



Nancy Cory Elementary School

3540 W Avenue K-4 | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Nancy Cory Elementary School

3540 W Avenue K-4

SUMMER 2022

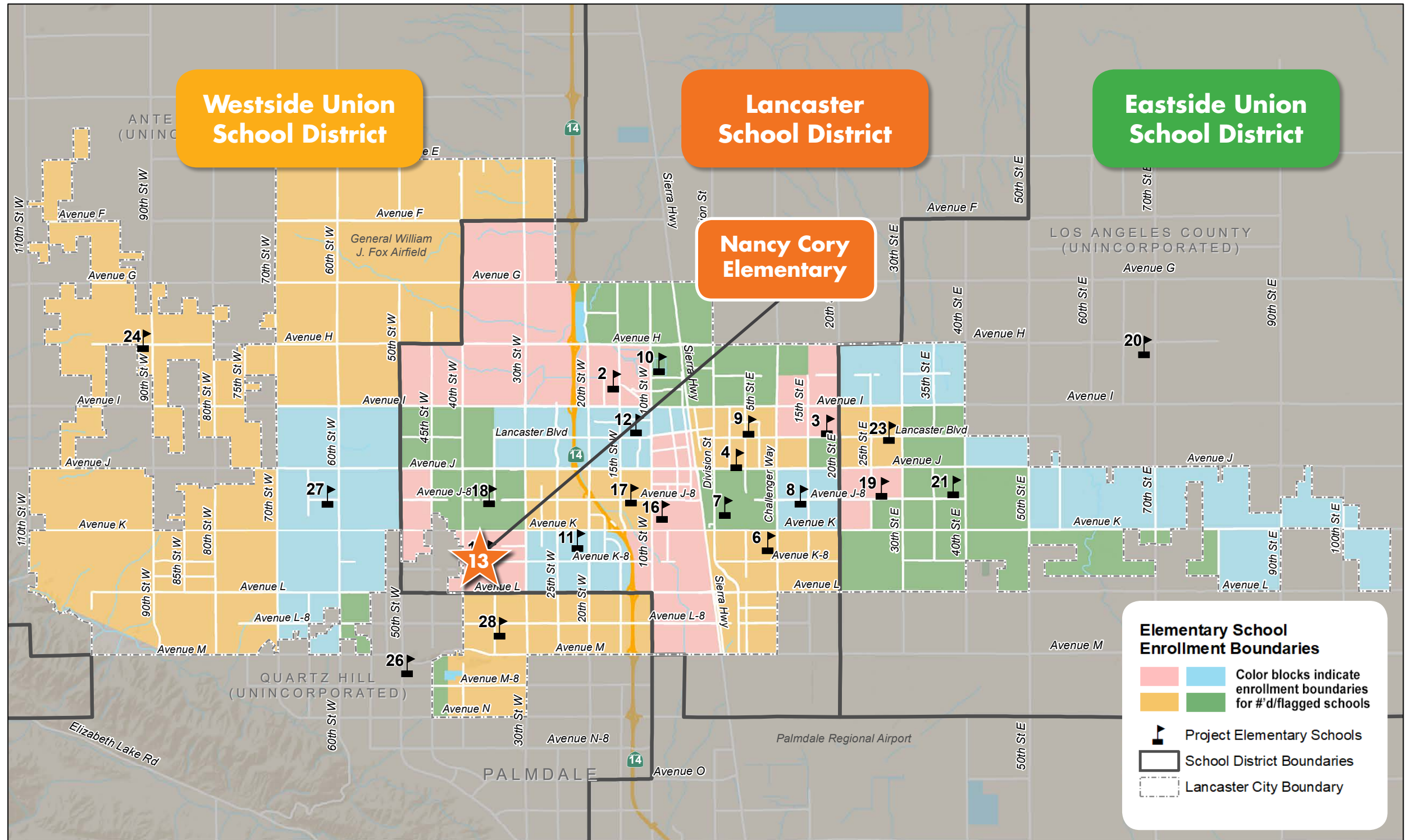


SAFE ROUTES TO SCHOOL



Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster

Nancy Cory Elementary School

3540 W Avenue K-4

SUMMER 2022



SAFE ROUTES TO SCHOOL

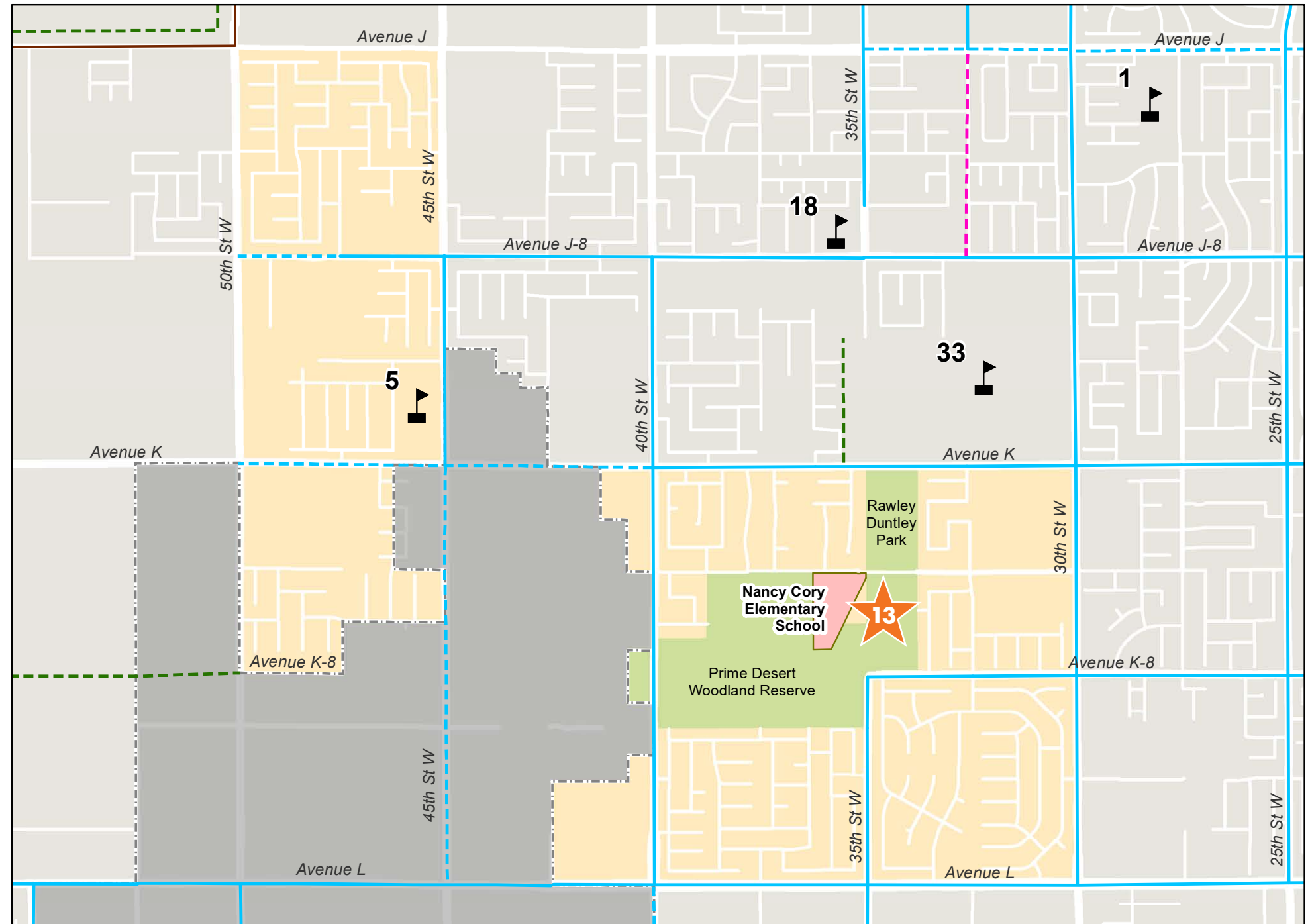


Kimley»Horn

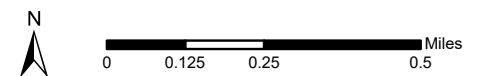
INTRODUCTION

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



Nancy Cory Elementary School - Enrollment Area



Nancy Cory Elementary School

3540 W Avenue K-4

SUMMER 2022



SAFE ROUTES TO SCHOOL

Coyotes Howl! Academy of Visual and Performing Arts

Nancy Cory School strives to create a positive and safe community by developing high expectations and nurturing relationships. Nancy Cory Coyotes show respect, understand their responsibilities, and experience personal and academic success.

Nancy Cory Elementary is a family and community friendly school where students are given the opportunity to explore their education and become lifelong learners as they endeavor into the 21st Century!

2021-22 School Snapshot

651 Student enrollment

81.1% of students eligible for free or reduced-price meals (FRPM)



How are Nancy Cory students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
2021	25	579	6%	0%	3%	83%	7%	0%	0%
2013-2015	N/A	N/A	14%	1%	0%	71%	8%	0%	0%

INTRODUCTION School Facts

We Believe...

