



New Vista Middle School

753 E Avenue K-2 | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

New Vista Middle School

753 E Avenue K-2

SUMMER 2022

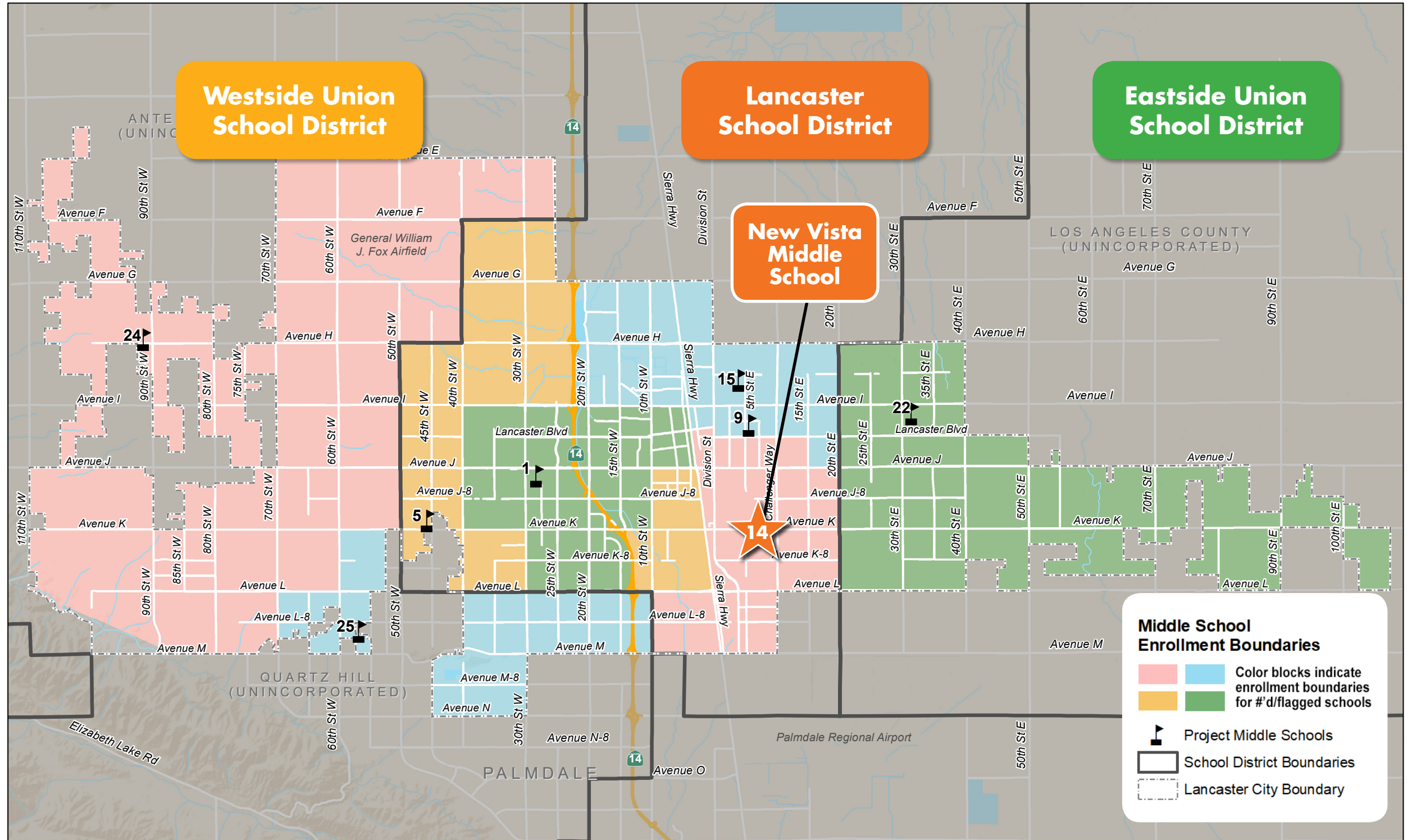


SAFE ROUTES TO SCHOOL



Kimley»Horn

INTRODUCTION Location Map



Middle School Enrollment Boundaries within City of Lancaster

New Vista Middle School

753 E Avenue K-2

SUMMER 2022



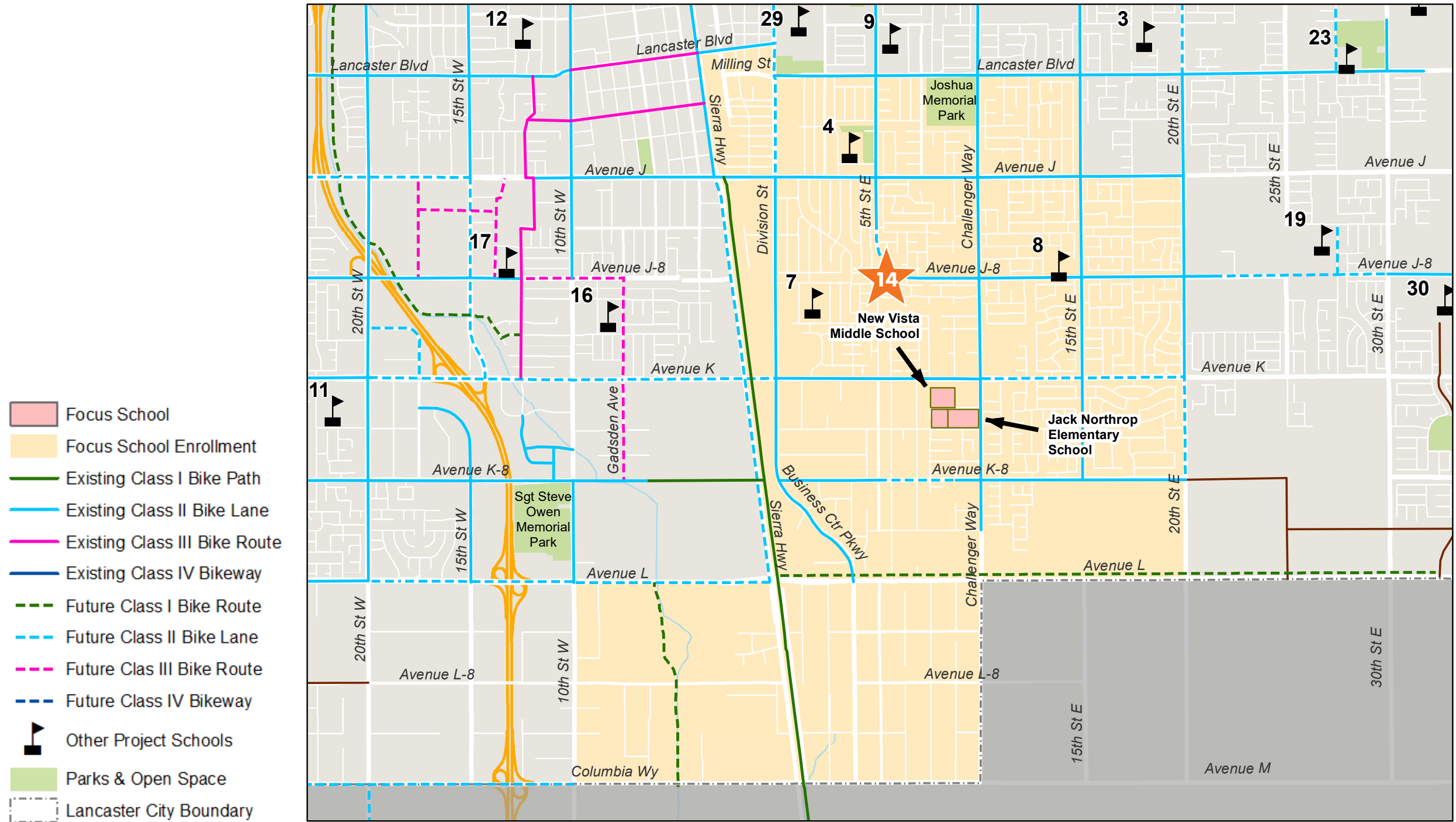
SAFE ROUTES TO SCHOOL



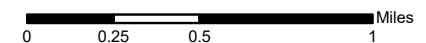
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INTRODUCTION

