



Monte Vista Elementary School

1235 W Kettering Street | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Monte Vista Elementary School

1235 W Kettering Street

SUMMER 2022

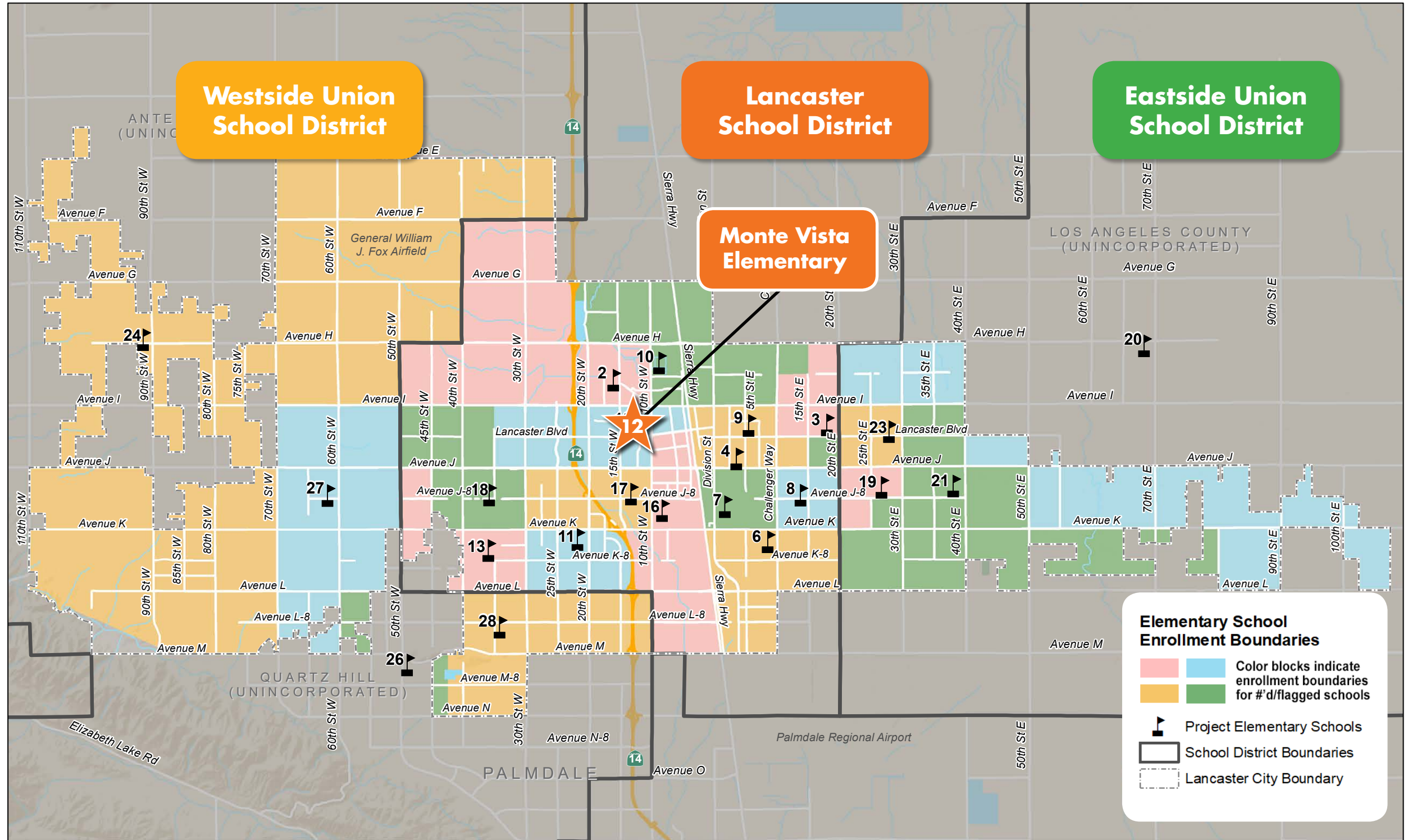


SAFE ROUTES TO SCHOOL



Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster

Monte Vista Elementary School

1235 W Kettering Street

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SAFE ROUTES TO SCHOOL