EVERYONE IS IMPORTANT

No one stands alone; we are all part of the team and we treat each other and ourselves with respect and dignity.

EVERYONE BELONGS

Friends are the family we make.

EVERYONE CONTRIBUTES

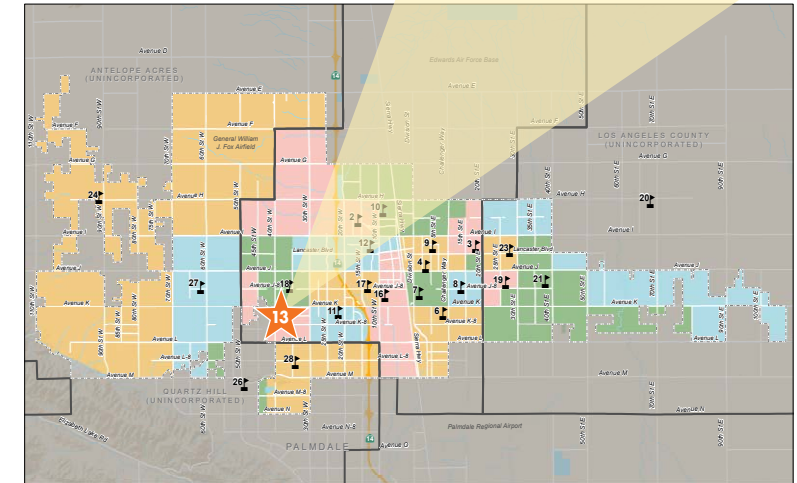
Students, staff, and families work together to create a foundation for student learning.

EVERYONE LEARNS

We learn something new every day and always strive to do our best.

EVERYONE SUCCEEDS

Everyone will experience some success every day.



