



# John and Jacquelyn Miller Elementary School

43420 22nd Street West | Lancaster School District

SUMMER 2022



SAFE  
ROUTES  
TO  
SCHOOL



Lancaster School District

# John and Jacquelyn Miller Elementary School

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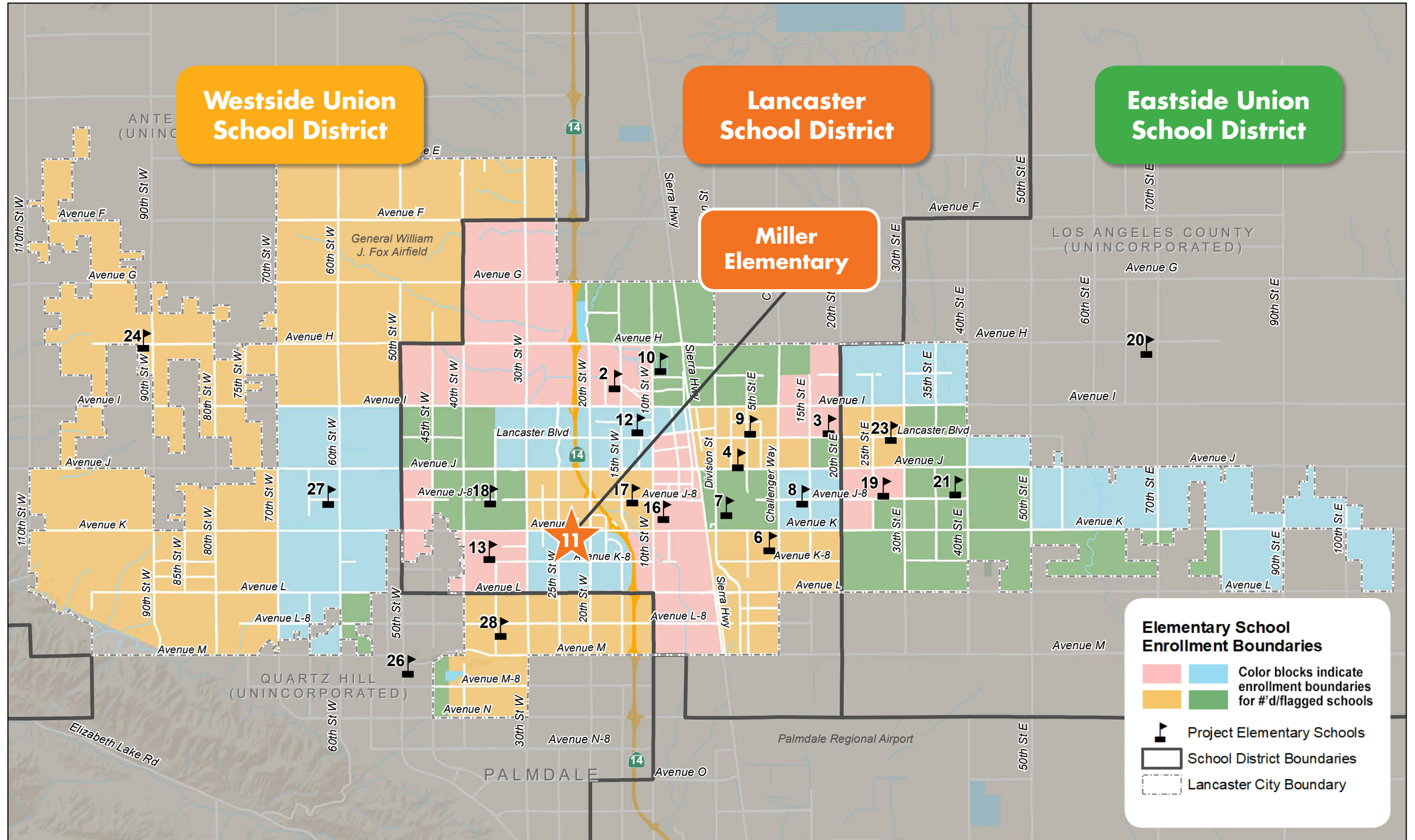


SAFE ROUTES TO SCHOOL

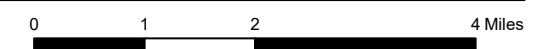


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## INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster



Lancaster School District

# John and Jacquelyn Miller Elementary School

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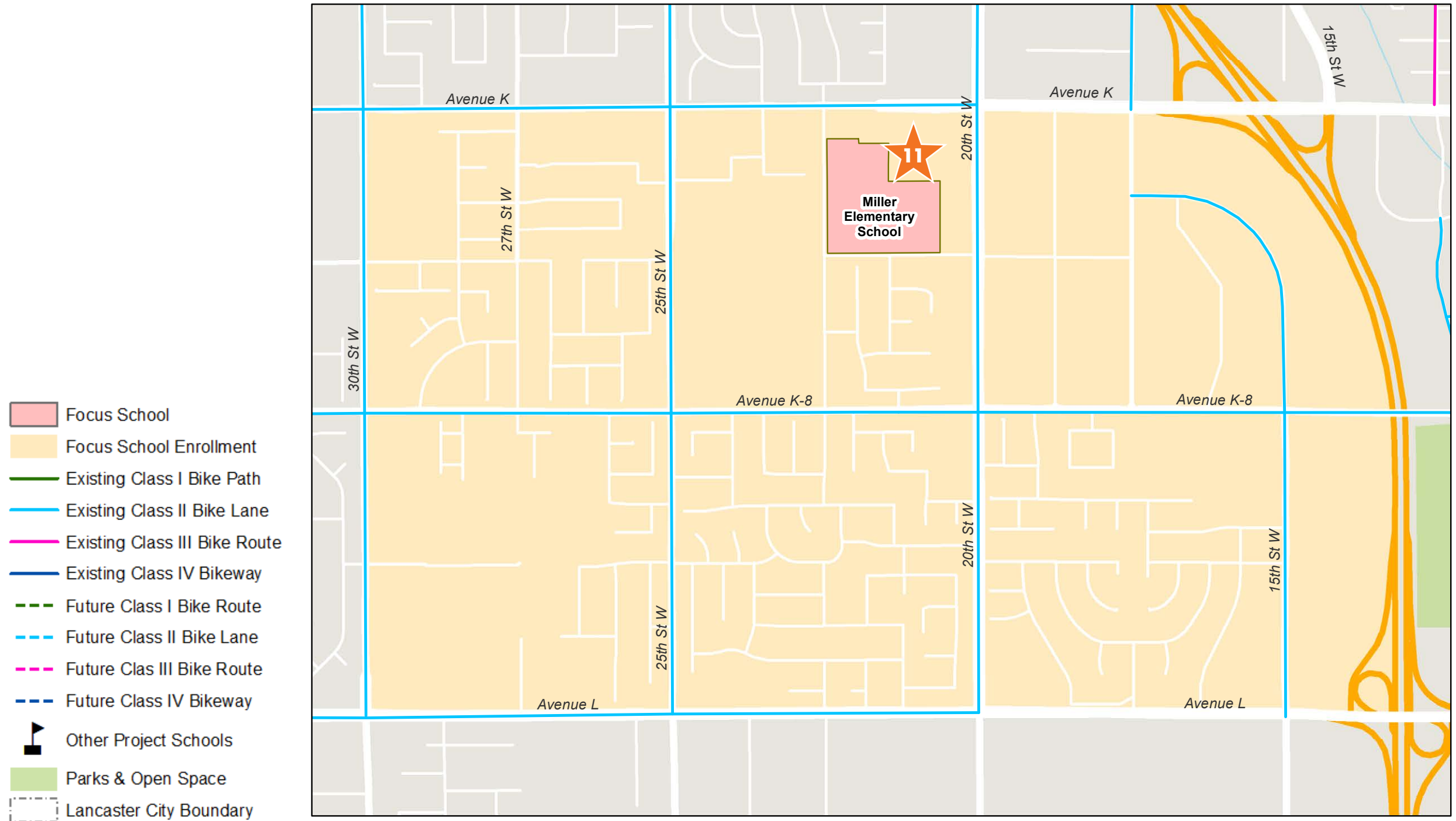
SAFE  
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## INTRODUCTION

# School Enrollment Area



Miller Elementary School - Enrollment Area





SAFE  
 ROUTES  
 TO  
 SCHOOL

# Options and Excellence In Education

## Home of the Jaguars!

We, at Miller, understand that educating our students is not a compartmentalized endeavor. We have each individual student in our care, custody, and under our protection for a finite amount of time each day but we receive the whole child every morning. We understand and value that every adult on this campus that serves the children on it is in an active relationship with that child's family, caretaker, guardian either directly, as teachers, aids, office personnel, or indirectly, as I.T., Custodial care, food service. We take that reality very seriously. It ought to inform what you can expect from us here at Miller Elementary School as well as what we expect from you and the children in your care that we have the privilege of educating. We all impact one another and therefore have a duty and responsibility to each other and the larger, surrounding neighborhood that houses our educational community. We've got this!

# INTRODUCTION School Facts



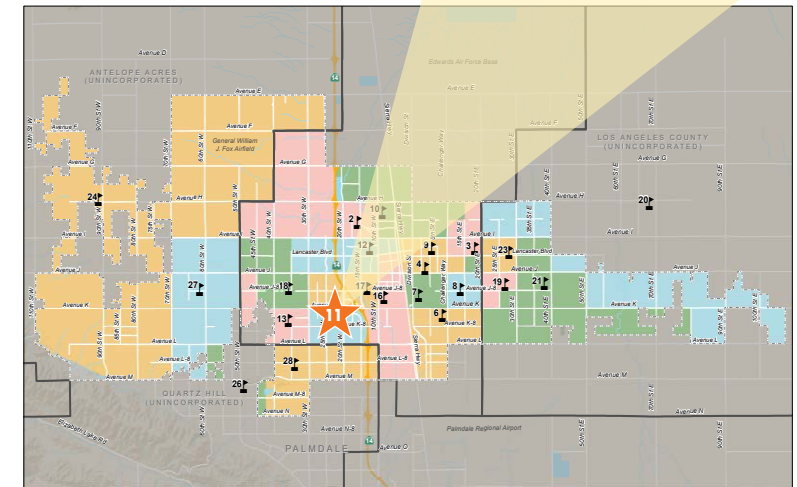
## Our Mission

- Hold high expectations for students and staff.
- Offer options and opportunities for students to achieve.
- Promote partnerships with families and communities.
- Establish safe, supportive learning environments for students and staff.