School Enrollment Area



New Vista Middle School & Jack Northrop Elementary
Potential Improvements



New Vista Middle School

753 E Avenue K-2

SUMMER 2022



SAFE ROUTES TO SCHOOL



INTRODUCTION School Facts



New Vista Tigers Roar!

Teachers and staff work hard to continue the legacy of success established by New Vista by building strong relationships with parents, students, and community partners. We focus on character education initiatives such as Capturing Kids' Hearts (CKH), Positive Behavioral Interventions and Supports (PBIS), a focus on high priority standards, the use of data to drive instruction, and to provide consistent implementation of the curriculum in a rigorous manner so that we can continue to increase all of the students' achievement.

At New Vista we promote being:

- R** = Respectful
- O** = On Time
- A** = Accountable
- R** = Responsible

We are here to serve our parents, our students, the community and each other.

2021-22 School Snapshot

843 Student enrollment

93.5% of students eligible for free or reduced-price meals (FRPM)

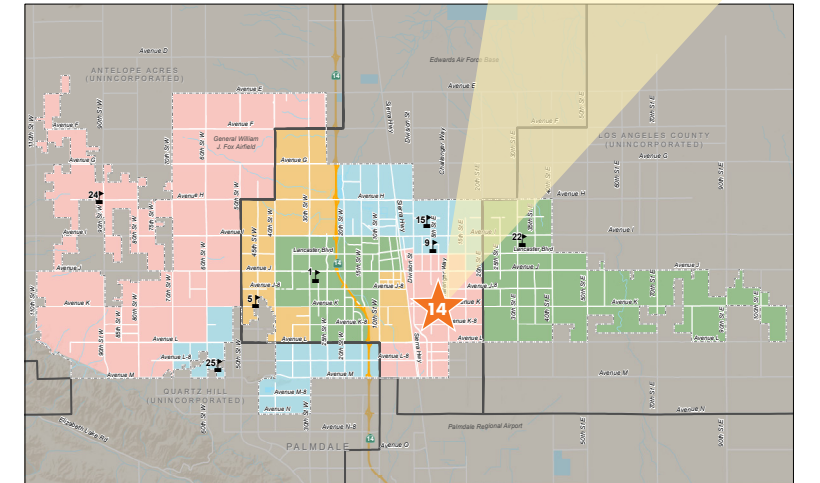


New Vista Middle School is a Capturing Kids' Hearts Showcase School!

Because of the everyday efforts of New Vista students and staff, New Vista Middle School has been recognized by the Flippen Group as a National Showcase School. New 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.



Positive Behavior Interventions and Supports (PBIS) is a proactive approach that we use at New Vista Middle School to address school safety and climate, promote and teach positive behavior, and acknowledge students for their accomplishments. We teach and reinforce appropriate behaviors at school by incorporating our school-wide behavior expectations into everything we do.



Middle School Enrollment Boundaries within City of Lancaster



How are New Vista students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
2021	28	589	19%	0%	0%	72%	3%	2%	1%
2013-2015	N/A	N/A	16%	1%	0%	65%	5%	0%	3%