Elementary School Enrollment Boundaries within City of Lancaster



Nancy Cory Elementary School

3540 W Avenue K-4

SUMMER 2022



SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Nancy Cory

TIMS, 2015-2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

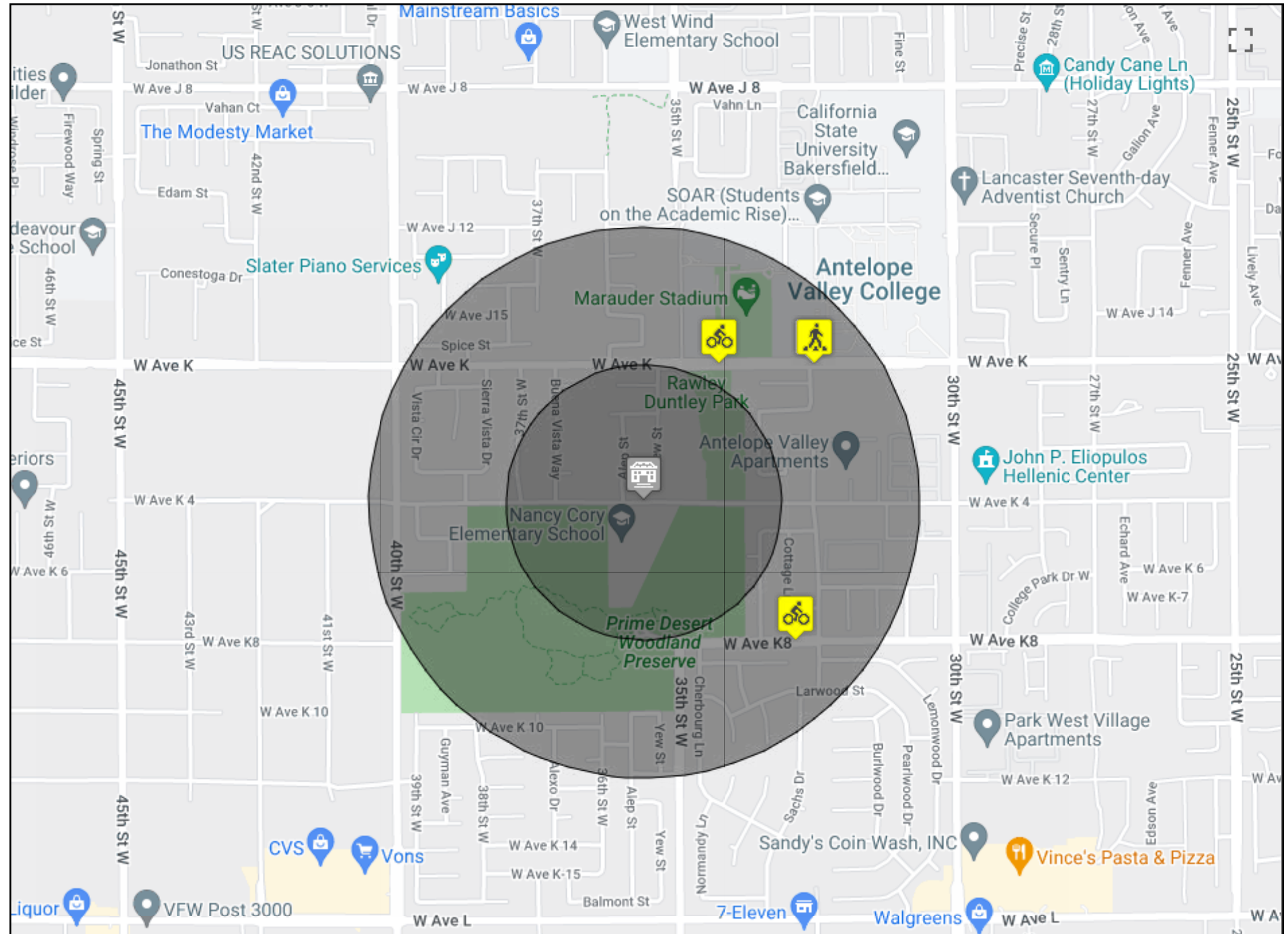
Severe Injury

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.	0	0	3	1	2	2	4

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

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

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.

EXISTING CONDITIONS

Stakeholder and Community Input

Parent Surveys and SRTS Interactive Map Input

Nancy Cory Elementary School

Avenue K-4 east of Alep Street

- Parents and students crossing the street outside marked crosswalks.
- Faded curb paint in “No Parking” zones.
- Parents illegally parking on the north side of the street east of the school, blocking the lane and causing congestion.
- Parents illegally park on the south side of the street and sometimes interfere with the crossing guard at Alep Street.

Avenue K-4 at School driveway

- School driveway is a right-turn-in/right-turn-out circulation pattern. Parents will sometimes enter school property, utilize the staff parking lot to turn around, and incorrectly exit through the west entrance.

Avenue K-8 & 32nd Street West

- Vehicles speeding.

SURVEY RESPONSES

Four Nancy Cory Elementary School parents of students who walked (1) or took the family car (3) to make the trip to/from school. All agreed the trip was somewhat to very unsafe. Most were supportive of or interested in, a range of proposed education and encouragement activities.



What good memories of walking or biking to school would you like your child to enjoy as well?

"The ability to be responsible enough to get myself to and from school and walk with my friends."

"For me, it was a necessity. I didn't get to school unless I walked."

"Honestly when I was little, I went to school walking every day, but I enjoyed the most when my dad would go to pick me up in a pickup truck!"

What other projects or programs would you like to see?

"More crossing guards at surrounding intersections of the school. More police presence to control the speed and grab the attention of drivers."

"Make appropriate boundaries for your schools. We live within walking distance to a school but it's not what we are zoned for."

"Honestly, I just do believe it is important to make walking safe, because I see a lot of kids walking and crossing alone without supervision, and many cars do not even stop!!!"

"The weather in the Antelope Valley makes it very hard to get people biking. Our weather conditions don't support doing this activity throughout the year."

Nancy Cory 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 Nancy Cory Elementary School virtual walk audit was held on October 8, 2021, via web conference.

Campus Supervisor Mary-Frances Wilson 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, summarized below:

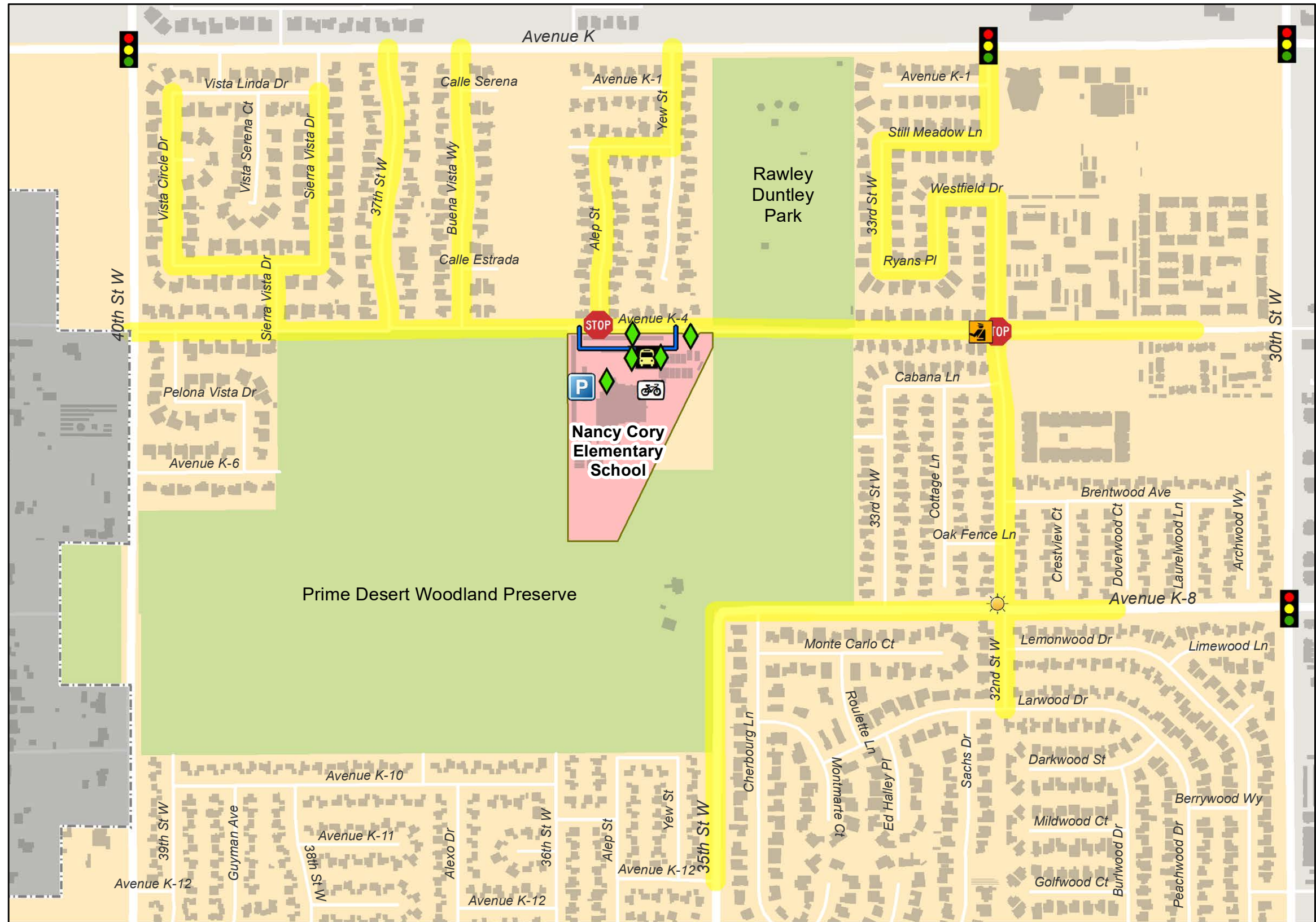
- There has been some unruly parent behavior. One campus supervisor was struck in the face.
- The sidewalk on Avenue K-4 is very nice—they don't have to worry so much about children walking there.
- Before COVID, there were maybe five bicyclists. About 25–30 students walked from the apartments. Now there are very few. [In 2013–2015, 14% of students reported walking, but the share of walkers had declined to 6% in Fall 2021.]

EXISTING CONDITIONS

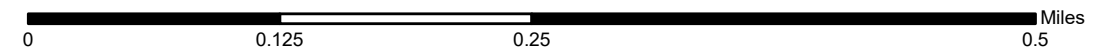
Suggested Routes, Traffic Control, and School Access