## 2021-22 School Snapshot

665 Student enrollment

83.5% of students eligible for free or reduced-price meals (FRPM)



Elementary School Enrollment Boundaries within City of Lancaster



## How are Miller Elementary students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
2021	16	351	11%	0%	4%	77%	6%	0%	1%
2013-2015	N/A	N/A	17%	0%	0%	67%	9%	0%	1%



# John and Jacquelyn Miller Elementary School

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SAFE ROUTES TO SCHOOL



## EXISTING CONDITIONS

# Pedestrian and Bicycle Crashes near Miller Elementary

TIMS, 2015-2019

### TYPES OF CRASHES

Pedestrian

Bicycle

### CRASH SEVERITY

Fatal

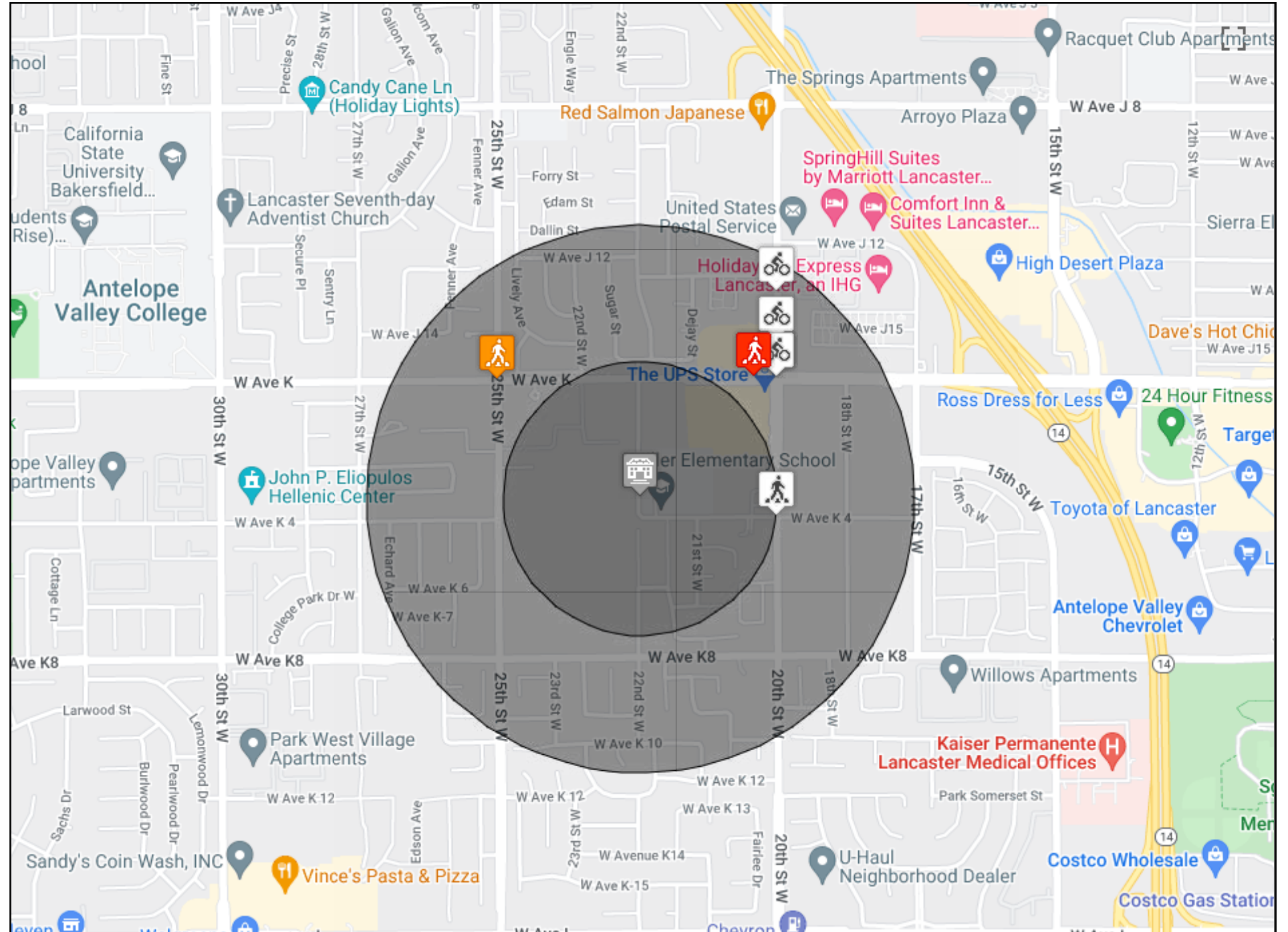
Severe Injury

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	0	0	0	0	0
1/4-1/2 mi.	1	1	0	6	4	4	8



## 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

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.

Jullie and Jennifer indicated that Miller Elementary School is located in a high-traffic area, so parents drive their kids to school because it's not as safe for children to walk.

#### School Resources Spread Thin

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#### 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

### John and Jacquelyn Miller Elementary School

#### Vacant lot west of School

- Lack of connections in street network leads to students walking along unpaved paths through vacant lot.
- Vehicles also use these unpaved paths, putting students walking along the same paths at risk.
- Issues with homeless individuals.

#### Vacant lot west of School

- Issue with homeless individuals.

#### Avenue K-4 between 22nd Street West & 21st Street West

- Students crossing street outside of marked crosswalk.

#### Avenue K-8 & 22nd Street West

- Vehicles speeding along avenue Avenue K-8.
- Flashing pedestrian beacon often does not work.

#### Avenue K-4 between 22nd Street West & 21st Street West

- Parents double parking during pickup and drop-off periods.
- Parents will perpendicularly park to facilitate illegal U-turns.

#### 22nd Street West between Avenue K & Avenue K-4

- Parents and school staff will stop in middle of street to north, causing traffic conflicts.
- Private school to the north also uses this section of the street for pickup and drop-off, which can conflict with Miller Elementary operations.

