

Piute Middle School

425 E Avenue H-11 | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Piute Middle School

425 E Avenue H-11

SUMMER 2022

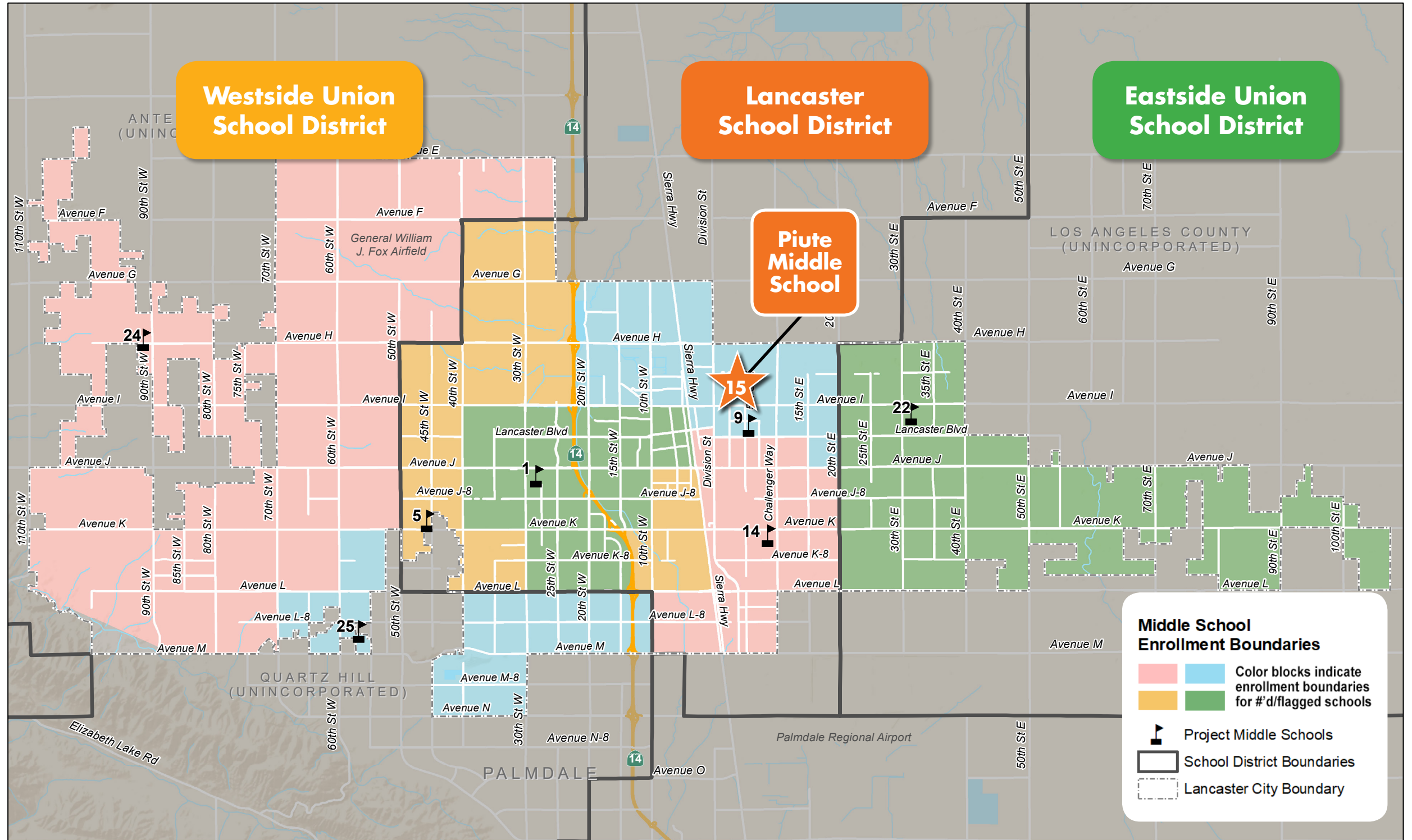


SAFE ROUTES TO SCHOOL



Kimley»Horn

INTRODUCTION Location Map



Middle School Enrollment Boundaries within City of Lancaster

Piute Middle School

425 E Avenue H-11

SUMMER 2022