- 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



Nancy Cory Elementary School
Traffic Control & School Access



SRTS RECOMMENDATIONS

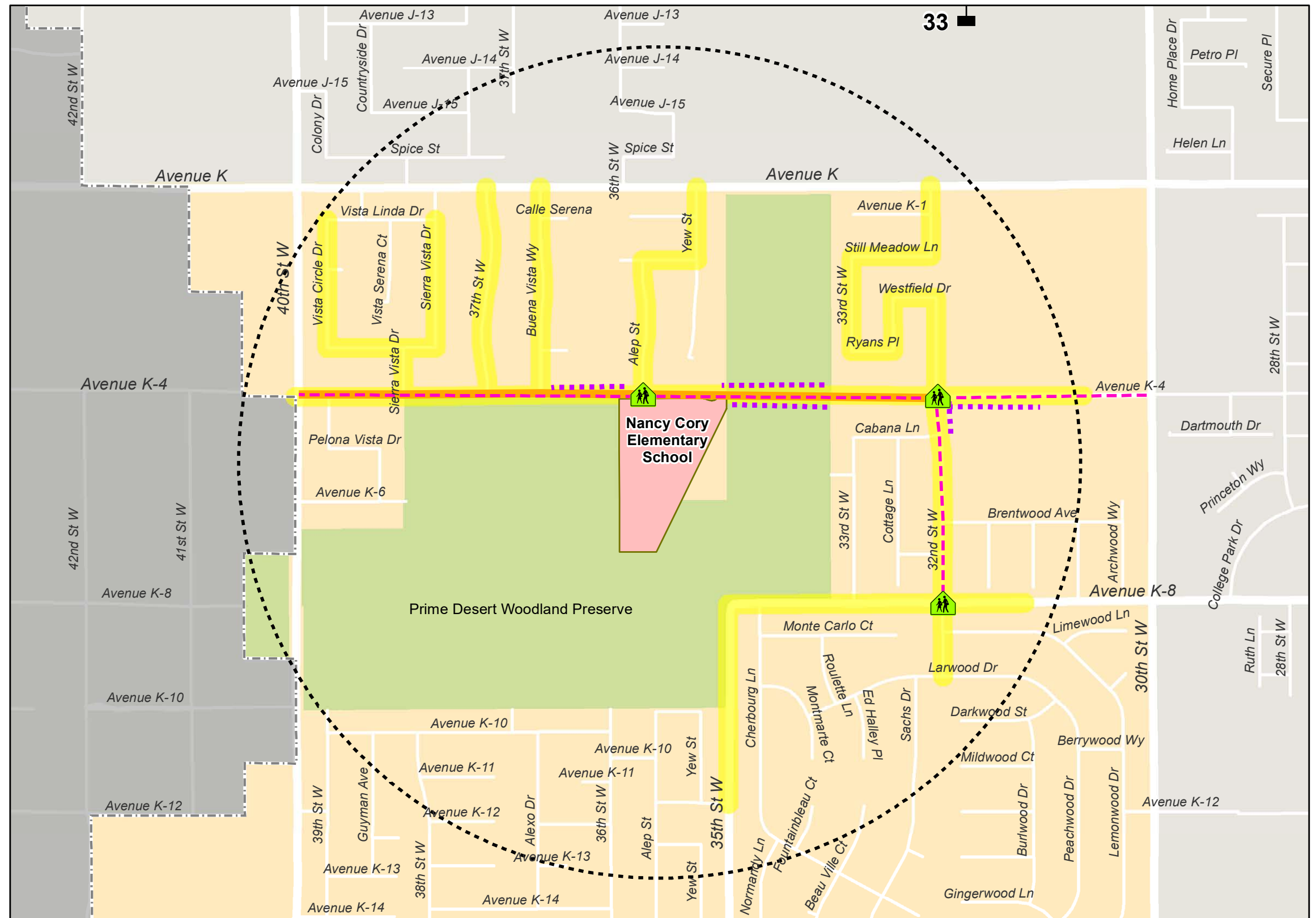
Suggested Routes and Recommended Improvements



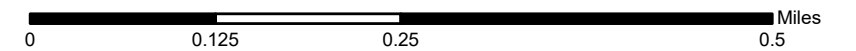
ENGINEERING

Potential Improvements

- Bike Route
- 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



Nancy Cory 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.