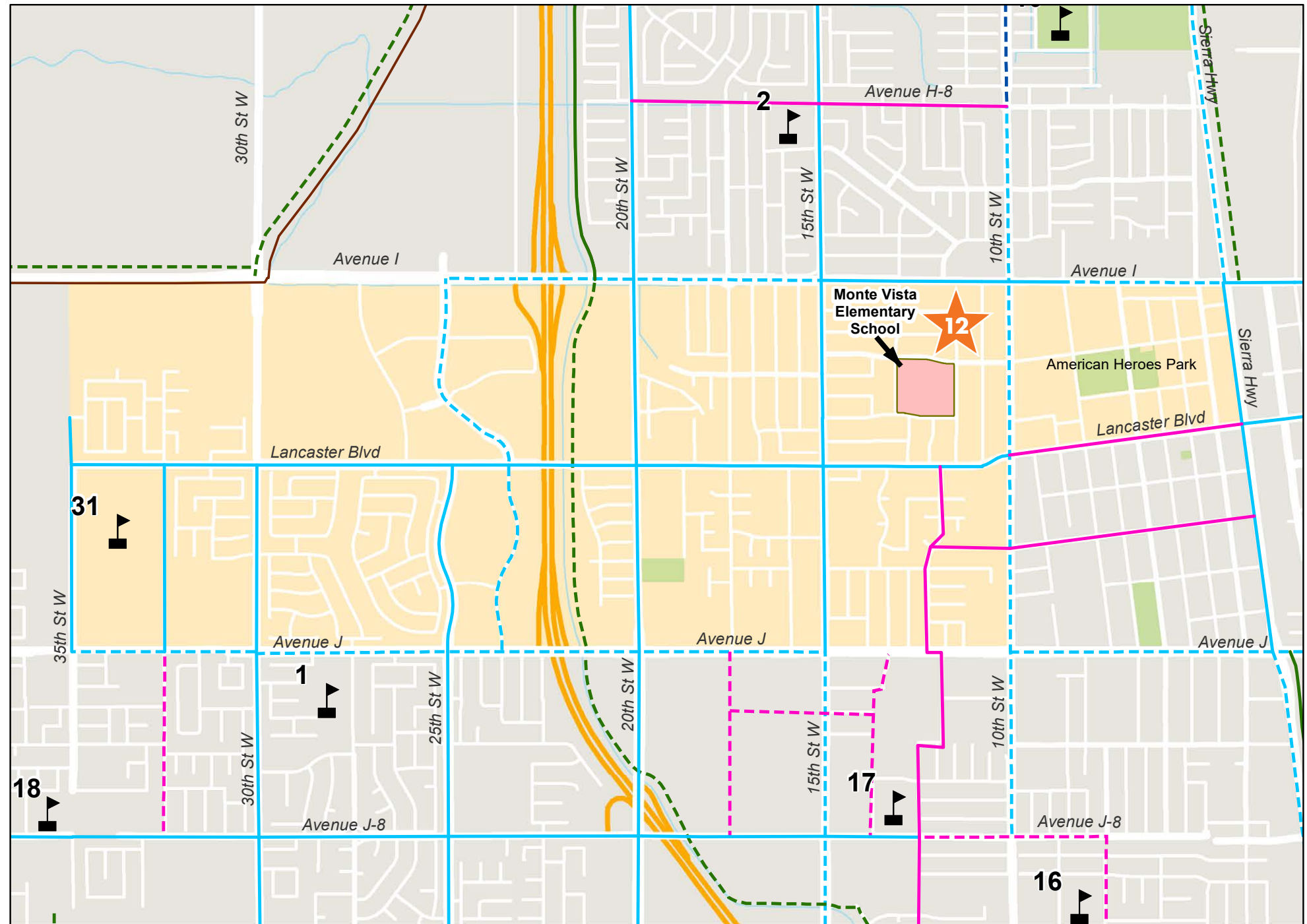


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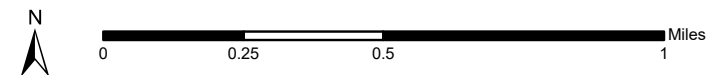
INTRODUCTION

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



Monte Vista Elementary School - Enrollment Area



Monte Vista Elementary School

1235 W Kettering Street

SUMMER 2022



SAFE ROUTES TO SCHOOL

Home of the Mustangs!