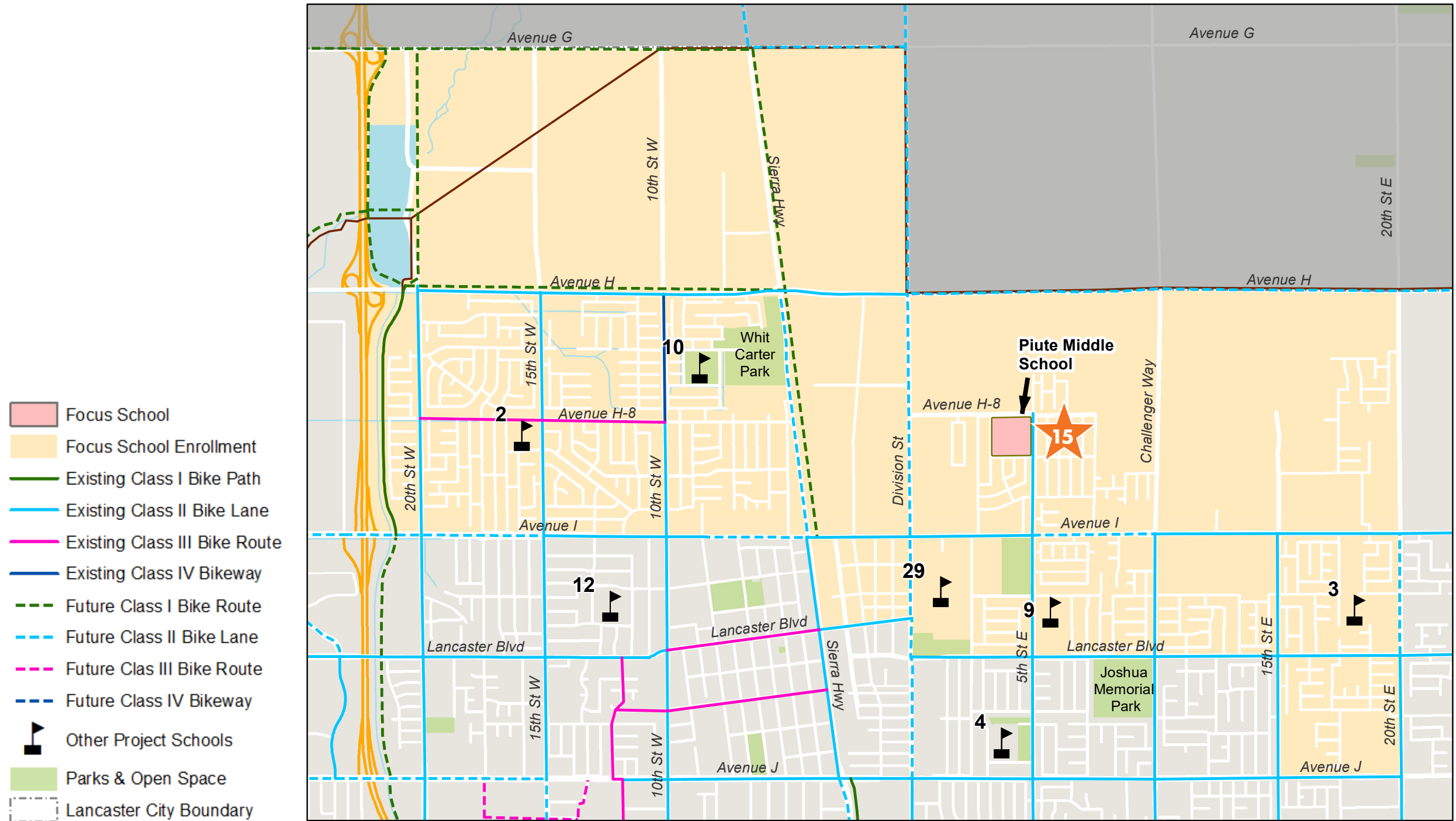
SAFE ROUTES TO SCHOOL



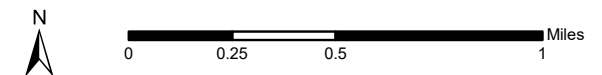
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INTRODUCTION

School Enrollment Area



Piute Middle School - Enrollment Area



Piute Middle School

425 E Avenue H-11

SUMMER 2022



SAFE ROUTES TO SCHOOL



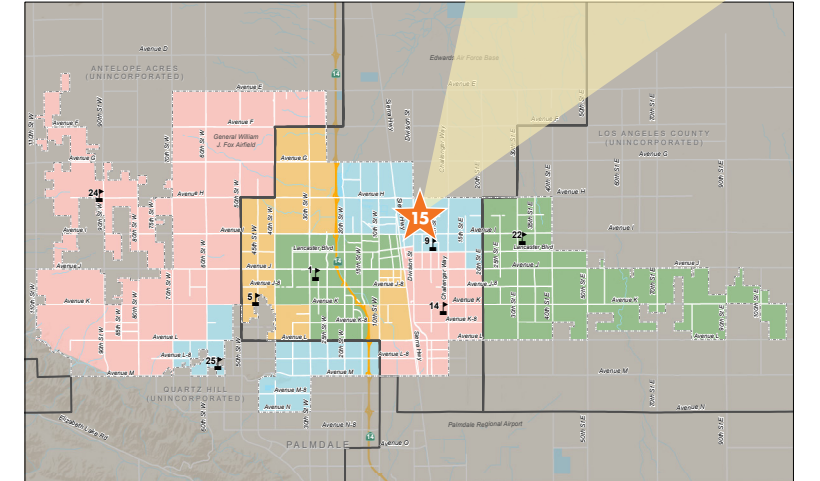
INTRODUCTION School Facts



Home of the Warriors!