#### Avenue K-4 & 22nd Street West

- Vehicles speeding

#### 20th Street West & Avenue K-4

- Vehicles speeding

## SURVEY RESPONSES

Four parents responded to the survey. Three of them dropped their child off in the family car, but two of the three indicated that if issues of speeding, crime, and safety were solved, they would permit their

child to walk or bike to school. The presence of an adult for the trip to school would encourage more walking and rolling, according to all respondents, and more law enforcement was generally desired.

## Miller Elementary 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 Miller Elementary School virtual walk audit was held on October 18, 2021, via web conference.

Campus Supervisors Sheryl Hutnick and Julio Gutierrez 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:

- Crossing guards are positioned at 20th Street West and Avenue K-4, 22nd Street West and Avenue K-8, and at the front of the school on Avenue K-4. Kindergarteners and 1st graders are dropped off at the front door, inside the campus near the solar panels.

### Walking clears the head and energizes.

It's healthy and safe in an environment that is built for pedestrians. It teaches spatial orientation, independence, problem-solving, resistance, confidence, and so many skills that help kids in school and beyond. Besides, walking is a normal human activity, as natural as breathing. It seems insane that we need to advocate for a normal human activity.



















- 2nd through 6th grade is released on Avenue K-4 at the zigzag gate. Drop-off and pickup are the same locations for two different sets of grades.
- Parents will flip U-turns along Avenue K-4, especially in the afternoon. In the morning, parents seem to know how to queue up, but the afternoons are more difficult.
- Miller uses the inlet on the west, in front of the school, but it's hard with conflicting traffic from KinderCare (a private school). Some of the gentlemen from KinderCare act as traffic cops, stopping traffic so the KinderCare parents can go in and leave the vacant lot to the north of Miller Elementary.
- We have no general education buses, but we have 3–4 special education buses, and they drop off in the back parking lot.
- Depending on the day—if it's cloudy or rainy—most parents drop their kids off, unless they live in the neighborhood. Probably about 75% of students are dropped off by parents in their cars. [In 2021, 77% of students reported being dropped off via the family car, up from 67% in 2013–2015. Conversely, walking dropped from 17% at that time to 11% in Fall 2021.]
- Walkers could come from an apartment complex next to Kaiser. Only about two or three bikes have been observed so far in Fall 2021. A lot of kids want to bike, but if they don't have helmets, the school doesn't let them go home on their bikes.
- The solar-powered beacon at 22nd Street West and Avenue K-8 doesn't always work. Neighbors and the school have complained about it. Walkers would appreciate it being fixed. And the crossing guards have to move their stop signs up and down to slow the traffic at that location.
- Biggest problem is at the zigzag gate: double-parking, even triple-parking occurs there. It's difficult, risky, and unsafe as all these cars are waiting for their kids. And some parents park on the opposite side, calling their kids across.
- Parents are parking next to fire hydrants.
- The school has considered doing a valet parking operation.
- Enforcement has a short-term impact—if people get ticketed, the U-turns and double-parking is diminished for a bit.
- There's support for the idea of the multipurpose trail through the nearby vacant lot. If people were on the trail, it'd be easier for staff to identify the non-students. There's been some inebriated people, homeless people, and cars driving through the area.

