to being creators. Cycle 1 introduces students to block coding through the Scratch programming language developed by MIT. Cycle 2 combines block coding skills with LEGOs and LEGO Robotics. In Cycle 3, grades TK-K further develop their Scratch coding skills, while grades 1st–6th learn the behind the scenes action with actual coding of players in Minecraft (as opposed to just playing) with a focus on block coding and JavaScript. Students at MCSMS use their coding and robotics skills to create projects across the curriculum.

The possibilities are endless!

## INTRODUCTION School Facts



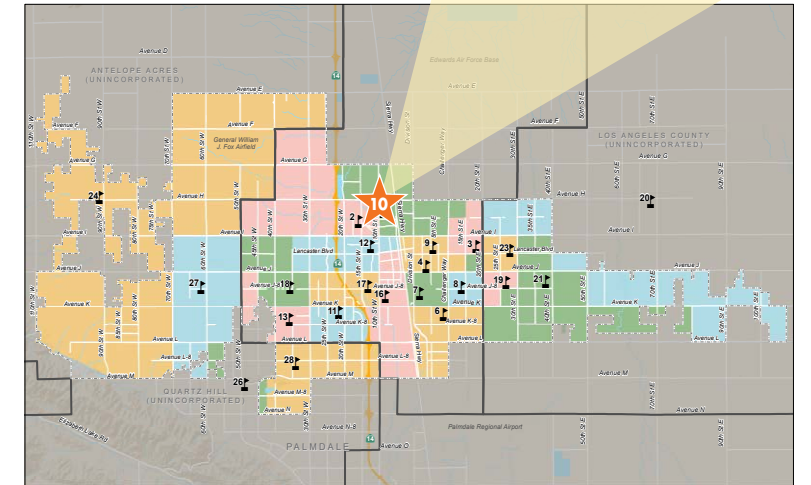
### Mariposa Monarch's Rule:

- R**espect others
- U**nderstand we are here to learn
- L**ead by example
- E**veryone is safe

### 2021–22 School Snapshot

**615** Student enrollment

**93.7%** of students eligible for free or reduced-price meals (FRPM)



Elementary School Enrollment Boundaries within City of Lancaster



### How are Mariposa students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
<b>2021</b>	23	495	17%	0%	10%	67%	4%	0%	0%
<b>2013–2015</b>	N/A	N/A	24%	2%	9%	51%	5%	0%	1%