Monte Vista Elementary School is striving to inspire all students to achieve their greatest potential! The Monte Vista community promotes a positive school environment where everyone feels respected, understands their responsibilities, and experiences success in their learning environment.



2021-22 School Snapshot

710 Student enrollment

89.4% of students eligible for free or reduced-price meals (FRPM)

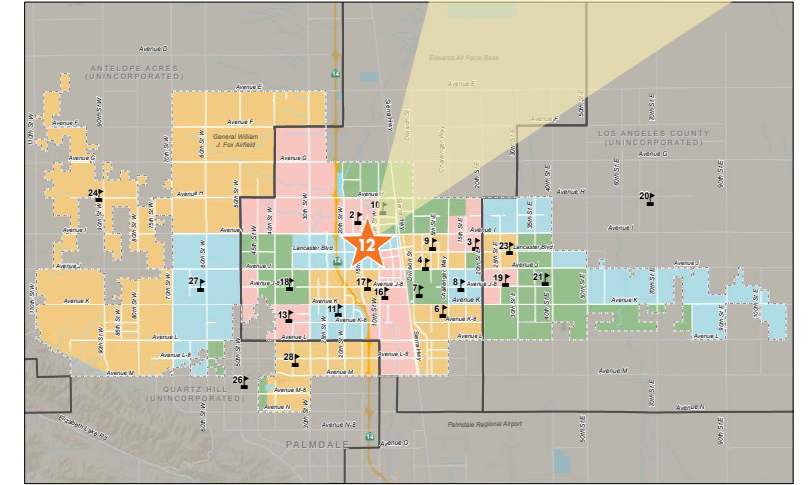
INTRODUCTION School Facts



Monte Vista Elementary is a Capturing Kids' Hearts Showcase School!

Capturing Kids' Hearts National Showcase Schools are recognized for their excellence in creating safe and welcoming environments where students are relationally connected and eager to learn.

Because of the everyday efforts of Monte Vista Elementary students and staff, Monte Vista has been recognized by the Flippen Group as a National Showcase School. Monte Vista has worked hard to foster a culture of kindness and understanding, and we are proud to set an example of how to show staff, and especially students, that they matter and their choices matter.



Elementary School Enrollment Boundaries within City of Lancaster



How are Monte Vista students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
2021	22	520	8%	0%	6%	77%	7%	0%	0%
2013-2015	N/A	N/A	14%	1%	17%	52%	4%	0%	1%



Monte Vista Elementary School

1235 W Kettering Street

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SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Monte Vista