Piute Middle School and the Lancaster School District's vision is to create options and excellence in education, empowering all students to reach their full potential. To ensure student success, the core philosophy of the Piute staff is to set high expectations for staff and students. Good First Instruction, Multi-Tiered Systems of Support, and technology for students, as well as teacher collaboration are the cornerstones at Piute to provide a relevant, high quality education within an inclusive and culturally respectful environment, preparing all students for personal and professional success. With these foundations, we will ensure educational opportunities and improve learning for all students.

The mission of the Lancaster School District, a group of dedicated and caring professionals, is, with the support of the community, to develop academic and personal excellence in all students through a rigorous curriculum infused with high expectations within a safe and secure environment fostering socially responsible citizens who enrich our diverse community.



Middle School Enrollment Boundaries within City of Lancaster

2021-22 School Snapshot

690 Student enrollment

96.2% of students eligible for free or reduced-price meals (FRPM)



How are Piute students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
2021	29	474	17%	0%	5%	66%	10%	2%	0%
2013-2015	N/A	N/A	22%	2%	2%	56%	9%	0%	1%

Piute Middle School

425 E Avenue H-11

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SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Piute

TIMS, 2015-2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

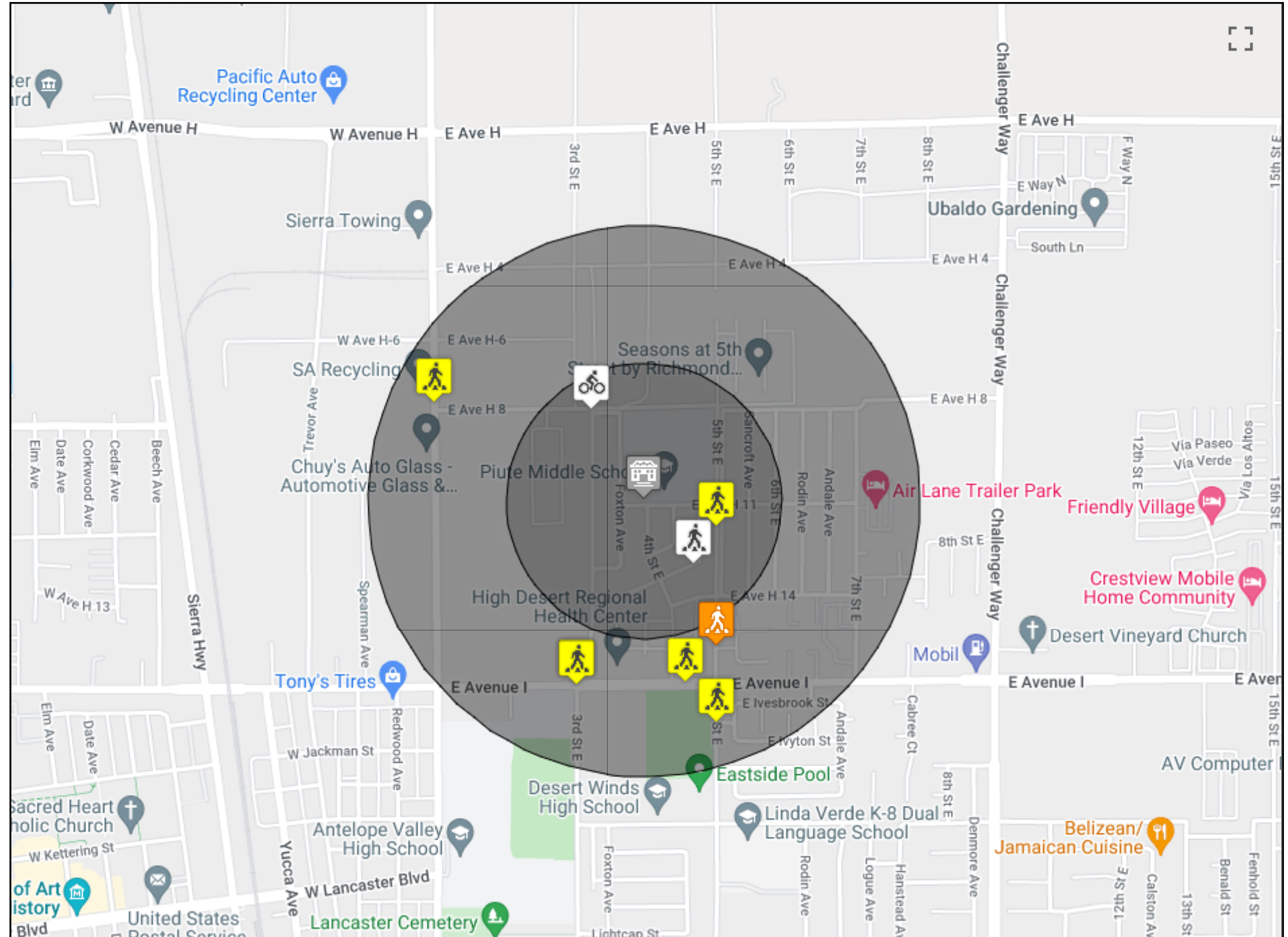
Severe Injury

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

Piute Middle School

425 E Avenue H-11

SUMMER 2022



SAFE ROUTES TO SCHOOL



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EXISTING CONDITIONS School Area Photographs



Avenue H11 & Gingham Avenue eastbound
Lack of high visibility crosswalks, stop sign, stop line, advance yield line, and sidewalk.



Avenue H11 & Foxton Avenue northbound
Lack of high visibility crosswalks, stop sign, stop line, advance yield lines.



Avenue I & 3rd Street East eastbound
Lack of high visibility crosswalks and advance yield lines.