SAFE  
ROUTES  
TO  
SCHOOL



**EXISTING CONDITIONS**

**Pedestrian and Bicycle Crashes near Mariposa**

TIMS, 2015-2019

**TYPES OF CRASHES**



Pedestrian



Bicycle

**CRASH SEVERITY**



Fatal



Severe Injury



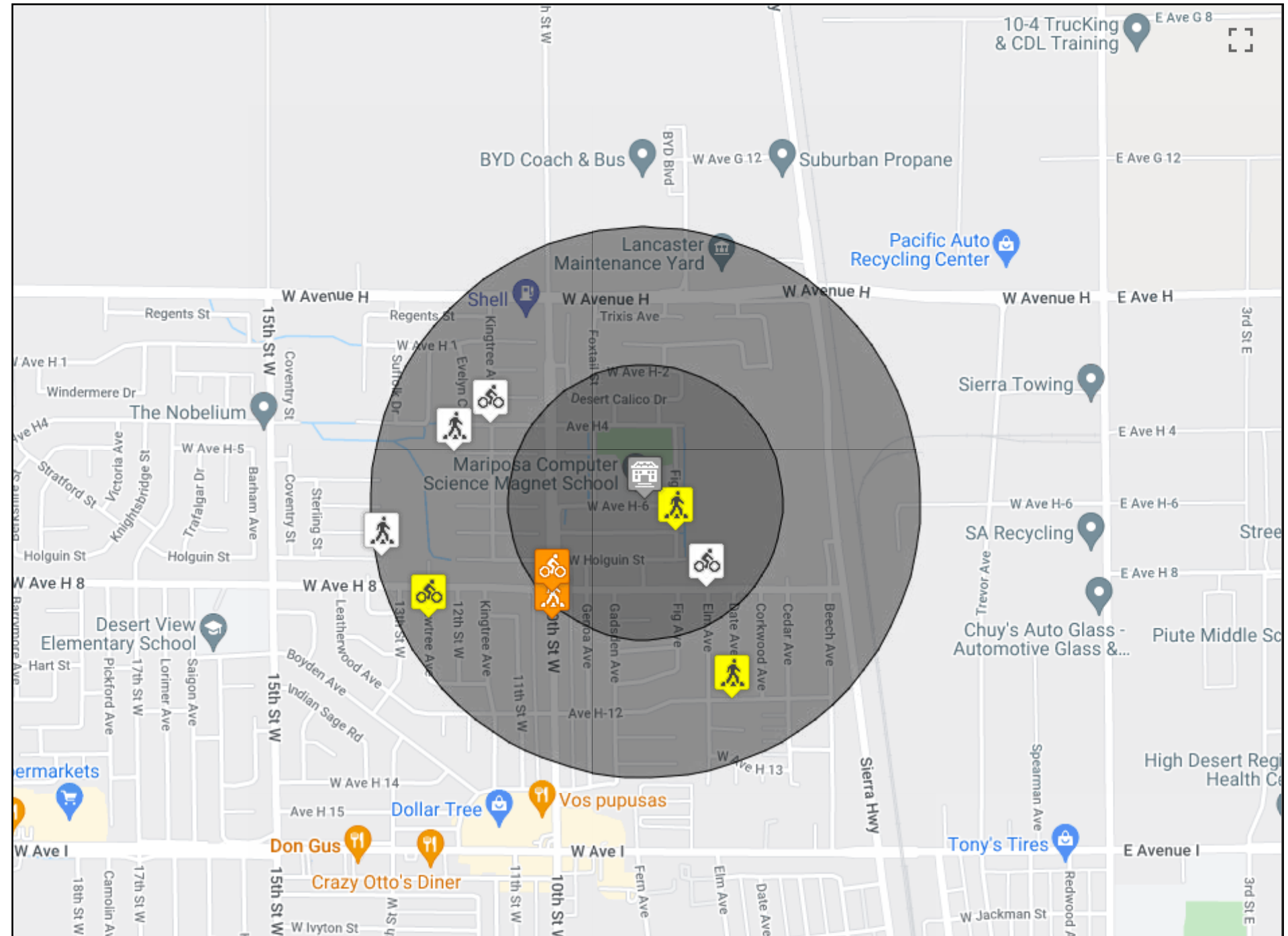
Other Visible Injury



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	1	1	1	1	2	3
1/4-1/2 mi.	0	1	2	3	4	2	6



# 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 which included Lancaster's four school districts. The major school-specific engagement activities are described below.



### 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.

### Lancaster School District One-on-One Interview

#### Mariposa Computer Science Magnet School

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 staff or resources to attend to it consistently because 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 Mariposa had a high walking population and is surrounded by residential neighborhoods. (Mariposa's percent of students walking to school dropped nearly a third, from 24% in 2013–2015 to 17% in 2021.)



# EXISTING CONDITIONS

## Stakeholder and Community Input

### Parent Surveys and SRTS Interactive Map Input

#### Mariposa Computer Science Magnet School

##### Mariposa Park

- Issues with homelessness common in park prior to COVID-19 pandemic.

##### Avenue H-4 between Thistle Street & Pennyroyal Street

- Bus signage here needs to be relocated to current bus loading zone in front of school.

##### Avenue H-6 between Genoa Avenue & Fig Avenue

- Bus Only signage needed at bus loading zone in front of school.
- Parents double parking.
- Parents block bus loading zones with vehicles.
- Parents getting into fights.
- Parents ignore crossing guards.
- Parents will speed around double-parked vehicles and students have to be stopped from crossing street.

##### Avenue H-12 & Genoa Avenue

- Request from public for continental crosswalks and proper signage.

##### Genoa Avenue & Avenue H-6

- Crosswalk paint is fading.
- Parents block crosswalk during pickup and drop-off periods.

##### Fig Avenue & Avenue H-6

- Parents block crosswalk during pickup and drop-off periods.

##### Fig Avenue between Avenue H-4 & Avenue H-6

- Parents double parking.
- Parents getting into fights.
- Parents ignoring crossing guards.