New Vista Middle School

753 E Avenue K-2

SUMMER 2022



SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near New Vista

TIMS, 2015-2019

TYPES OF CRASHES



Pedestrian



Bicycle

CRASH SEVERITY



Fatal



Severe Injury



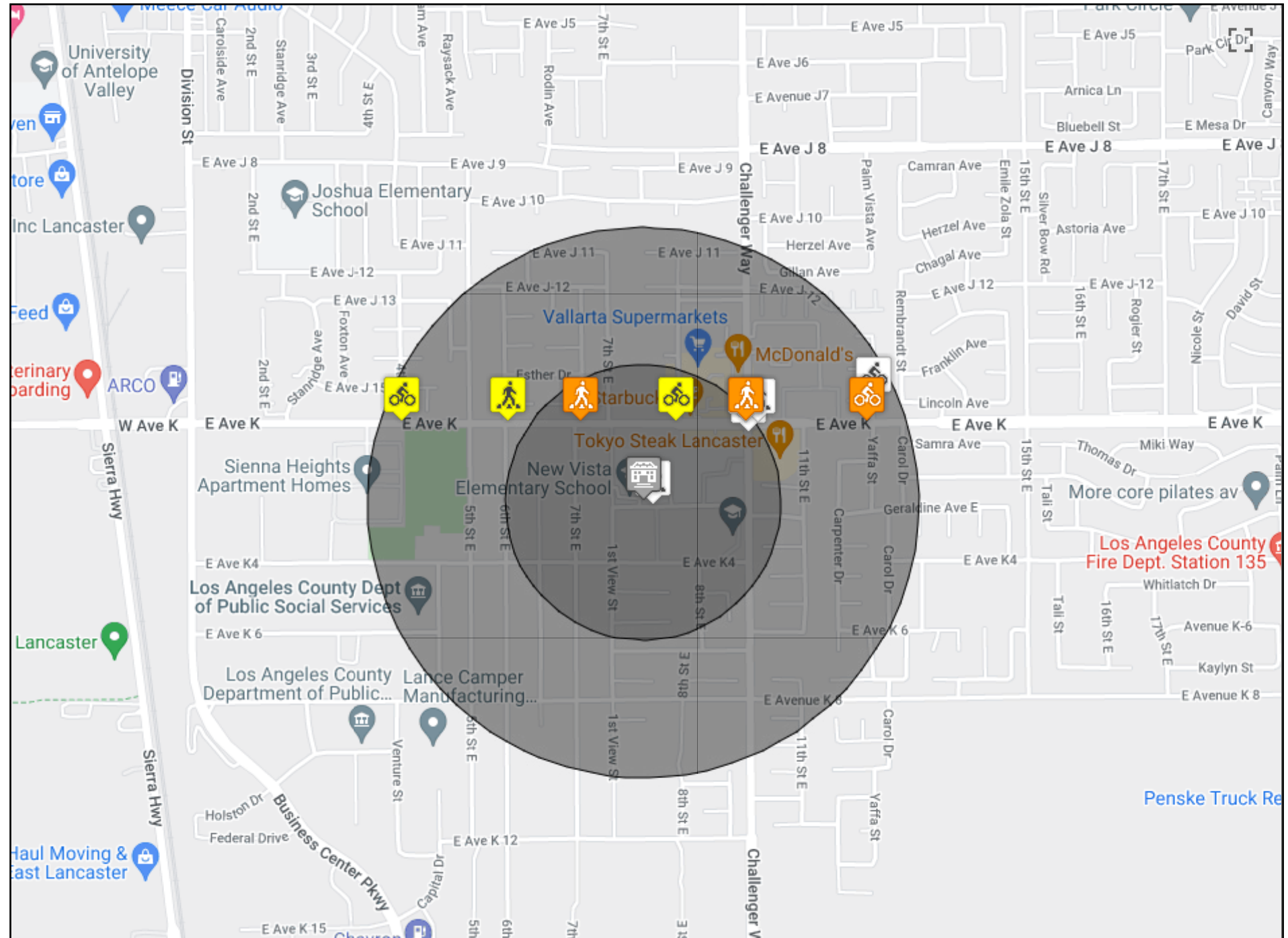
Other Visible Injury



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	2	1	3	4	2	6
1/4-1/2 mi.	0	1	2	2	2	3	5

EXISTING CONDITIONS

Stakeholders 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

Stakeholders and Community Input

Parent Surveys and SRTS Interactive Map Input

Note that this location has three schools adjacent to each other: New Vista Middle School, Jack Northrop Elementary School, and Fulton and Alsbury Academy of Arts and Engineering, which creates an arrival/dismissal congestion problem for everyone. Access for all three schools is primarily from Challenger Way and Avenue K-2, and secondarily via 1st View Street and Avenue K-4. The SRTS update conducted separate walk audits for New Vista and Jack Northrop, with observations that apply to all three schools. The School District has discussed a circulation plan involving one-way streets, which would require City of Lancaster assistance to develop and refine, and ultimately City approval to implement.



New Vista Middle School & Jack Northrop Elementary School

Avenue K between Challenger & 20th Street East

- Vehicles speeding.
- Sidewalks are narrow with no buffer from vehicle traffic.

Avenue K between Challenger & 30th Street East

- Lack of dedicated bike lanes.

Avenue K-4 between 1st View Street & Challenger Way

- Lack of parking leads to parents parking in the bus zone.

8th Street East & Avenue K-4

- Vehicles speed along Avenue K-4.
- Vehicles drive through crosswalk despite the presence of a crossing guard and pedestrians.
 - Request from school staff for stop signs or a flashing beacon.

- Crosswalk lines are faded and need repainting.
- Parents double park during pickup and drop-off periods.
- Parents block crosswalks during pickup and drop-off periods.

Avenue K-2 at Jack Northrop Elementary School

- Lack of shade/trees.

Avenue K-4 at Jack Northrop Elementary School

- Lack of shade/trees.
 - School has put up canopies to provide shade for waiting students/parents.
- Designated "No Parking" zone makes it difficult for parents and drop-off during.

Avenue K-2 crossing at New Vista Middle School

- Crosswalk lacks curb ramps.

Avenue K-4 between School Alley & 8th Street East

- Students cross street outside marked crosswalk.

Challenger Way & Avenue K-2

- Marked Crosswalk suggested across Challenger Way in 2016 SRTS Master Plan.
 - School staff expressed they don't want and don't have the staff for this suggested crosswalk.
 - Vehicle speeds make uncontrolled crossing untenable on Challenger Way.

1st View Street between Avenue K-2 & Avenue K-4

- School reiterates support for sidewalk along west side of 1st View Street.

Avenue K & 1st View Street

- Marked Crosswalk suggested across Challenger Way in 2016 SRTS Master Plan.
 - School staff expressed they don't want and don't have the staff for this suggested crosswalk.
 - Gate at 1st View Street is currently unused.

School Alley between Avenue K-2 & Avenue K-4

- Vehicles stopped here during pickup/drop-off periods block lanes and cause congestion.

Avenue K-2 between 1st View Street & Challenger Way

- Issues with congestion on Tuesdays when all three schools release simultaneously.
- Vehicles speeding.
- Curbs by fire hydrants lack curb paint.

Avenue K-4 between School Alley & 8th Street East

- Vehicles speeding.
 - Request from school staff for traffic calming measures (speed humps).

Challenger Way & Avenue K-8

- City implementing roundabout here in traffic calming effort.

Avenue K & Challenger Way

- Vehicles turn quickly through crosswalks.

EXISTING CONDITIONS

Stakeholders and Community Input

New Vista Middle School 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 New Vista Middle School virtual walk audit was held on October 7, 2021, via web conference.

Principal Traci Curtis and Campus Supervisor Charles Schumacher represented the school; Candice Vander Hyde and 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:

- The concentration of schools in this location is a challenge.
- There is a need for ADA upgrades near the school, and wider sidewalks. With bike lanes and buffering, it gets safer.
- Sidewalks are needed on 1st View Street, near the residential area.
- There are two crossing guards, at Avenue K and Challenger Way, and one by the school. There are fights, and it's hard for the school to monitor. We need to channel the kids to where they can be safely managed.
- At Challenger Way and Avenue K-2, there should be no crossing because there's no signal or stop sign. The school does not want the crossing at Avenue K-2 and Challenger Way unless we can staff that crossing. We have 10 positions, and only 3 or 4 are filled. The pay and hours aren't good, and the job is difficult.
- Going the other direction, toward 1st View Street, it would be great if we could split up the flow of students, but the draw of the stores to the northeast will prevail—kids want to walk to Avenue K and Challenger Way and hit the doughnut shop and the grab drinks and chips from the liquor store or Starbucks.



SURVEY RESPONSES

Four New Vista Middle School parents of students who walked (1), bicycled (1), or took the family car (2) to make the trip to/from school. The parent of the walker described the journey as very safe and somewhat fun. All four respondents were supportive of or interested in, a range of proposed education and encouragement activities.

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

"I liked walking in the springtime. The weather was great, and the kids were not so mean."

What other ideas, programs or projects would you like to see?