Avenue I & 5th Street East northbound
Lack of high visibility crosswalks and advance yield lines.

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

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 the capacity to attend to it in a deep and consistent manner, as 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 Piute Middle School is one of the few middle schools where parents have their kids walk to and from school, as it is surrounded by residential neighborhoods. [Piute's 22% walkers dropped only slightly from 2013–2015 to 2021, when 17% still reported walking to school.]

A concern for the 5th Street corridor schools (including El Dorado Elementary, Linda Verde Dual Language, Joshua Elementary, and Piute Middle School) is that they fall into a higher-crime area, presenting challenges to active transportation initiatives.



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

Piute Middle School

Avenue H-11 between Foxtan Avenue & 5th Street East

- Students crossing street outside marked crosswalks.
- Parents park along Avenue H-11 during pickup and drop-off periods instead of using designated location.

Avenue H-8 east of School

- Suggestion to install a multipurpose path to provide pedestrian and bike access to Piute Middle from points east.

5th Street East north of Avenue H-11

- Congestion during dismissal period.

Avenue H-11 & Foxtan Avenue – parking lot on School grounds

- Lack of capacity dissuades parents from using.

Avenue I Frontage Roads between 10th Street East & 20th Street East

- The frontage roads could provide an alternative bike route to Avenue I, though there is a gap at this location.
- Curbs and lack of pavement prevent easy cycling from one frontage road to the other.

Avenue H-8 & Sierra Hwy

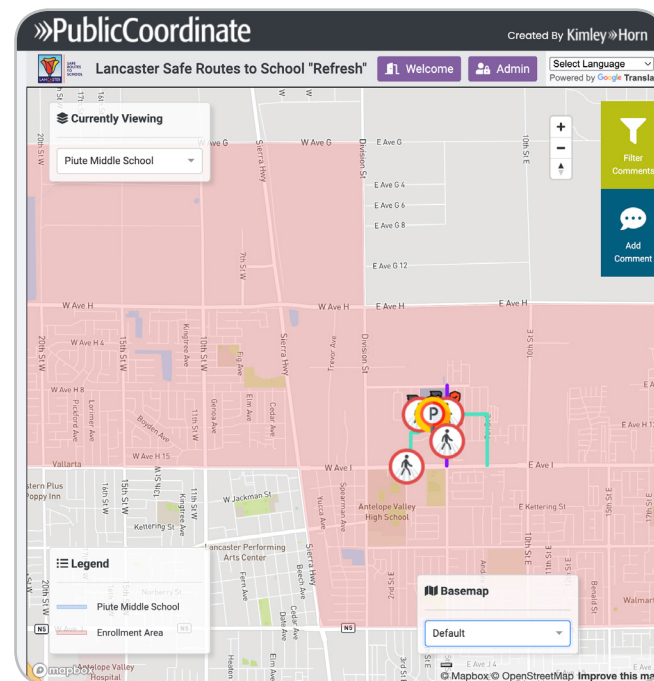
- Request for a pedestrian/bike overpass over Sierra Highway and the railroad tracks to support suggested bike infrastructure connecting Piute Middle School to points west.

Avenue H-8 & 10th Street West

- Request for intersection upgrades in the form of traffic calming measures, a traffic circle, or signalization, to support suggested bike infrastructure connecting Piute Middle School to points west.