TIMS, 2015-2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

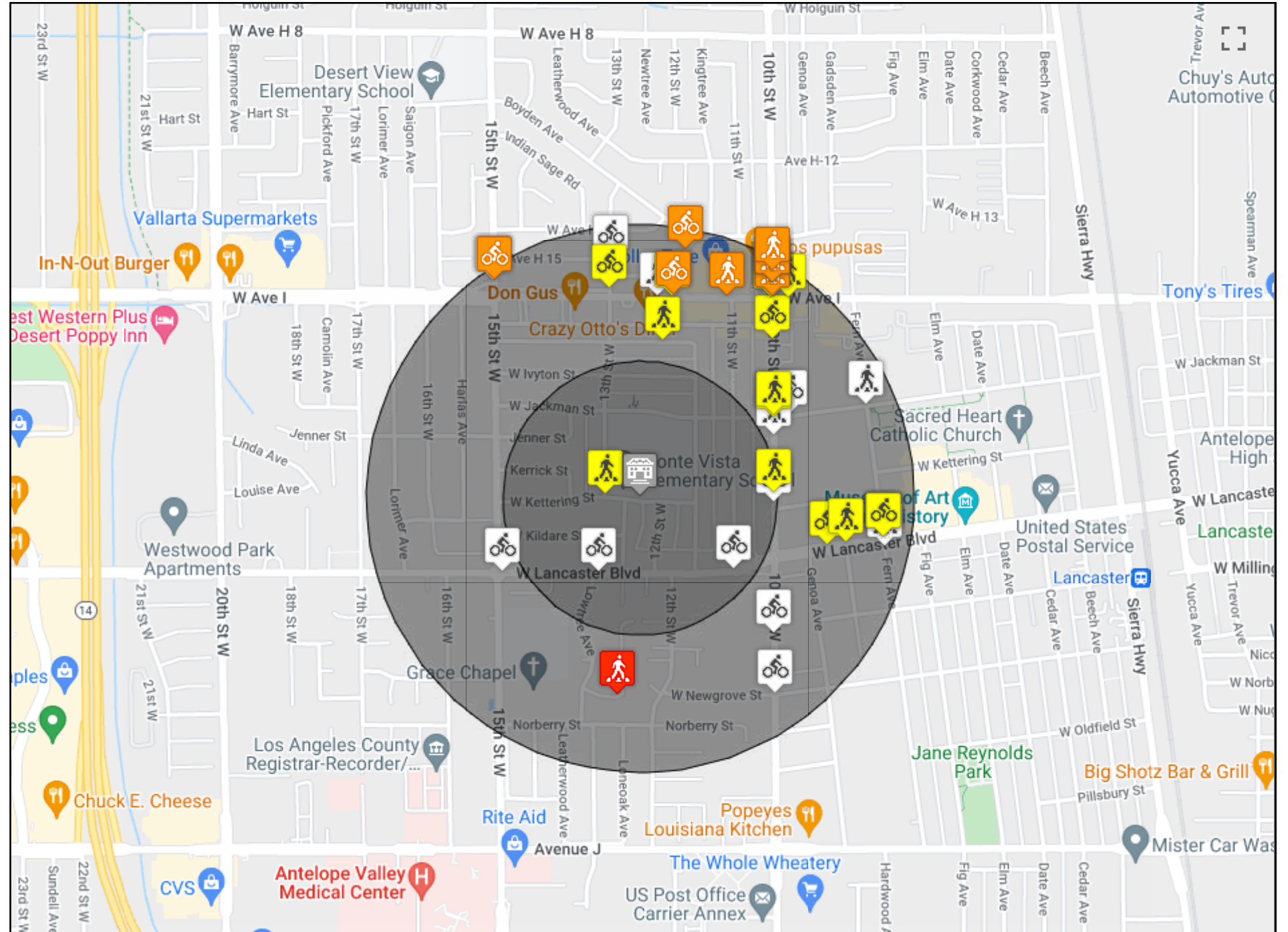
Severe Injury

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	2	3	2	3	5
1/4-1/2 mi.	1	8	14	14	20	17	37

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.



SEE AND BE SEEN

Note that SEE AND BE SEEN started as an awareness campaign, to address the fact that at the time, 60% of the bike/ped crashes occurred within 1.5 miles of Monte Vista Elementary School. The City targeted that area with a grant from Caltrans' Office of Traffic Safety, which originally focused on the following four safety messages:

- Eyes Up, Phone Down
- Make Eye Contact
- Ride Right in the Bike Lane
- Cross between the Lines

The City's SRTS Project Manager, Candice Vander Hyde that the program was so well received that it was expanded from that safety awareness program to the STEAM (Science, Technology, Engineering, Art, and Math) plus Physical Education distance learning-friendly curriculum now found on the City's website.

She informed Lancaster School District staff 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

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.

Jullie and Jennifer indicated that Monte Vista Elementary is, or was, an all-walking school, with the enrollment area drawn from the densely populated City block surrounding it. In fact, in 2013–2015, the school saw only 14% of students walking and 1% bicycling to school. However, in 2021, Student Tallies showed no bicyclists, and walking participation had fallen to 8%.