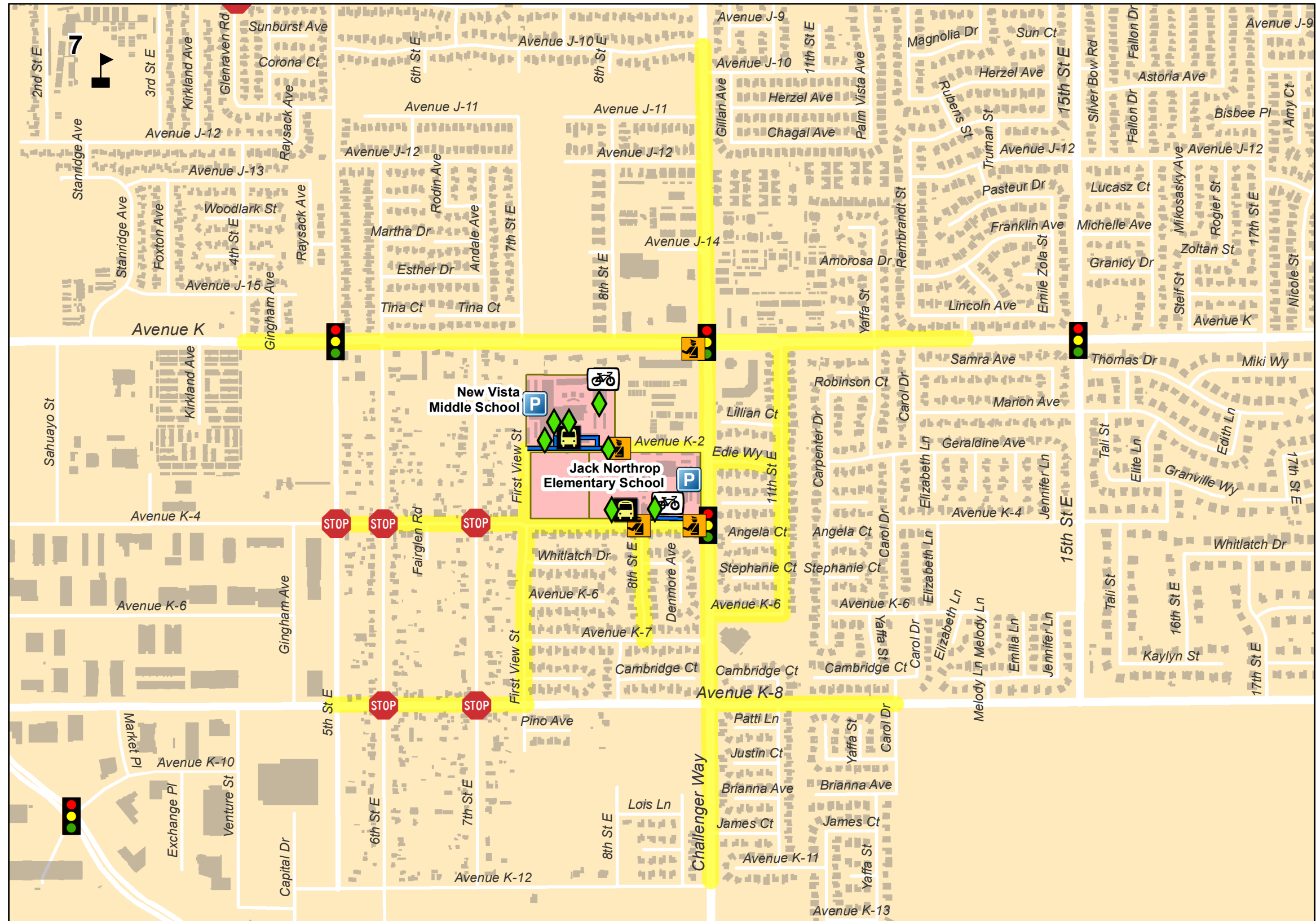
"Volunteering at the schools, so parents could see what actually goes on, on the campuses. Parents don't believe their kid could be doing bad things."

EXISTING CONDITIONS

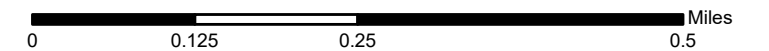
Suggested Routes, Traffic Control, and School Access



- 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



New Vista Middle School & Jack Northrop Elementary
Traffic Control & School Access

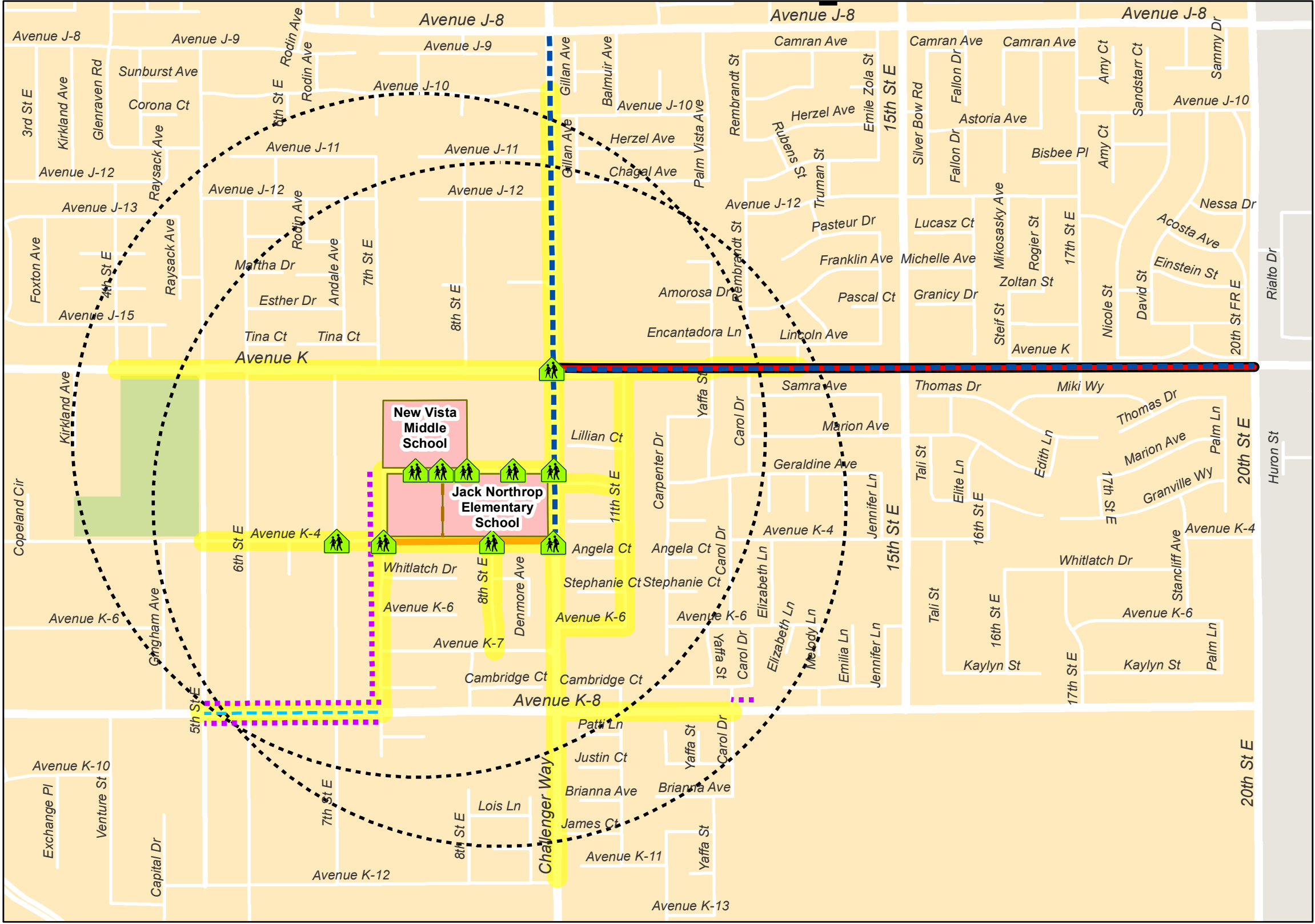


SRTS RECOMMENDATIONS

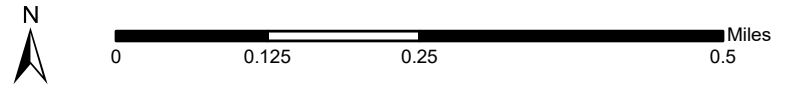
Suggested Routes and Recommended Improvements



- Potential Improvements**
- Bike Lanes
 - 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



New Vista Middle School & Jack Northrop Elementary
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.