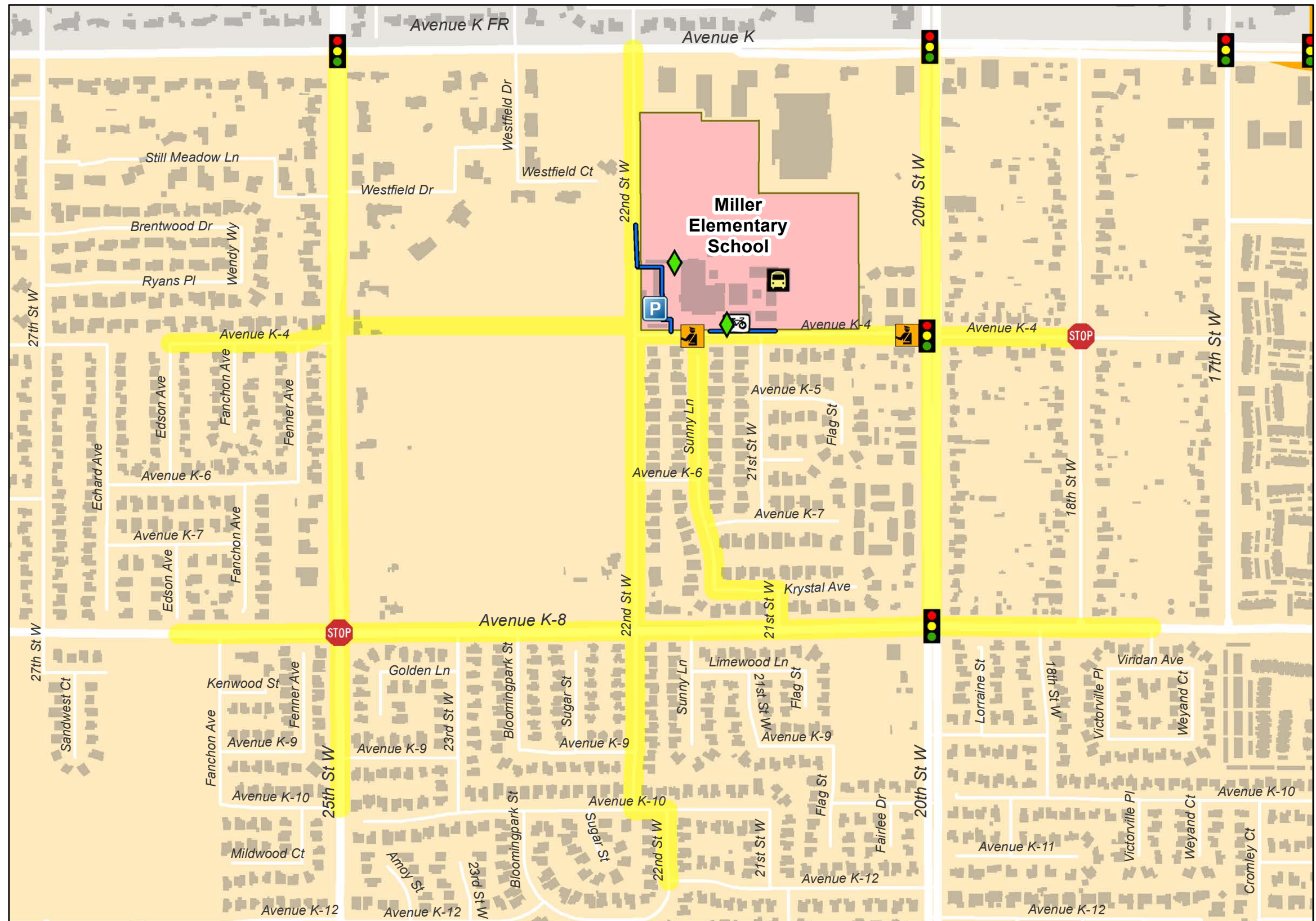


## EXISTING CONDITIONS

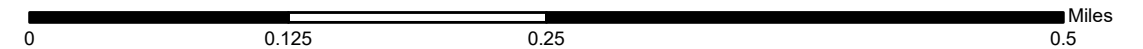
# Suggested Routes, Traffic Control, and School Access



-  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



Miller Elementary School  
Traffic Control & School Access





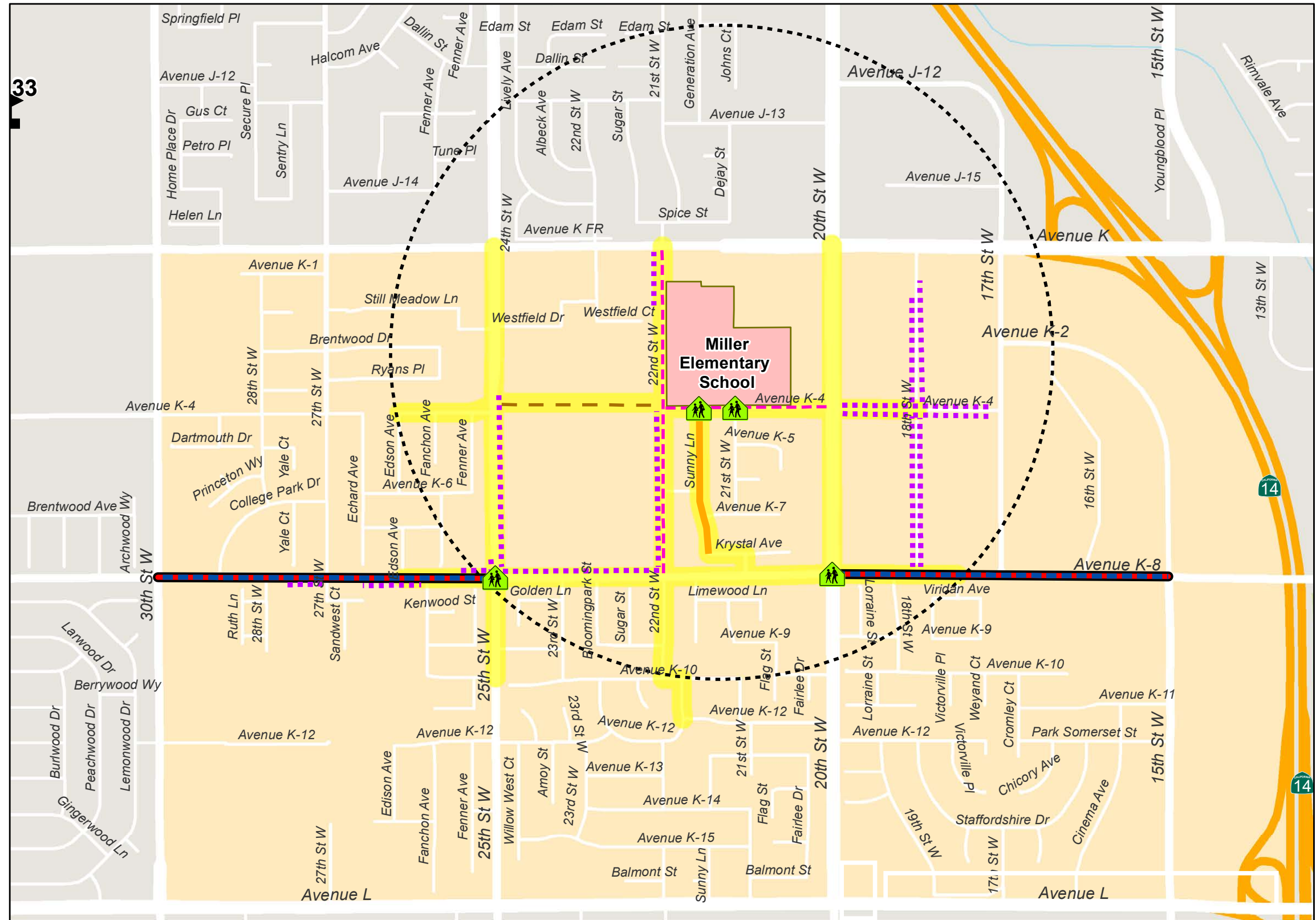
# SRTS RECOMMENDATIONS

## Suggested Routes and Recommended Improvements

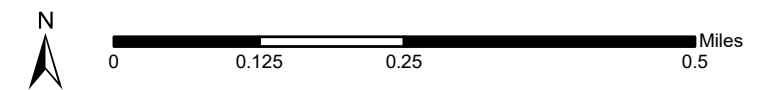


### Potential Improvements

- Bike Route
- Buffered Bike Lanes
- Sidewalks
- Multipurpose Path
- Traffic Calming
- Lane Reductions
- Crossing Improvements
- Suggested Routes to School
- Focus School
- Focus School Enrollment Area
- Half-Mile Radius
- Other Project Schools
- Parks & Open Space
- Lancaster City Boundary



Miller 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.