EXISTING CONDITIONS

Stakeholder and Community Input

Parent Surveys and SRTS Interactive Map Input

Monte Vista Elementary School

Kettering Street between 13th Street West & Loneoak Avenue

- Parents and students crossing street outside marked crosswalks, despite presence of crossing guard.

Kettering Street & 12th Street West

- Parents and students crossing street outside marked crosswalks, despite presence of crossing guard.
- Parents illegally parking and double parking in front of kindergarten area along Kettering Street near 13th Street West.

13th Street West between Jackman Street & Kettering Street

- Parents and students crossing street outside marked crosswalks.

Kettering Street west of School

- Lack of sidewalks on north side of street.
- Vehicles speeding on approach to school crossings.

SURVEY RESPONSES

Two parents responded to the survey and indicated that their child walked to Monte Vista. One indicated that they felt it was very unsafe.



Monte Vista 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 Monte Vista Elementary School virtual walk audit was held on October 14, 2021, via web conference.

Campus Supervisors Luz Briseno and Shannon Spalla represented the school; Matt Simons 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:

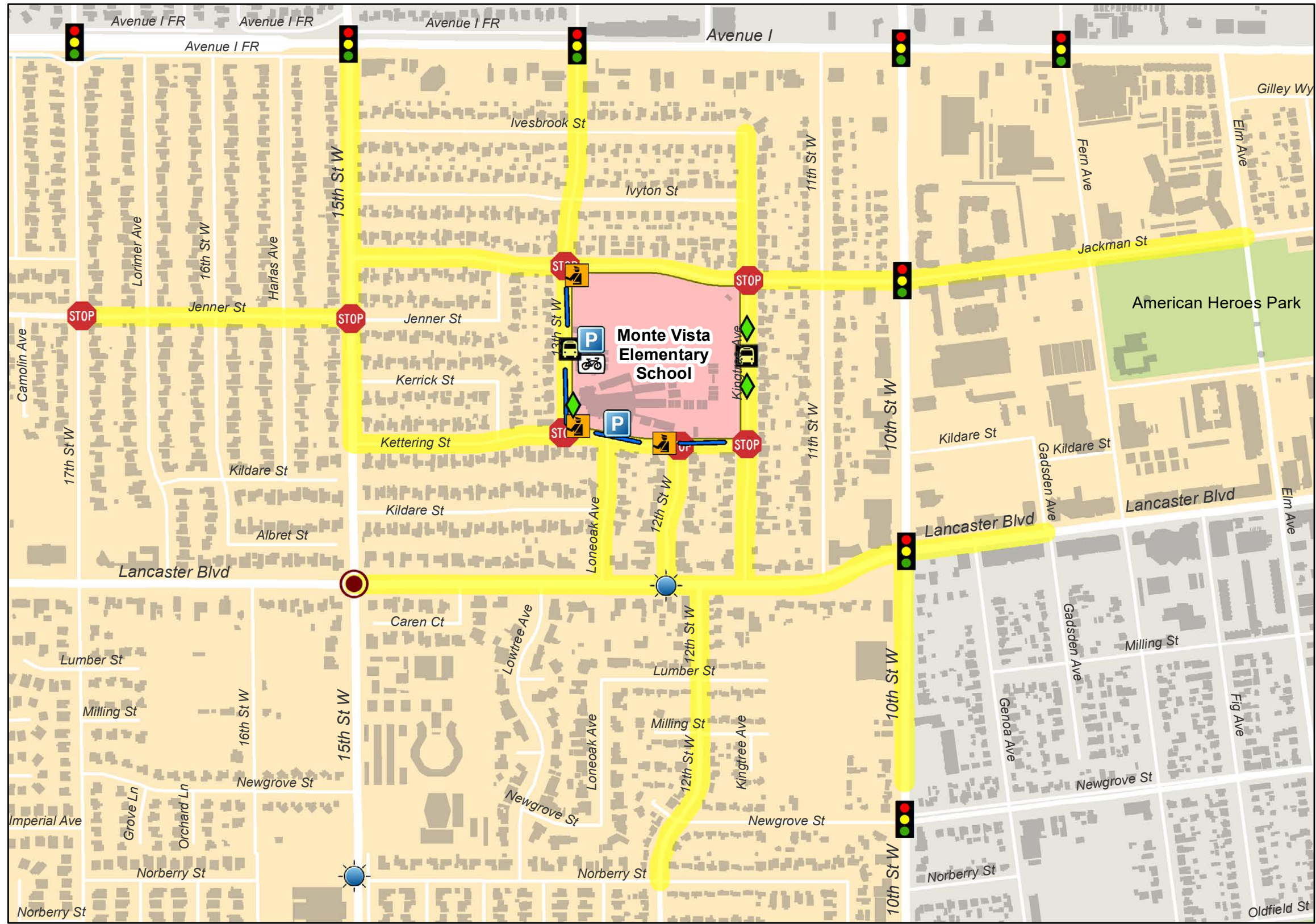
- Speed is a major problem here—cars just don't slow down. Speeding near the kindergarten gates makes it chaotic for crossing the kids. People won't stop for stop signs or the yellow vest. Perhaps some speed humps would help.
- Didn't see a lot of walkers, even before COVID—but walkers generally come from Kettering Street, from the back of the school (13th Street West and Jackman Street).
- There were just a handful of bikers before the pandemic, but not now. Like the walkers, they came from the west, from Kettering Street.
- Special education buses drop children off on 13th Street West; general education buses drop off on Kingtree Avenue, maybe 12–15 students on that one bus.
- Most parents drive their kids to school. Some students lost their bus transportation because of distancing mandates on the buses, and a lot of parents were still not working or were working from home, so they had the time to drive their kids to school. [In fact, drop-offs via the family vehicle increased from 52% in 2013–2015 to 77% in Fall 2021.]
- The neighborhood is pretty safe, with crime limited to occasional graffiti.
- Crossing guards work hard to try to get folks not to double-park, because that further impedes traffic flow. Campus supervisors would like more enforcement to help with this.
- Staff park in the lot (with limited spaces) and around the school on the street, as well as in the turnout area in front of the school. The staff parking narrows the streets further. Neighborhood residents also park on the street.