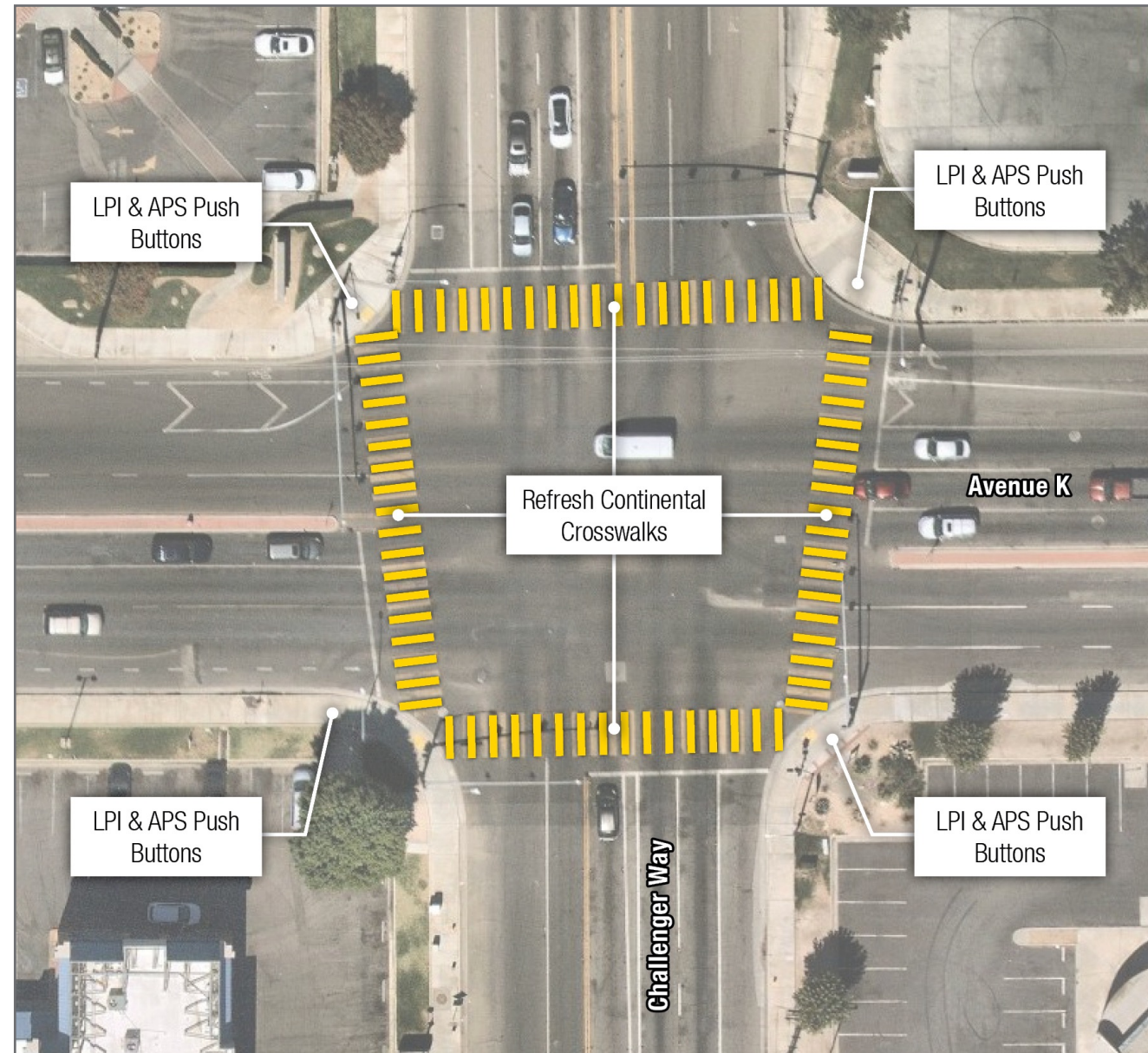


**See SRTS Master Plan Introduction:
Menu of Best People Strategies**

PROJECT IMPROVEMENTS

Recommendations

Avenue K and Challenger Way



POTENTIAL IMPROVEMENTS

Existing

- Signalized intersection.
- Continental crosswalks on all legs.
- Advance stop lines on all legs.
- ADA compliant ramps.

Potential Improvements

- Restripe continental crosswalks.
- Restripe advance stop lines.
- Add a leading pedestrian interval (LPI) to cross all legs.
- Add accessible pedestrian signal (APS) push buttons to cross all legs.
- Investigate intersection restriping and other enhancements as part of Lancaster Local Road Safety Plan (LRSP) Project.

PROJECT IMPROVEMENTS

Recommendations



Avenue K-2 / 1st View Street

Existing

- 40' width – curb to curb.
- Six crosswalks along K-2 between 1st View Street and Challenger Way.
- On street parking available.
- Schools do not want a crosswalk across Challenger Way at Avenue K-2.

Potential Improvements

- Assess converting Avenue K-2 and 1st View Street into one-way, and alley to multi-use path (as shown).
- Add continental and raised crosswalks.
- Add red curb in front of fire hydrants.
- Add perpendicular ADA compliant curb ramps.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines.
- Stagger school dismissals.