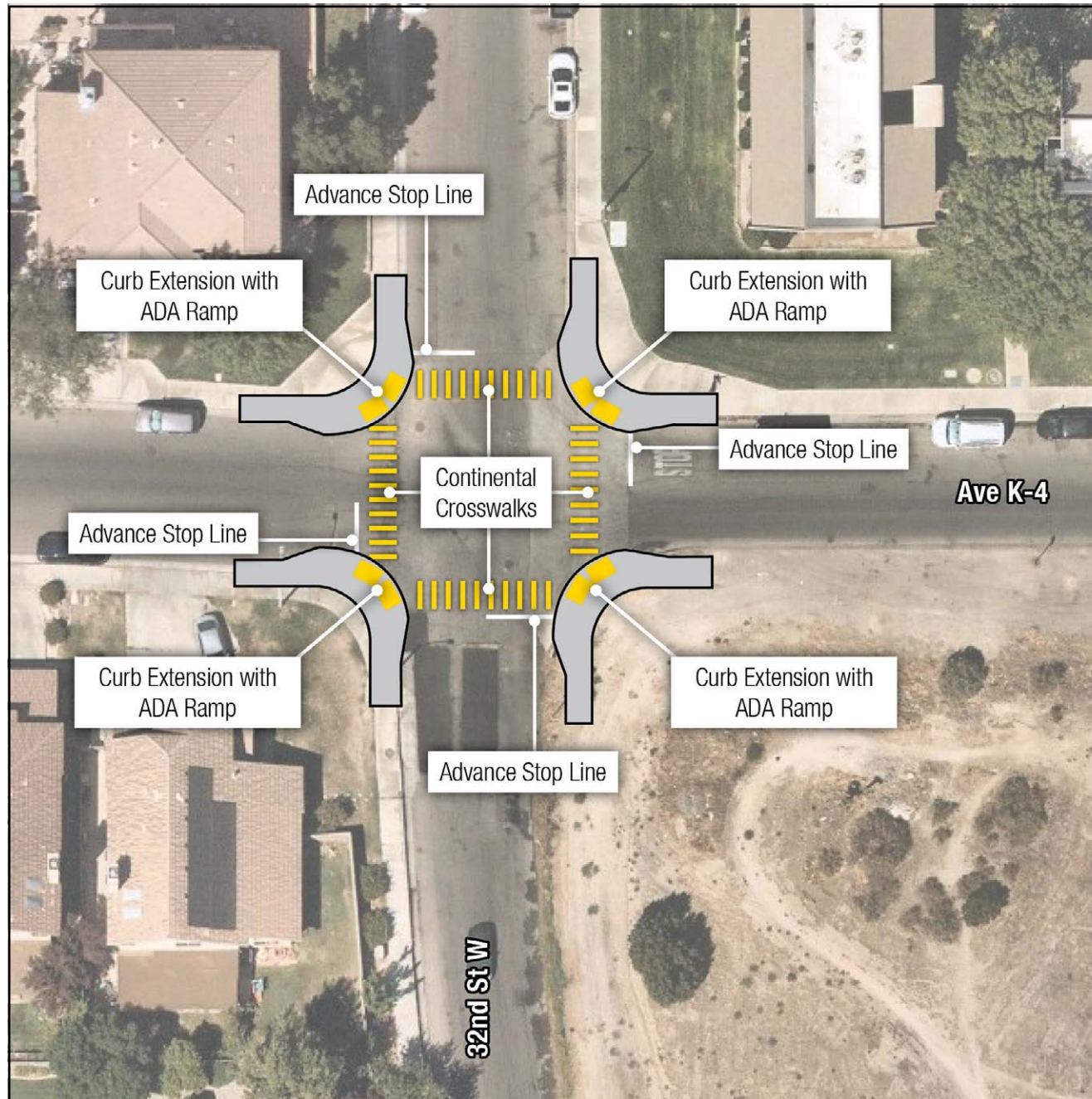


**See SRTS Master Plan Introduction:
Menu of Best People Strategies**

PROJECT IMPROVEMENTS

Recommendations

Avenue K-4 and 32nd Street West



POTENTIAL IMPROVEMENTS

Existing

- All-way stop control.
- All stop signs have LED lights.
- Yellow transverse crosswalks on north, south, and west legs.

Potential Improvements

- Add yellow continental crosswalks to all legs.
- Add advanced stop lines to all legs.
- Add curb extensions with ADA ramps to all corners.

PROJECT IMPROVEMENTS

Recommendations

Avenue K-4 and Alep Street

Existing

- T-intersection.
- All-way stop control.
- Yellow continental crosswalks on north and west legs.

Potential Improvements

- Refresh continental crosswalks, advanced stop line and legend striping.
- Add truncated dome to northeast corner curb ramp.
- Repaint red curb to enforce no stopping zone on the south side of Avenue K-4.
- Add pavement marking arrows and legend for entrance only driveway.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