### SURVEY RESPONSES

*"When I was young, I walked with my sisters, and we lived close to the school."*

### Mariposa CSMS Virtual Walk Audit

Walk audits are used across the nation and employed 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 Mariposa Computer Science Magnet School virtual walk audit was held on October 7, 2021, via web conference.

Susan Dorst, a campus supervisor, represented the school; Candice Vander Hyde and Matt Simons represented the City.

#### You've described challenges at arrival time. What is it like at dismissal?

*"It's like leaving an amusement park at the end of the day. Or a Dodger game. Everyone goes for the exit at the same time."  
(Mariposa Campus Supervisor)*

Walk audit comments in addition to those included previously in the SRTS Interactive Map Input section, are summarized below:













- The sidewalks are in good condition; there are no issues from Carter Park.
- A group of students from the Fig Avenue direction, our busiest corner.
- We have four bikers, two scooters, and not a whole lot of walkers, except for kids coming from Avenue H-8 by the park, between Avenue H-8, Avenue H-12, Avenue H-14. Students walking from the south. None of the kids I see are wearing helmets.
- We need repainted crosswalks, red curbs, and a sign for buses only.
- We could use an official "buses-only" sign, and signs for pickup/drop-off only. We have signs and gigantic cones, but parents run them over and park there no matter what.
- We have one crossing guard each at Avenue H-6 and Fig Avenue, and at Avenue H-6 and Genoa Avenue. We have three adults at the front helping special needs students, and four to help kids get off the bus.
- In 12 years, this is the worst it's ever been. Parents are getting into fights and threatening the kids. We need a Sheriff's patrol. When we had it before, parents weren't double parking or arguing. They were listening to the campus supervisors and crossing guards.
- It's a total nightmare in front of the school—people making U-turns in the middle of the block. Employees are putting their own lives in danger. Parents will literally park within a crossing and wait for their kids.
- Parents speed around double-parked cars, even with the speed humps, which were put in last year.
- Parents are scared—just the whole COVID thing, parents are just swooping in and getting their kids home.