POTENTIAL IMPROVEMENTS

New Vista Middle School

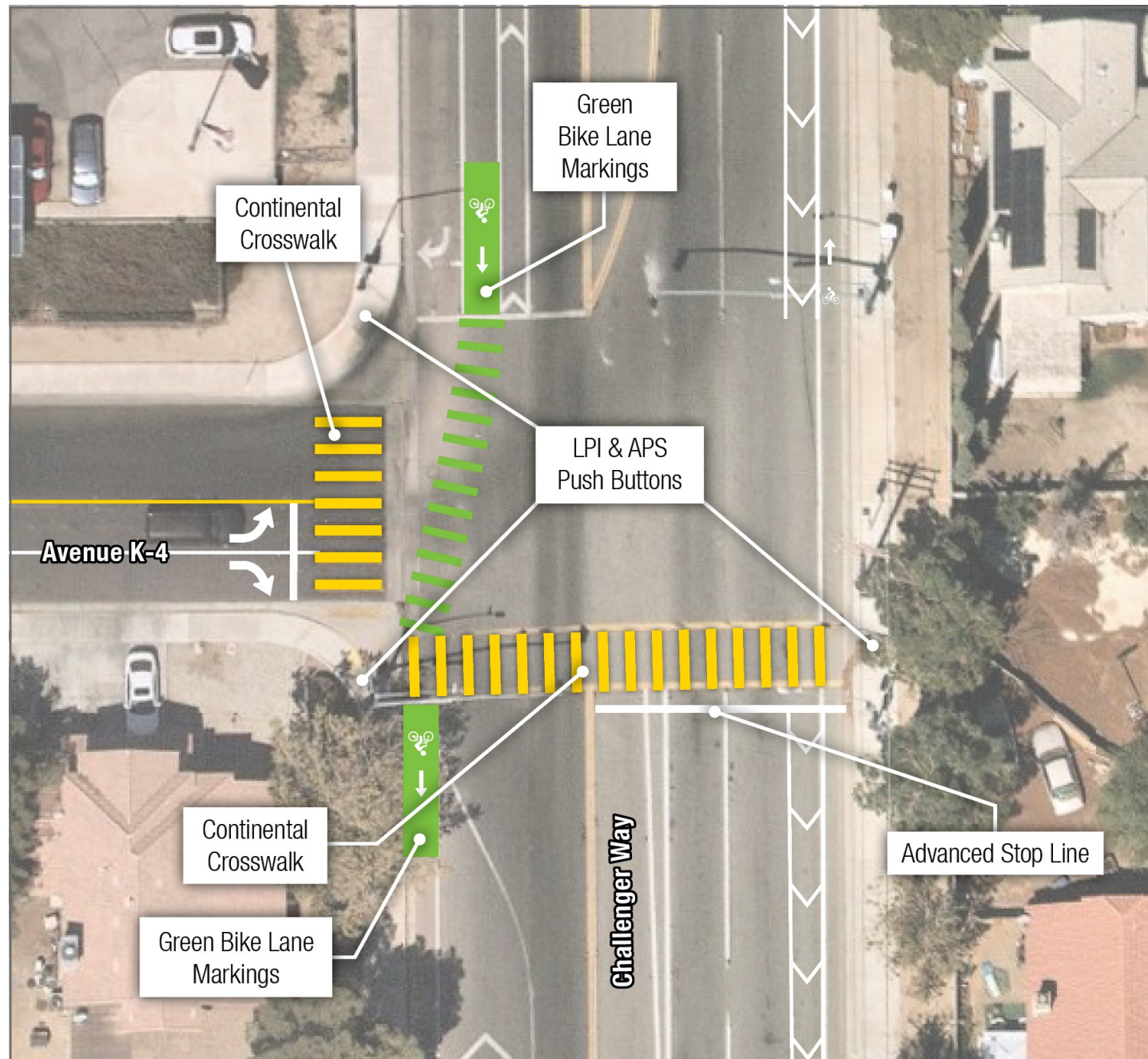
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PROJECT IMPROVEMENTS

Recommendations

Avenue K-4 and Challenger Way



POTENTIAL IMPROVEMENTS

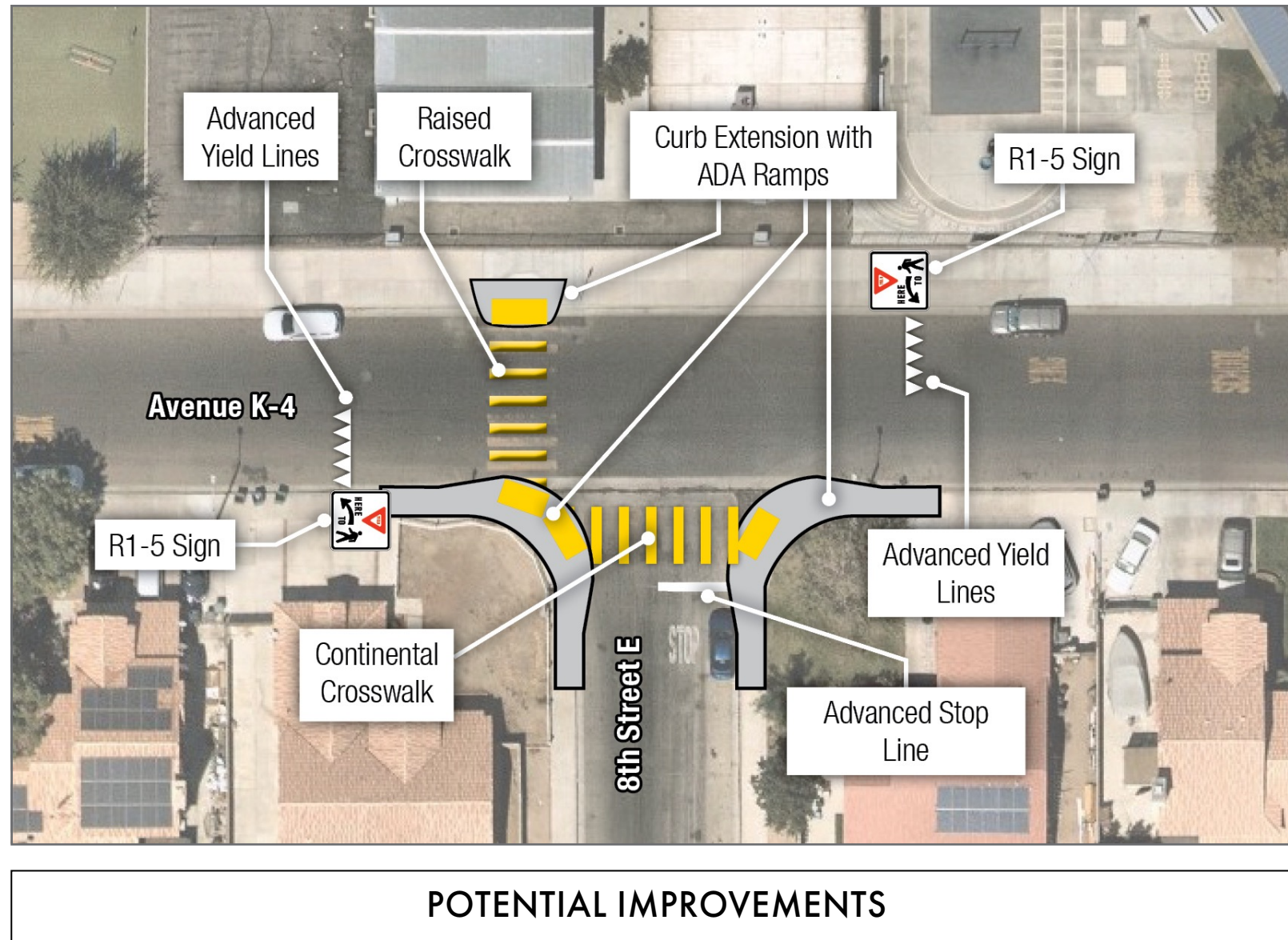
Existing

- Signalized T-intersection.
- Continental crosswalks on west leg, standard crosswalk on south leg.
- Advance stop line on west leg.
- ADA compliant ramps.

Potential Improvements

- Install continental crosswalks and advance stop lines.
- Stripe left and right-turn lanes on Avenue K-4 (remove parking 100' from the intersection).
- Add a leading pedestrian interval to cross west and south legs.
- Add accessible pedestrian signal (APS) push buttons to cross west and south legs.
- Add green bike lane markings to indicate shift in bike lane along southbound Challenger Way.
- Stripe buffer to bike lane along northbound Challenger Way.

PROJECT IMPROVEMENTS Recommendations



Avenue K-4 and 8th Street East

Existing

- T-intersection.
- Stop control on 8th Street East.
- Continental crosswalks on west and south legs.
- Advance stop line on south leg.