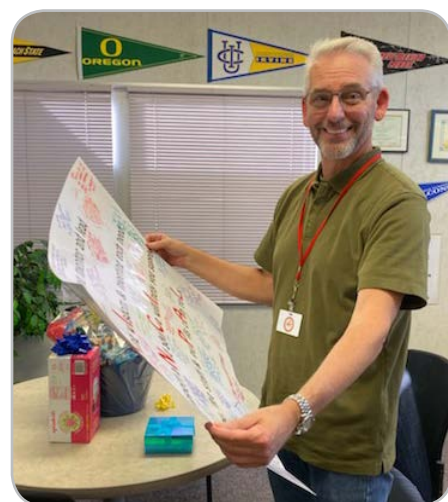
- Community events, family fun days
- Annual parent/guardian surveys



### EVALUATION

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

- Annual student tallies



SEE AND BE SEEN

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

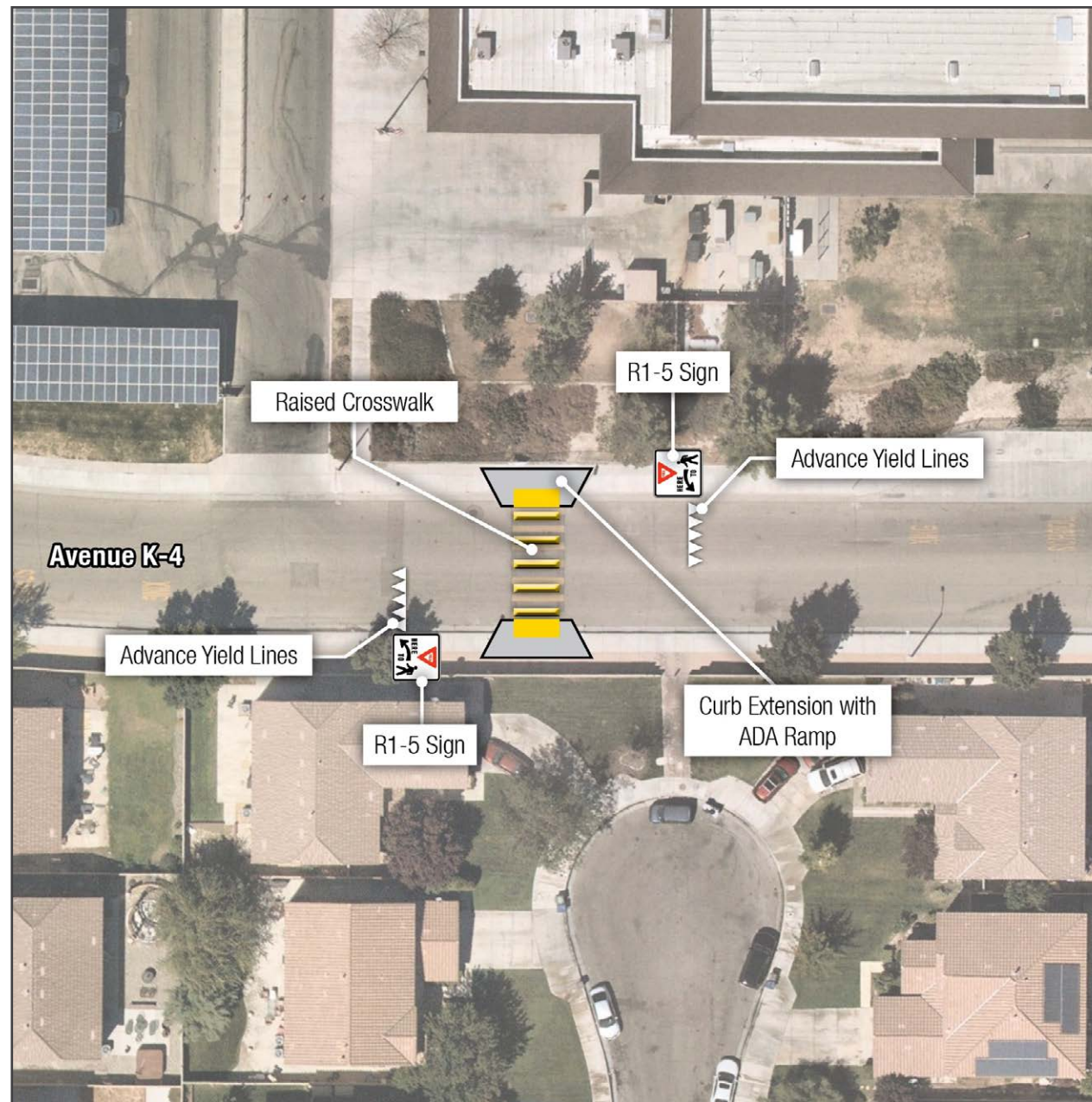
## Mid-block Crosswalk along Avenue K-4 connecting to Sunny Lane

### Existing

- Yellow continental midblock crosswalk.
- Perpendicular ADA curb ramps with truncated domes.
- Crossing guard.