EXISTING CONDITIONS

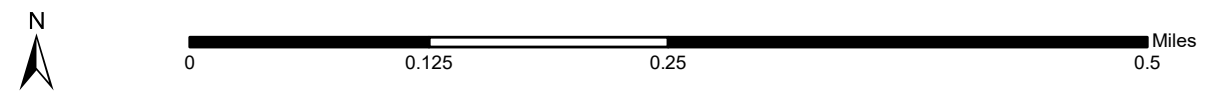
Suggested Routes, Traffic Control, and School Access



-  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



Monte Vista Elementary School
Traffic Control & School Access

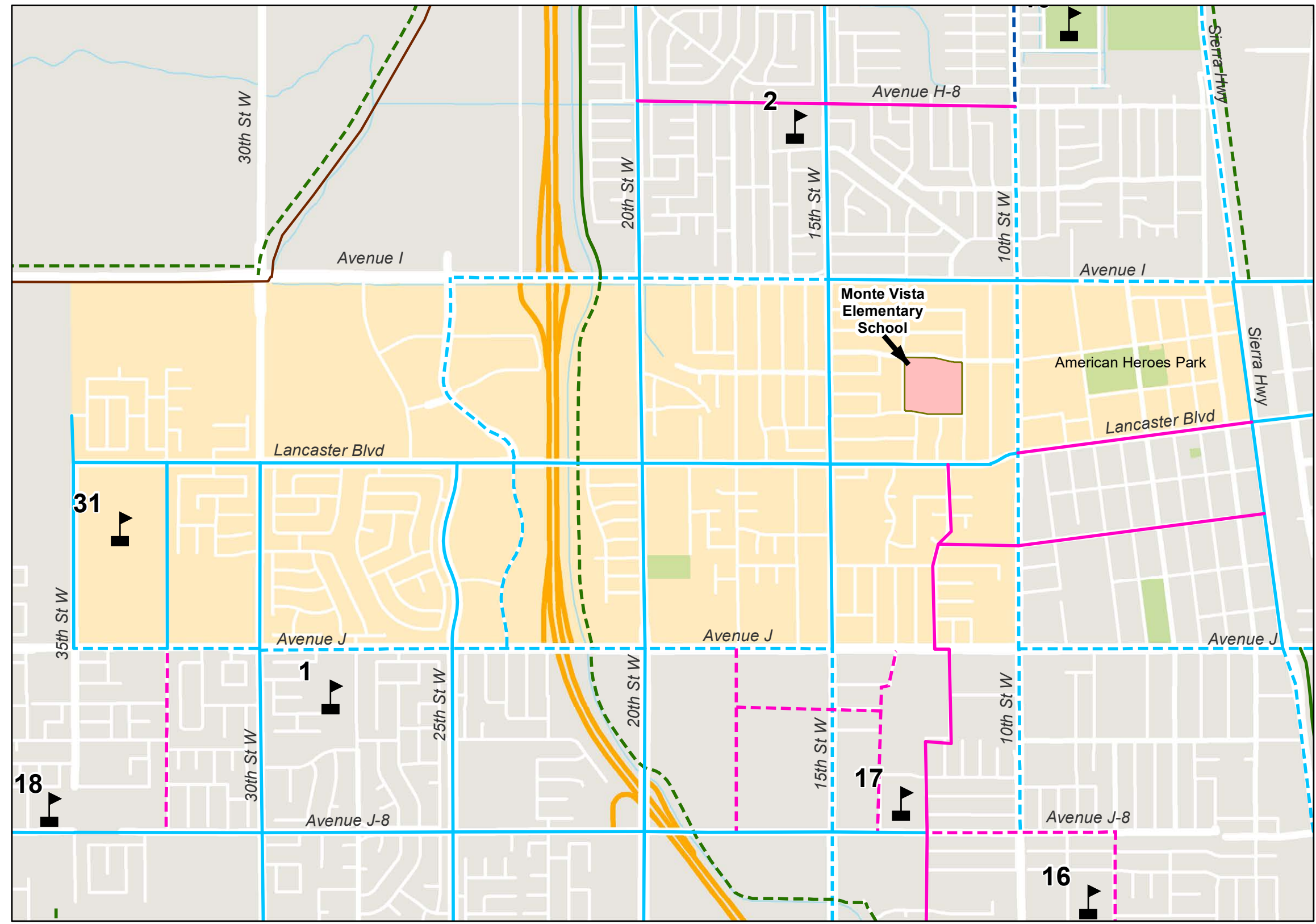


SRTS RECOMMENDATIONS

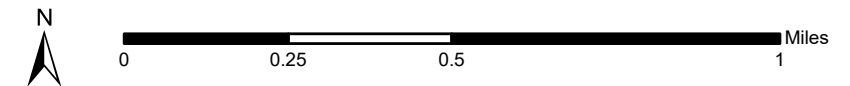
Suggested Routes and Recommended Improvements



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



Monte Vista Elementary School - Enrollment Area



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 & PROGRAM IMPLEMENTATION

Strategy Packages

Summary of Engineering Strategies, by Type

Sidewalks

- **Jenner Street** between 16th Street West & 17th Street West (both sides)
- **Kettering Street** between 13th Street West & 15th Street West (north side)
- **Kingtree Avenue** between Kettering Street & existing sidewalk (west side)
- **12th Street West** between Kettering Street & existing sidewalk (west side)
- **12th Street West** between Lancaster Boulevard & Norberry Street (east side)
- **Loneoak Avenue** between Kettering Street & existing sidewalk (east side)

Traffic Calming

- **Kettering Street between 13th Street West & 15th Street West:** Speed humps
- **Jackman Street between Kingtree Avenue & 13th Street West:** Speed humps
- **Kingtree Avenue between Jackman Street & Kettering Street:** Speed humps
- **13th Street West between Jackman Street & Kettering Street:** Speed humps