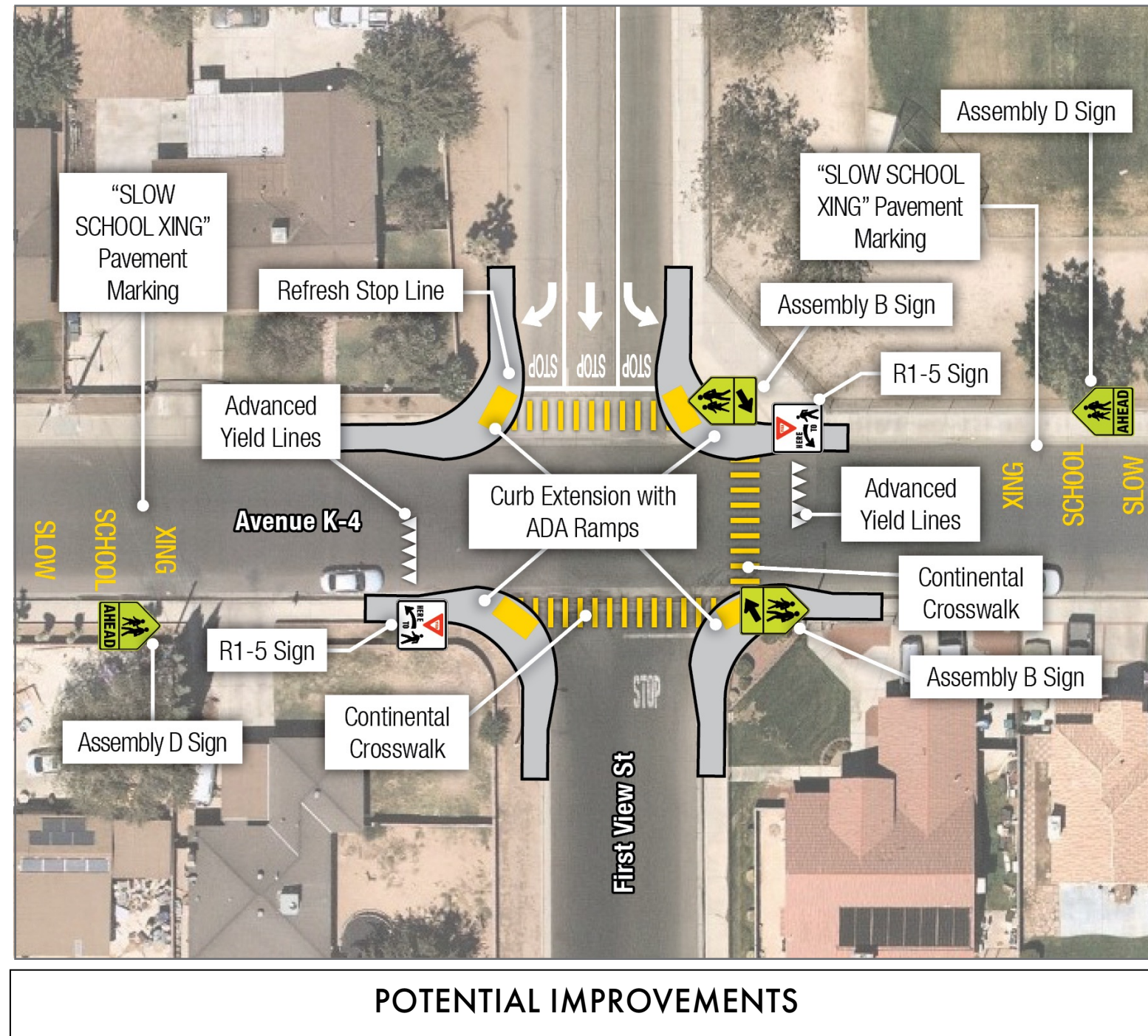
Potential Improvements

- Restripe continental crosswalks on south leg.
- Restripe advance stop line on south leg.
- Add curb extension and ADA compliant ramps.
- Add raised crosswalk on west leg.
- Advance yield lines to the east and west legs.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines.

PROJECT IMPROVEMENTS

Recommendations

Avenue K-4 and 1st View Street



Existing

- T-intersection.
- Stop control on 1st View Street approaches.

Potential Improvements

- Restripe southbound 1st View Street approach to one-way and include three lanes.
- Add curb extension and ADA compliant ramps.
- Add "SLOW SCHOOL XING" pavement marking.
- Add continental crosswalks with advance stop line and legend on north and south legs.
- Add raised crosswalk on east leg.
- Advance yield lines to the east and west legs.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines.