### Potential Improvements

- Add raised crosswalk.
- Add curb extensions with ADA ramps at crosswalk.
- Add advanced yield lines to both approaches of the crosswalk.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines.



POTENTIAL IMPROVEMENTS



## PROJECT IMPROVEMENTS

# Recommendations

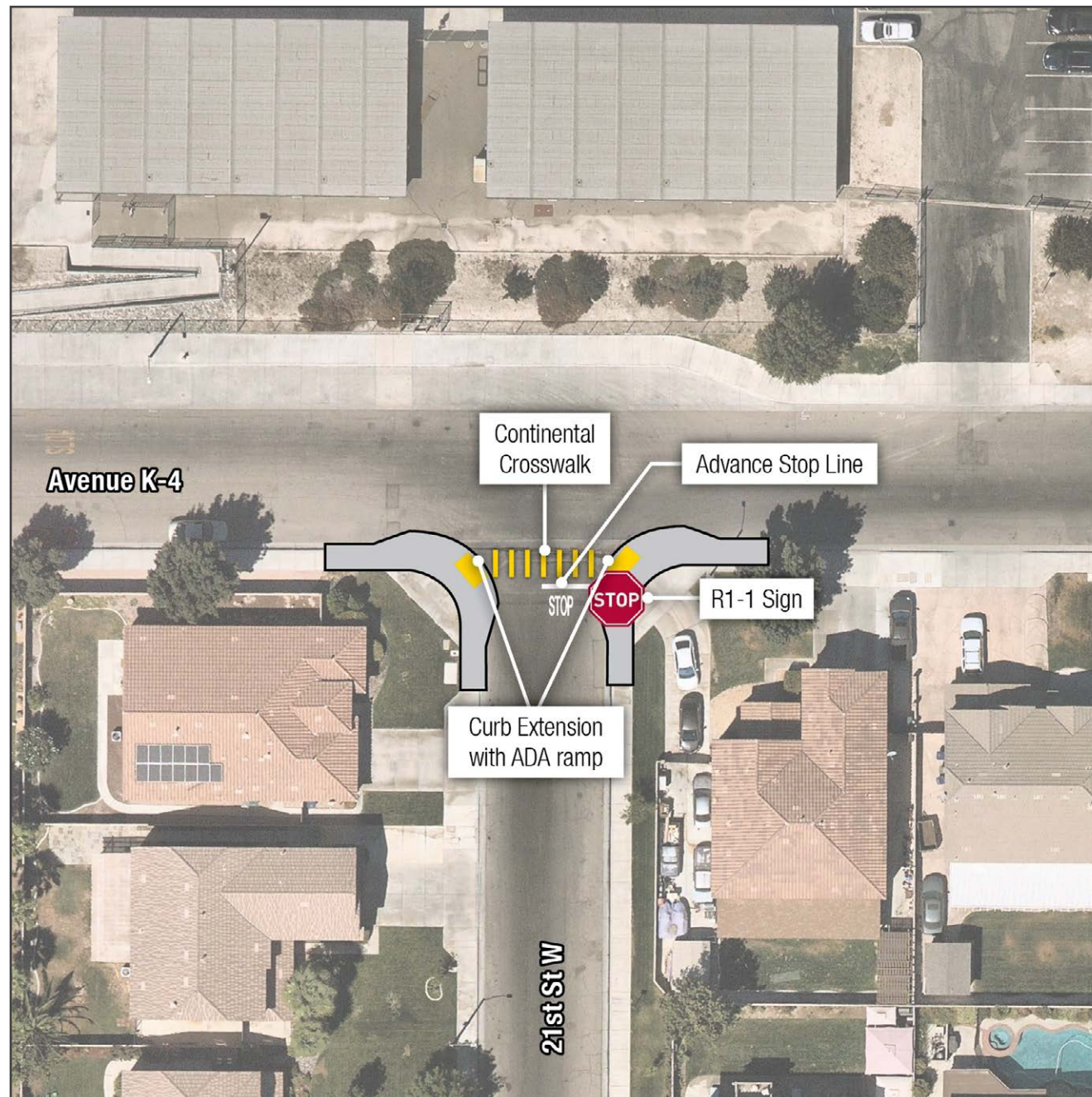
## Avenue K-4 and 21st Street West

### Existing

- Uncontrolled T- Intersection.
- Yellow transverse-line crosswalk on south leg.

### Potential Improvements

- Add yellow continental crosswalk to the south leg.
- Add curb extensions with ADA ramps to the south leg.
- Investigate adding stop control to 21st Street West approach