Avenue H-8 & 20th Street West

- Request for intersection upgrades in the form of traffic calming measures, a traffic circle, or signalization, to support suggested bike infrastructure connecting Piute Middle School to points west.



Lancaster Safe Routes to School "Refresh" Feedback Map



Piute 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 Piute Middle School virtual walk audit was held on October 8, 2021, via web conference.

Kim Porter, the new Principal of Piute Middle School 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. 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:

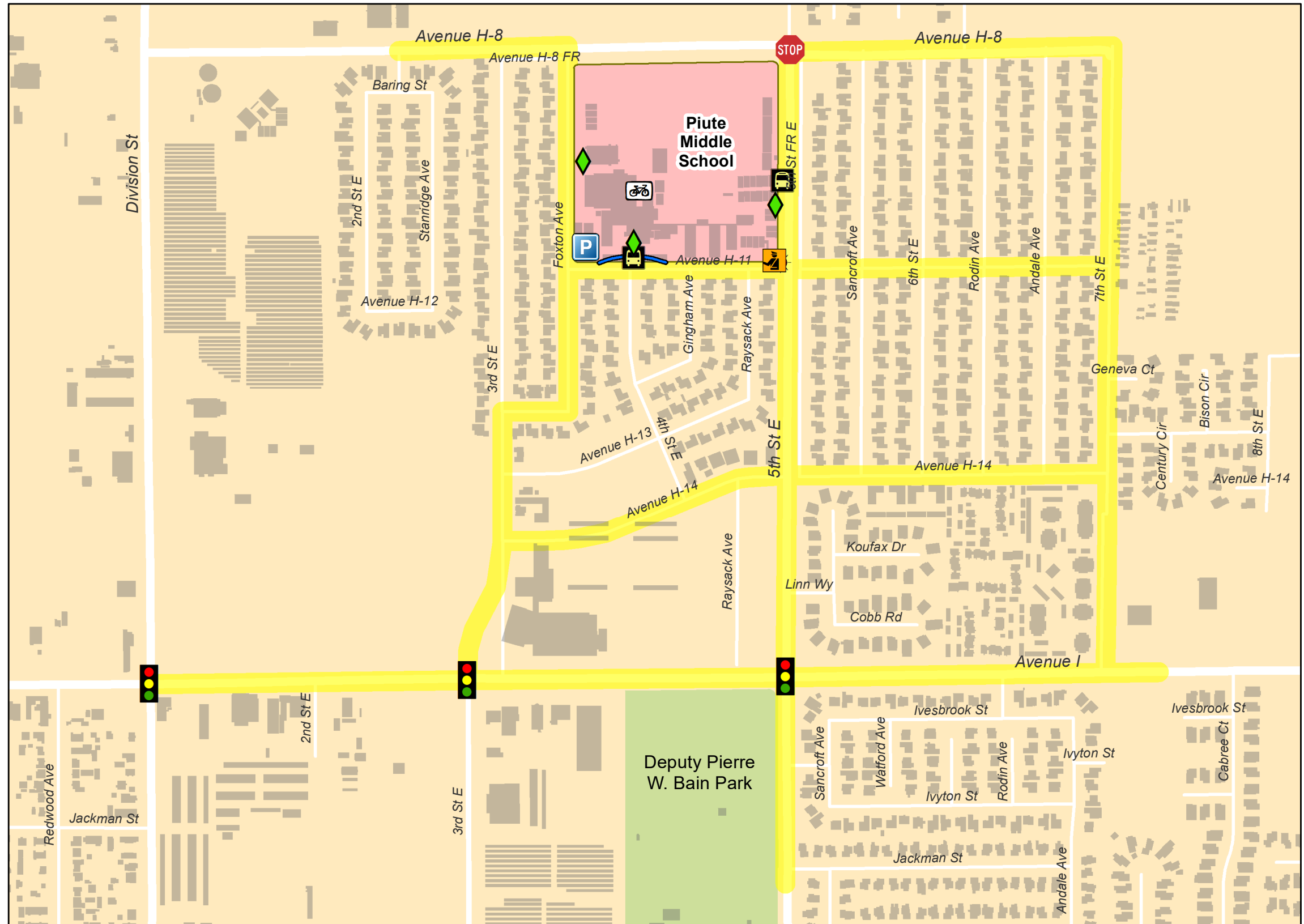
- Dismissal is the biggest concern—all students exit via the east gate, the walkers travel north on 5th Street East and then veer off.
- The entrance is on Avenue H-11, but with 700 students, it's difficult. Kids are on corners, horns are honking. We're short-staffed. It's just 5–10 minutes of chaos!
- The school is considering opening an exit gate on Foxtan Avenue for parents who drive and then walkers on the east side.
- Students also ride bikes, skateboard on the street, in and out of traffic, primarily on the east side.
- Our crossing guard is posted at the southeast corner of the school, 5th Street East and Avenue H-11.
- There is a little bullying problem, east on Avenue H-11. We hear from other kids where they're going.
- We have one resource deputy, but his presence isn't something we can count on every day.