PROJECT IMPROVEMENTS

Recommendations

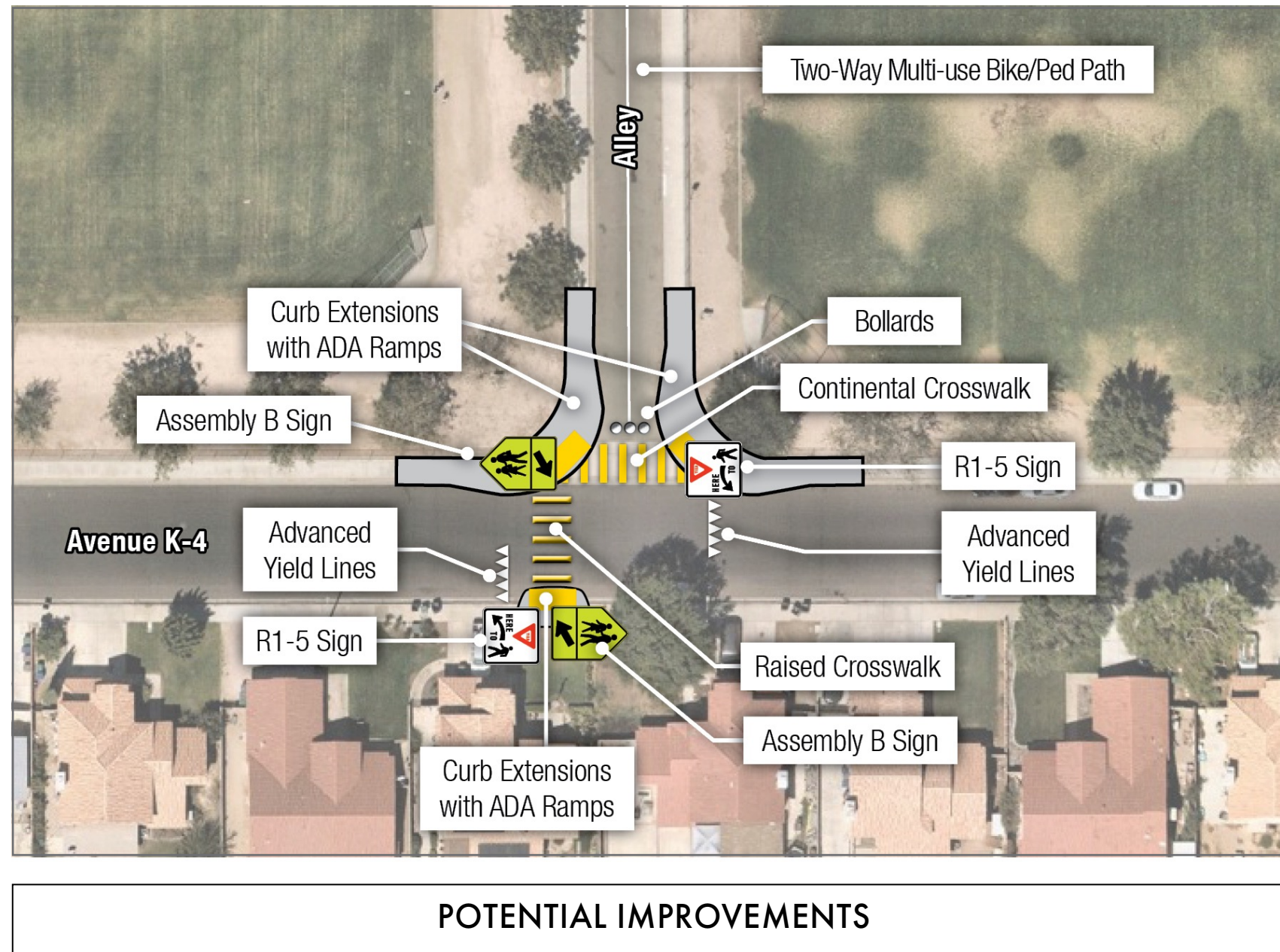
Avenue K-4 and Alley

Existing

- Uncontrolled T-intersection.

Potential Improvements

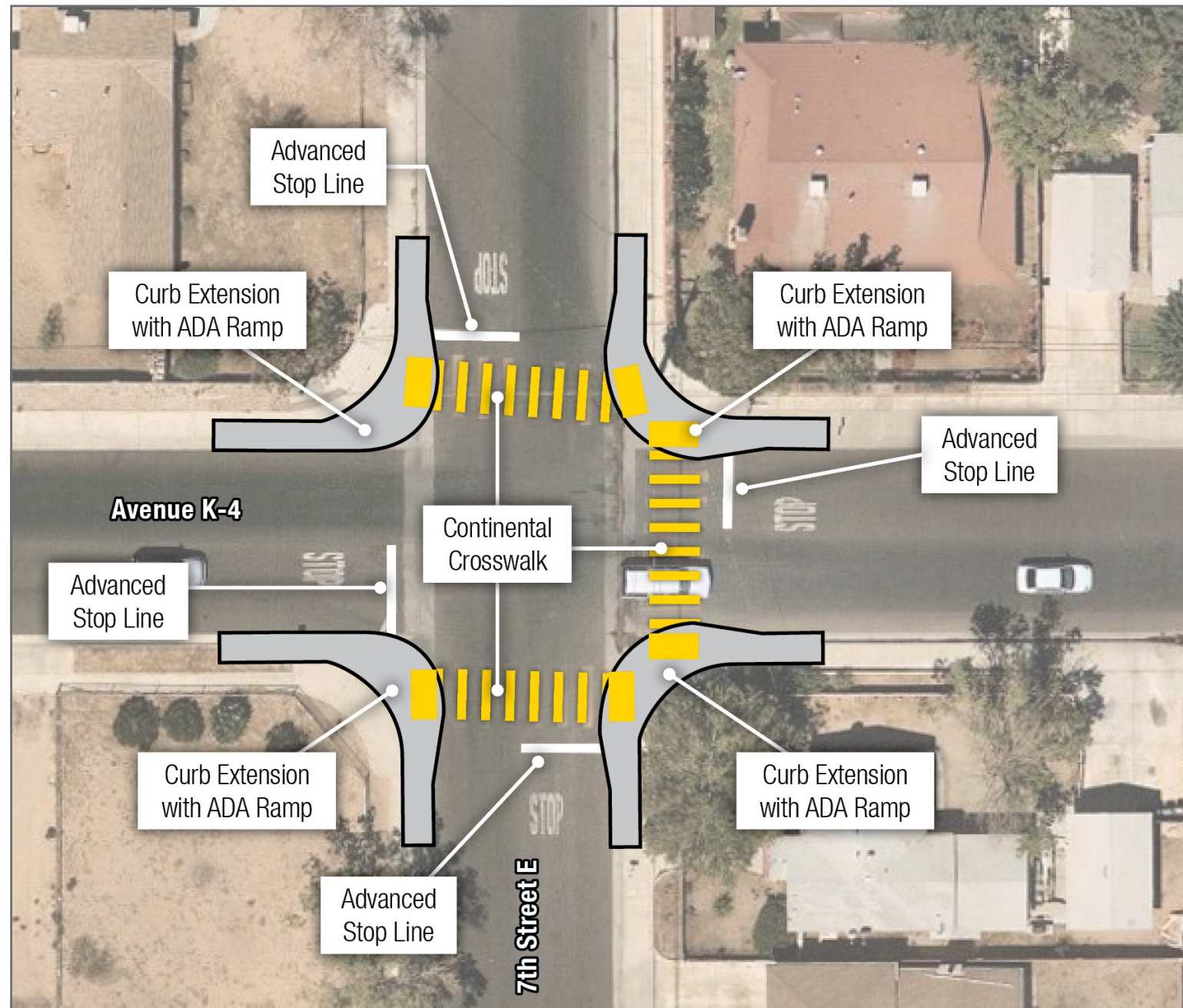
- Assess converting alley to multi-use bike/pedestrian path.
- Add curb extension and ADA compliant ramps.
- Add continental crosswalks on north leg.
- Add raised crosswalk on west leg.
- Advance yield lines to the east and west legs.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines.



PROJECT IMPROVEMENTS

Recommendations

Avenue K-4 and 7th Street East



POTENTIAL IMPROVEMENTS

Existing

- All-way stop control.
- Continental crosswalks on north, south, and east legs.
- Advance stop lines on north, south, and east legs.

Potential Improvements

- Add curb extension and ADA compliant ramps.
- Refresh continental crosswalks.
- Refresh advance stop line.

Summary of Engineering Strategies, by Type

Crossing Improvements

- **Avenue K & Challenger Way:** Pavement markings, APS push buttons and leading pedestrian intervals
- **Avenue K-2/First View Street between Challenger Way & Avenue K-4:** One-way street conversion; pavement markings & signage; curb extensions/ramps; raised crosswalks
- **Avenue K-2 & Challenger Way:** Pavement markings
- **Avenue K-4 & Challenger Way:** Pavement markings, APS push buttons and leading pedestrian intervals
- **Avenue K-4 & 8th Street East:** Pavement markings; curb extensions/ramps
- **Avenue K-4 & First View Street:** Pavement markings & signage; curb extensions/ramps
- **Avenue K-4 & School Alley:** Pavement markings & signage; curb extensions/ramps
- **Avenue K-4 & 7th Street East:** Pavement markings; curb extensions/ramps

Bikeways

- **Avenue K between Challenger Way & 20th Street East:** Lane reduction & buffered bike lanes
- **Challenger Way between Avenue J-8 & Avenue K-4:** Buffered bike lanes
- **Avenue K-8 between 5th Street East & First View Street:** Class II bike lanes (roadway will require widening/resurfacing)

Sidewalks

- **First View Street** between Avenue K-2 & Avenue K-8 (west side)
- **Avenue K-8** between 5th Street East & First View Street (both sides)
- **Avenue K-8** between Carol Drive & Existing Sidewalk (north side)

Traffic Calming

- **Avenue K-4 between First View Street & Challenger Way:** Speed humps