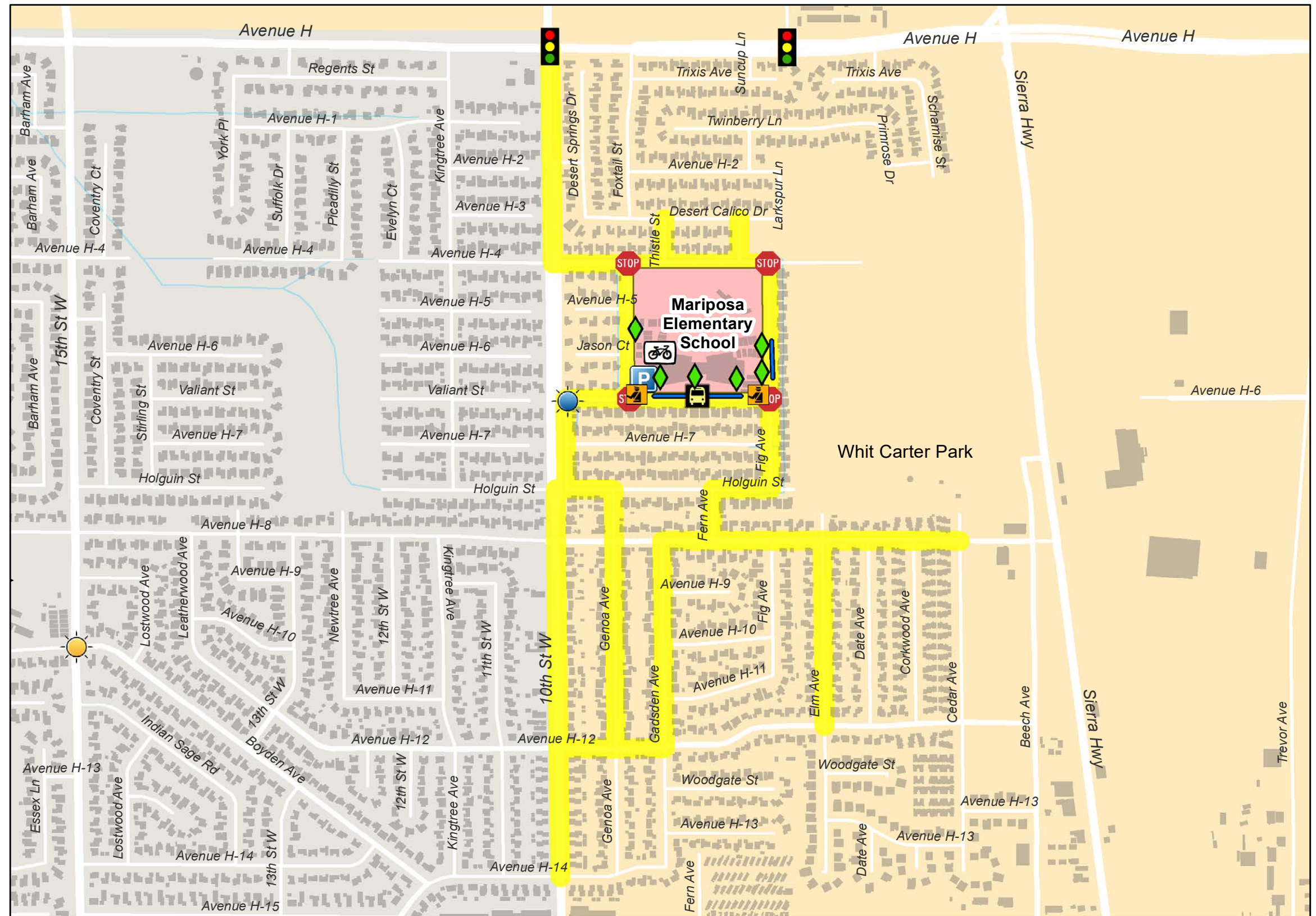


## EXISTING CONDITIONS

# Suggested Routes, Traffic Control, and School Access



-  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



Mariposa Elementary School  
Traffic Control & School Access



0 0.125 0.25 0.5 Miles



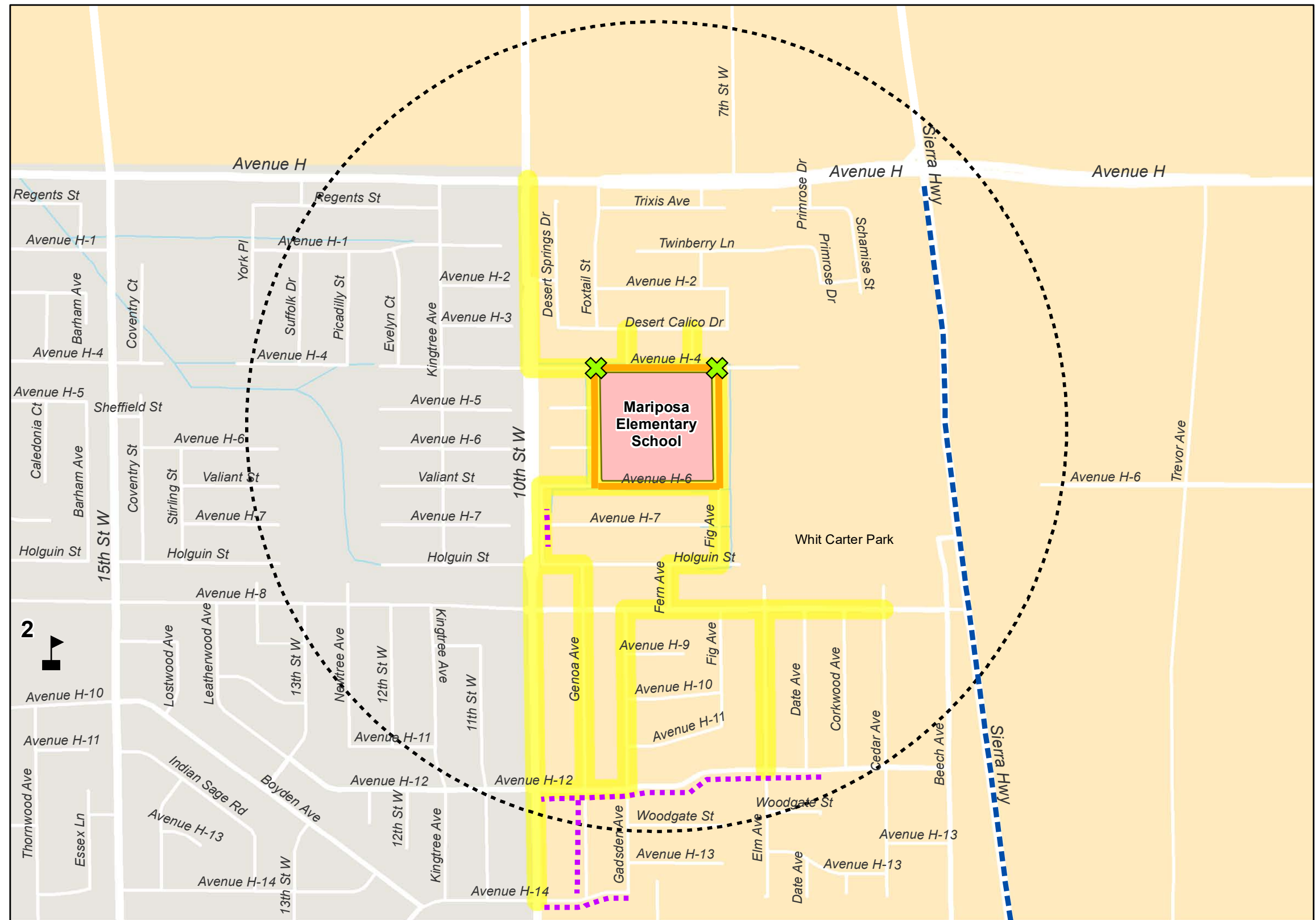
# SRTS RECOMMENDATIONS

## Suggested Routes and Recommended Improvements

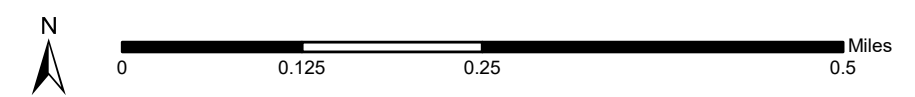


### Potential Improvements

- Buffered Bike Lanes
- Sidewalks
- Traffic calming
- Refresh Crosswalks
- Suggested Routes to School
- Focus School
- Focus School Enrollment Area
- Half-Mile Radius
- Other Project Schools
- Lancaster City Boundary



Mariposa Elementary 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.

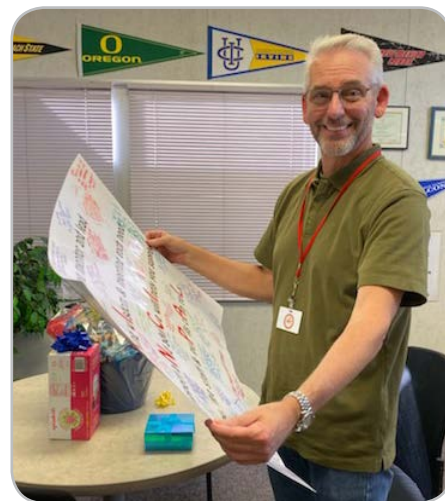
- Community events, family fun days
- Annual parent/guardian surveys