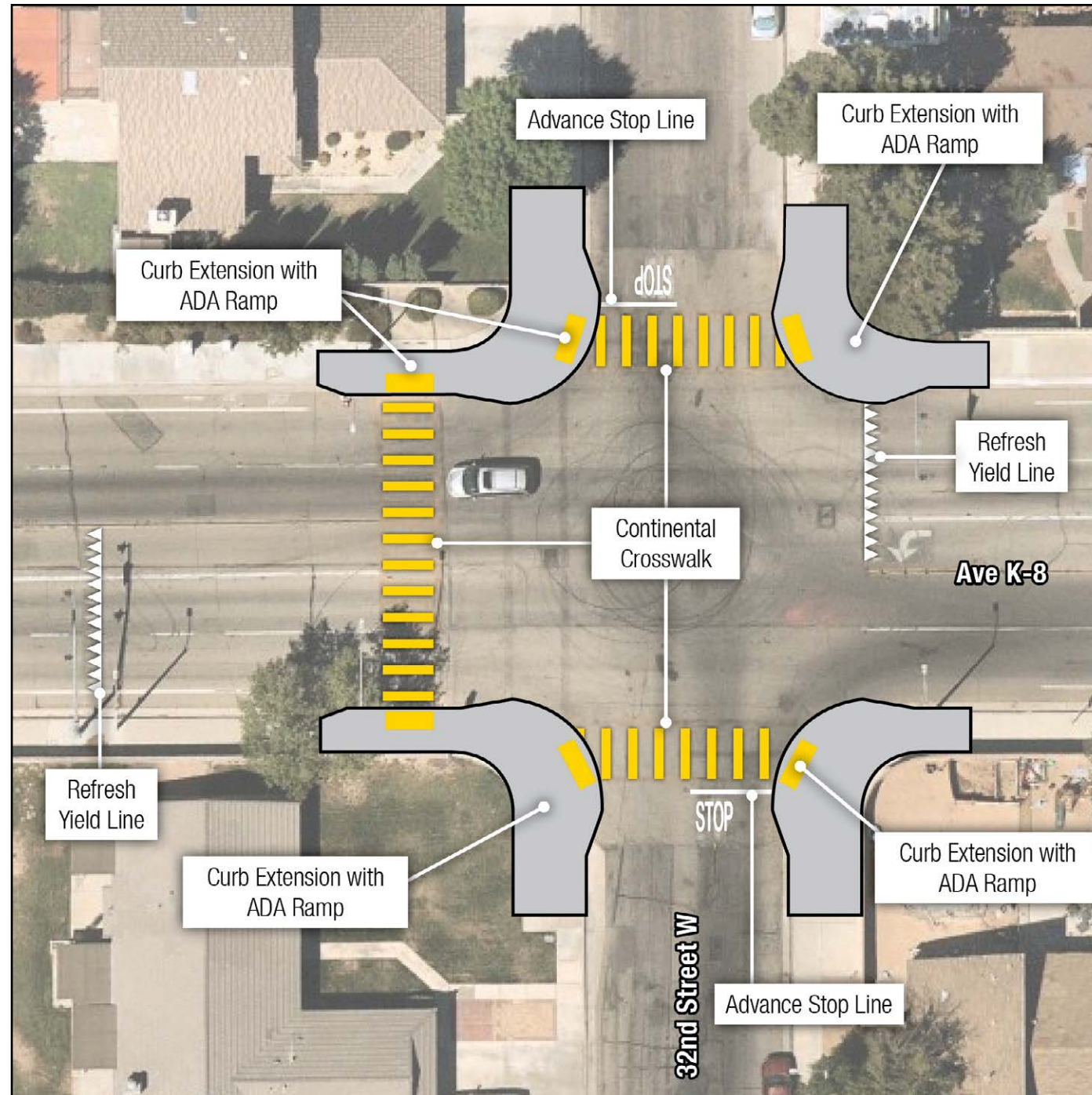
Avenue K-8 and 32nd Street West

Existing

- Stop control on 32nd Street West approaches.
- Yellow continental crosswalk on west leg.
- Yellow transverse crosswalks on north and south legs.

Potential Improvements

- Refresh continental crosswalk, yield lines and advance stop bar and legend striping.
- Add continental crosswalks on north and south legs.
- Add curb extensions and ADA curb ramps at all corners.
- Refresh "SLOW SCHOOL XING" pavement markings on east and west approaches.



POTENTIAL IMPROVEMENTS

PROJECT & PROGRAM IMPLEMENTATION

Strategy Packages

Summary of Engineering Strategies, by Type

Crossing Improvements

- **Avenue K-4 & 32nd Street West:** Pavement markings; curb extensions/ramps
- **Avenue K-4 & Alep Street:** Pavement markings; curb ramp
- **Avenue K-8 & 32nd Street West:** Pavement markings; curb extensions/ramps

Bikeways

- **Avenue K-4 between 30th Street West & 40th Street West:** Class III bike route
- **32nd Street West between Avenue K-4 & Avenue K-8:** Class III bike route

Sidewalks

- **Avenue K-4** between 32nd Street West & existing sidewalk east of 32nd Street West (south side)
- **Avenue K-4** between existing sidewalks east of School (both sides)
- **Avenue K-4** between Alep Street & Buena Vista Way (north side)
- **32nd Street West** between Avenue K-4 & existing sidewalk south of Avenue K-4 (east side)

Traffic Calming

- **Avenue K-4 between 32nd Street West & 40th Street West:** Speed humps