EXISTING CONDITIONS

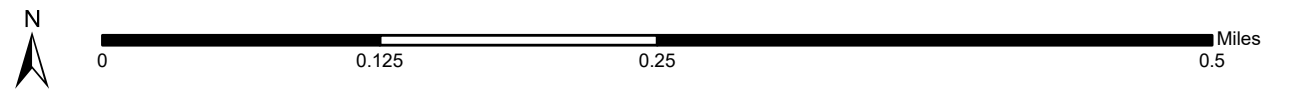
Suggested Routes, Traffic Control, and School Access



- 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



Piute Middle School
Traffic Control & School Access



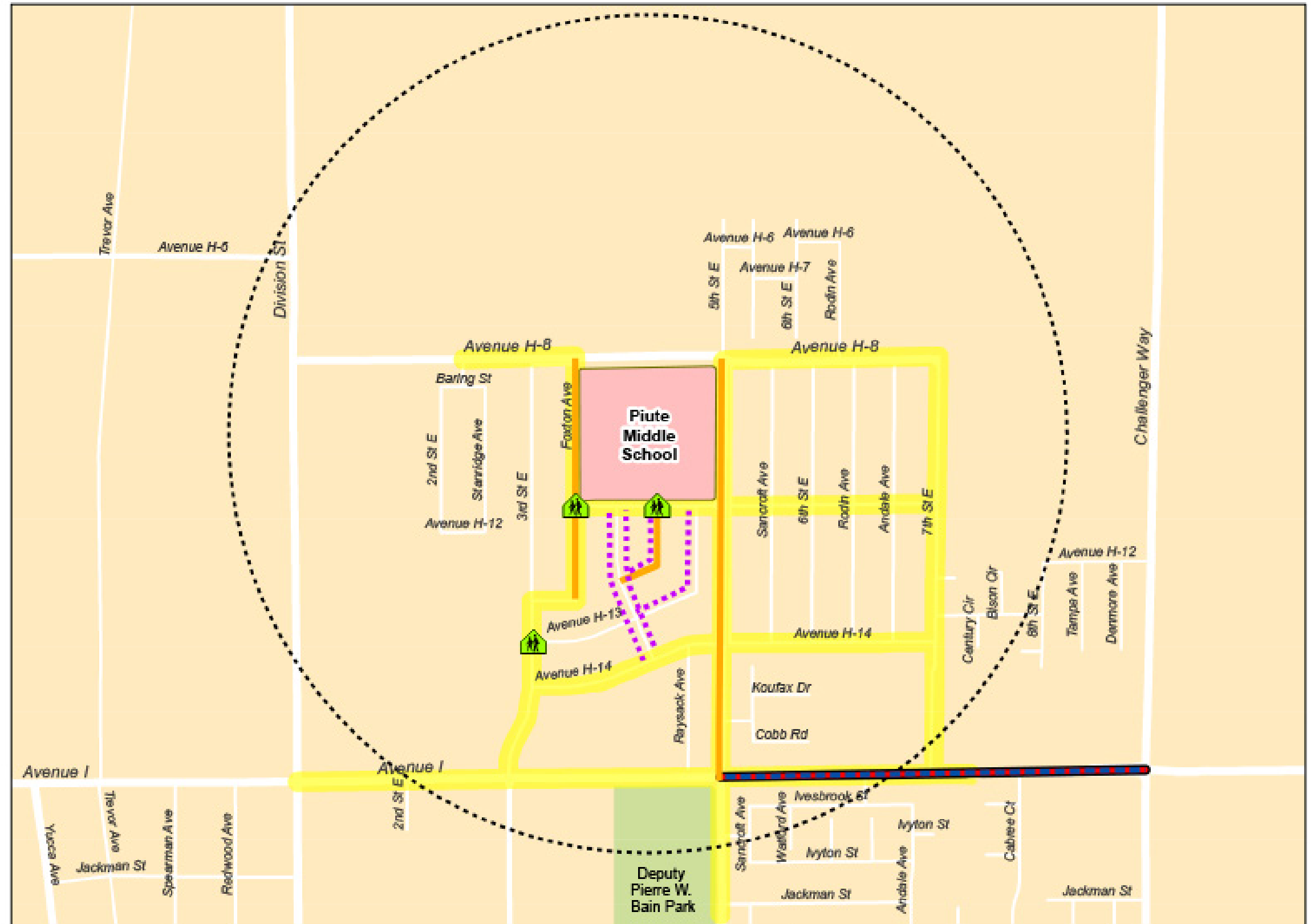
SRTS RECOMMENDATIONS

Suggested Routes and Potential Improvements



ENGINEERING

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