### EVALUATION

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

- Annual student tallies



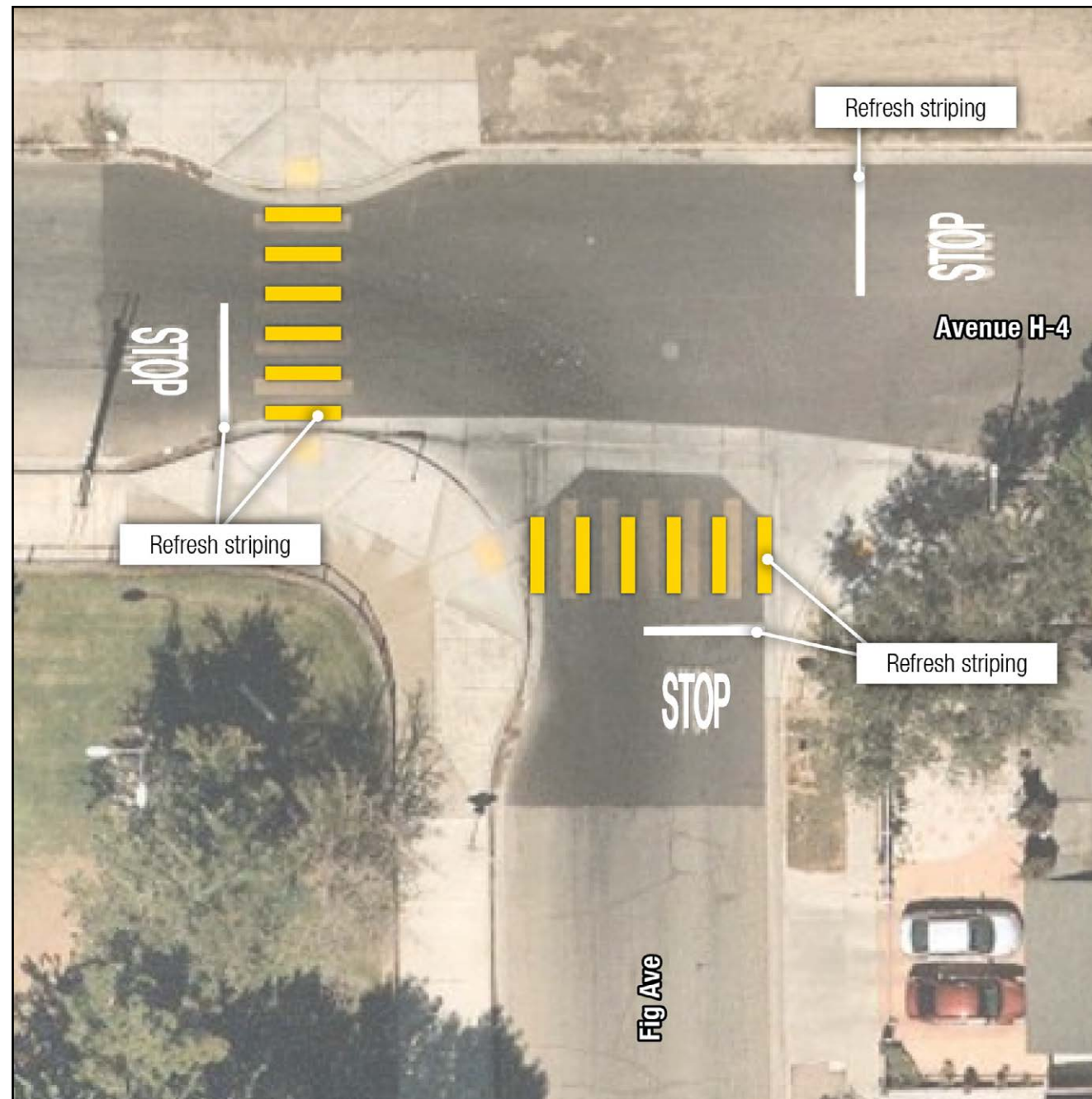
With City and School District programmatic support, the principal can set the tone to encourage and increase students who walk or bike to school.

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



# PROJECT IMPROVEMENTS

## Recommendations



POTENTIAL IMPROVEMENTS

## Avenue H-4 and Fig Avenue

### Existing

- T-intersection.
- All-way stop control.
- Continental crosswalks on west and south legs.
- Advance stop lines.
- ADA compliant ramps west and south legs.
- No development to the east.