POTENTIAL IMPROVEMENTS



## PROJECT IMPROVEMENTS

# Recommendations

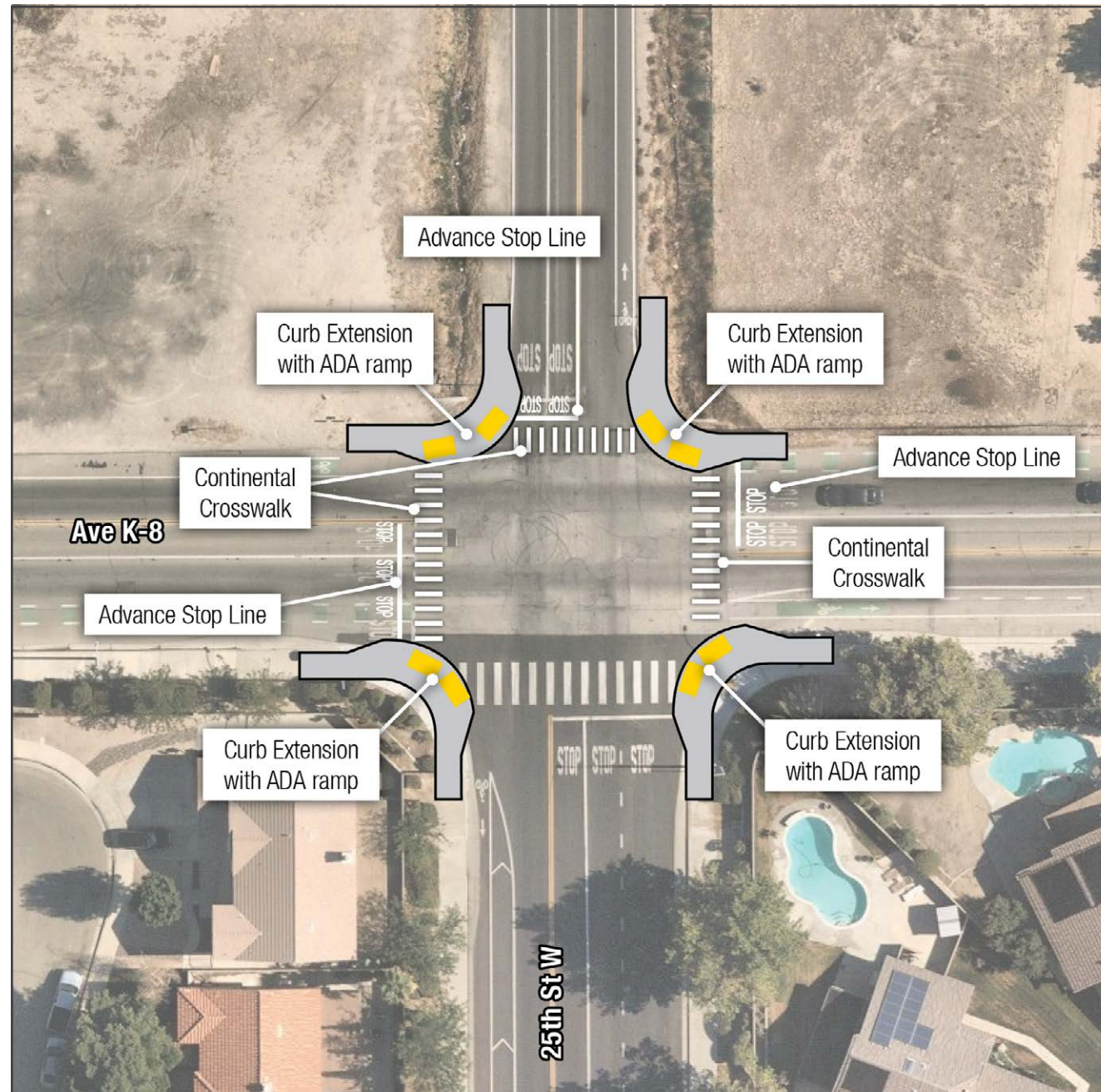
## Avenue K-8 and 25th Street West

### Existing

- All-way stop control.
- Northeast and northwest corners undeveloped with no sidewalks.

### Potential Improvements

- Add white continental crosswalk to north, east, and west legs.
- Add curb extensions with ADA curb ramps to all corners.
- Investigate replacing the all-way stop with a modern roundabout.
- Investigate narrowing intersection width (by reducing number of approach lanes) as part of the Lancaster Local Road Safety Plan (LRSP) Project.



POTENTIAL IMPROVEMENTS

# PROJECT & PROGRAM IMPLEMENTATION

## Strategy Packages

### Summary of Engineering Strategies, by Type

#### Crossing Improvements

- **Avenue K-4 at Sunny Lane:** Pavement markings & signage; curb extensions/ramps; raised crosswalk
- **Avenue K-4 & 21st Street West:** Pavement markings & signage; curb extensions/ramps
- **Avenue K-8 & 20th Street West:** Pavement markings
- **Avenue K-8 & 25th Street West:** Pavement markings; curb extensions/ramps

#### Bikeways

- **Avenue K-8 between 15th Street West & 20th Street West:**  
Lane reductions & Class II buffered bike lanes
- **Avenue K-8 between 25th Street West & 30th Street West:**  
Lane reductions & Class II buffered bike lanes
- **22nd Street West between Avenue K & Avenue K-8:** Class III bike route
- **Avenue K-4 between 20th Street West & 22nd Street West:** Class III bike route

#### Multipurpose Path

- **Between 25th Street West & Avenue K-4 and 22nd Street West & Avenue K-4**

#### Sidewalks

- **Avenue K-4** between 17th Street West & 20th Street West (both sides)
- **Avenue K-8** between 22nd Street West & existing sidewalk west of 25th Street West (north side)
- **Avenue K-8** between Fanchon Avenue & Echard Avenue (south side)
- **Avenue K-8** between 27th Street West & existing sidewalk east of 28th Street West (south side)
- **18th Street West** between existing sidewalk south of Avenue K & Avenue K-8 (both sides)
- **22nd Street West** between Avenue K & existing sidewalk (west side)
- **22nd Street West** between Avenue K-4 & Avenue K-8 (west side)
- **25th Street West** between Avenue K-4 & Avenue K-8 (east side)
- **25th Street West** between existing sidewalk north of Avenue K-8 & Avenue K-8 (west side)

#### Traffic Calming

- **Sunny Lane between Avenue K-4 & Krystal Avenue:** Speed humps and/or chicanes