Piute Middle 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

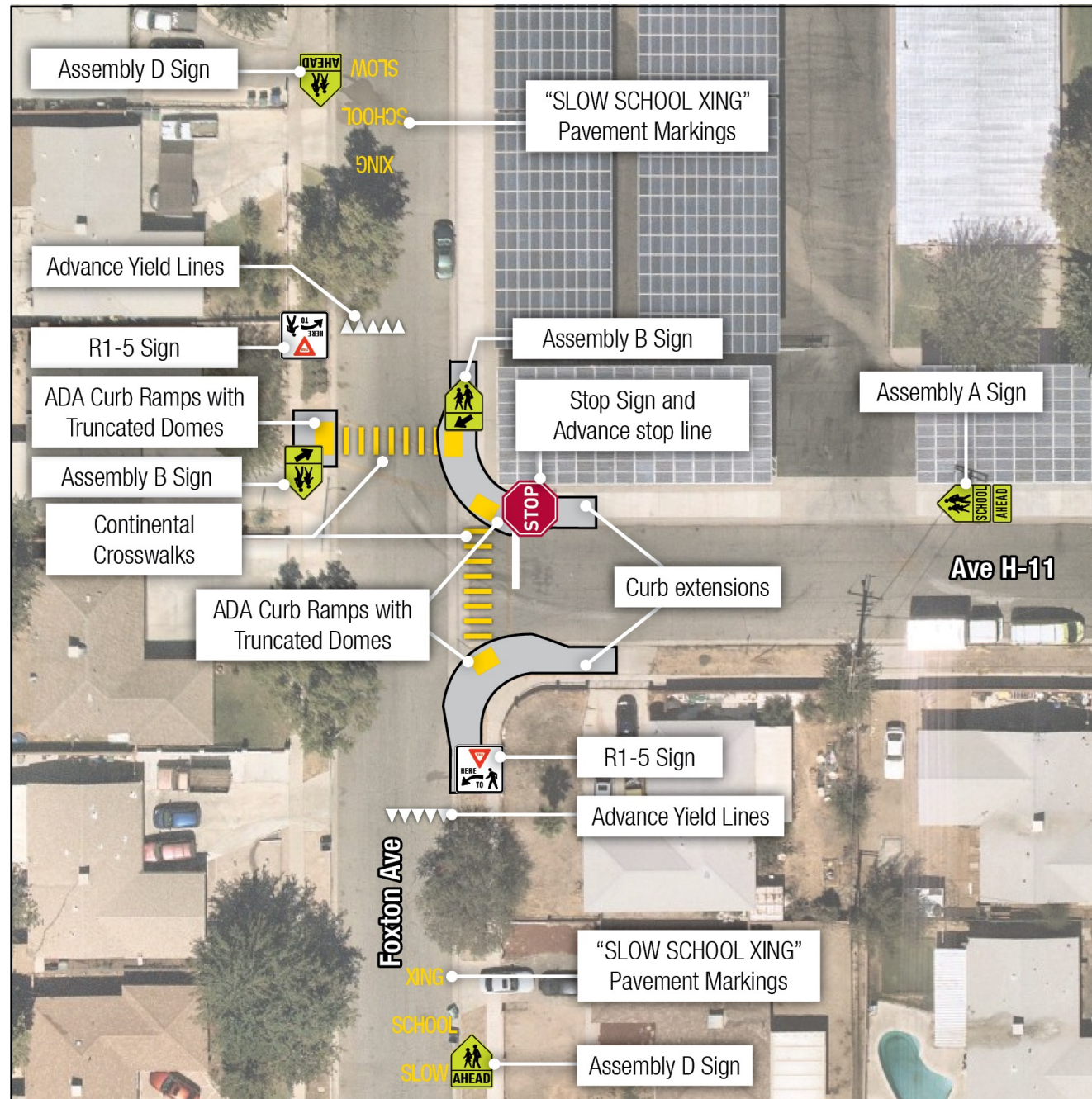
Foxton Avenue and Avenue H-11

Existing

- Uncontrolled Intersection.
- Yellow transverse crosswalks on north and east legs.
- Out-of-compliance School Xing sign on approach to east leg crosswalk and southbound approach to north leg crosswalk.
- Lacking "SLOW SCHOOL XING" pavement markings on north and south approaches.