### Proposed

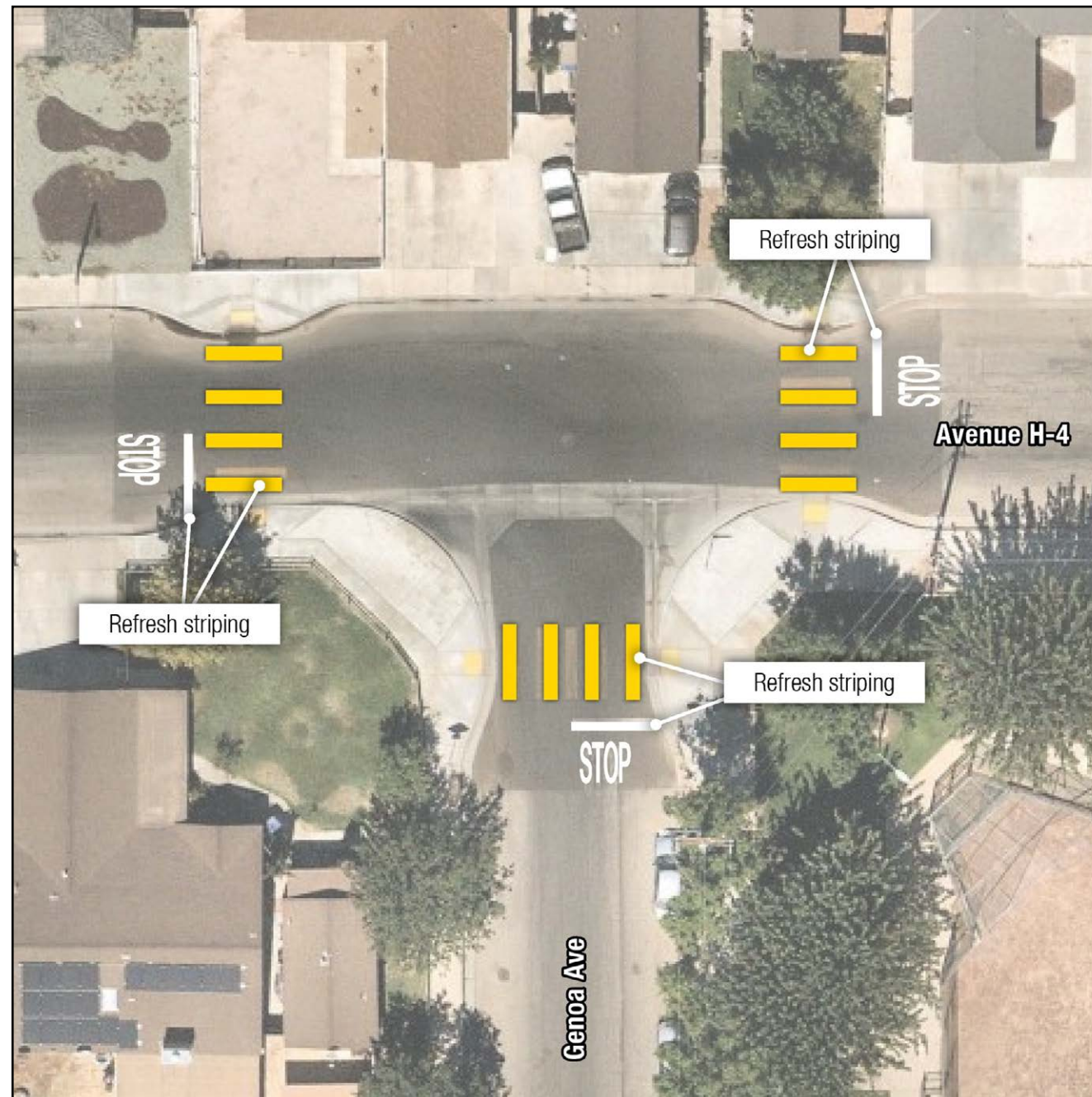
- Restripe continental crosswalks.
- Restripe advance stop lines and markings.



# PROJECT IMPROVEMENTS

## Recommendations

### Avenue H-4 and Genoa Avenue



POTENTIAL IMPROVEMENTS

#### Existing

- T-intersection.
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#### Proposed

- Restripe continental crosswalks.
- Restripe advance stop lines and markings.

## Strategy Packages

### Summary of Engineering Strategies, by Type

#### Crossing Improvements

- Fig Avenue & Avenue H-4: Pavement markings
- Genoa Avenue & Avenue H-4: Pavement markings

#### Bikeway

- Sierra Highway between Avenue H & Avenue I: Buffered bike lanes

#### Sidewalks

- 10th Street West Frontage Road between south of Avenue H-6 & north of Holguin Street (east side)
- Genoa Avenue between Avenue H-12 & Avenue H-14 (west side)
- Avenue H-14 between 10th Street West & Gadsden Avenue (south side)
- Avenue H-12 between 10th Street West & east of Date Avenue (south side)

#### Traffic Calming

- Avenue H-4 between Genoa Avenue & Fig Avenue: Speed humps
- Avenue H-6 between Genoa Avenue & Fig Avenue: Speed humps
- Genoa Avenue between Avenue H-4 & Avenue H-6: Speed humps
- Fig Avenue between Avenue H-6 & Avenue H-6: Speed humps