Potential Improvements

- Add curb extensions to northeast and southeast corners.
- Add ADA-compliant truncated dome curb ramps to each corner.
- Add yellow continental crosswalks to north and east legs.
- Investigate adding stop sign at westbound approach.
- Add advance yield lines to north and south approaches.
- Add "SLOW SCHOOL XING" pavement markings approaching north leg crosswalk.
- Add signs approaching school crosswalk(s) per CA MUTCD guidelines, as shown.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

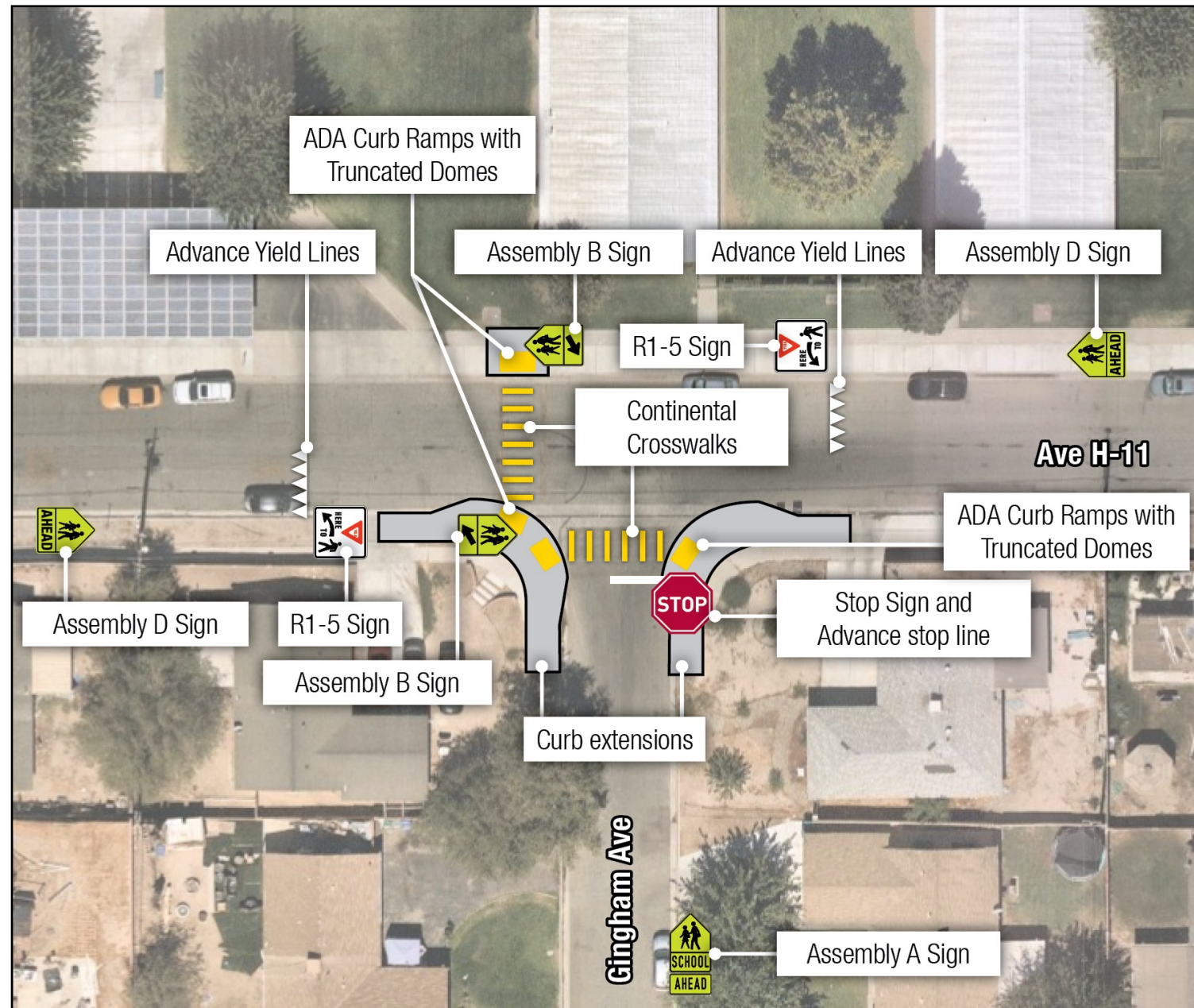
Gingham Avenue and Avenue H-11

Existing

- Uncontrolled Intersection.
- Yellow transverse crosswalks on south and west legs.
- Out-of-compliance School Xing signage on all approaches.

Potential Improvements

- Add curb extensions southwest corner.
- Add ADA-compliant truncated dome curb ramps to each corner.
- Add yellow continental crosswalks to south and west legs.
- Investigate adding stop sign at northbound approach.
- Add advance yield lines to west leg crosswalk approaches.
- Refresh "SLOW SCHOOL XING" pavement markings approaching west leg crosswalk.
- Add signs approaching school crosswalk(s) per CA MUTCD guidelines, as shown.

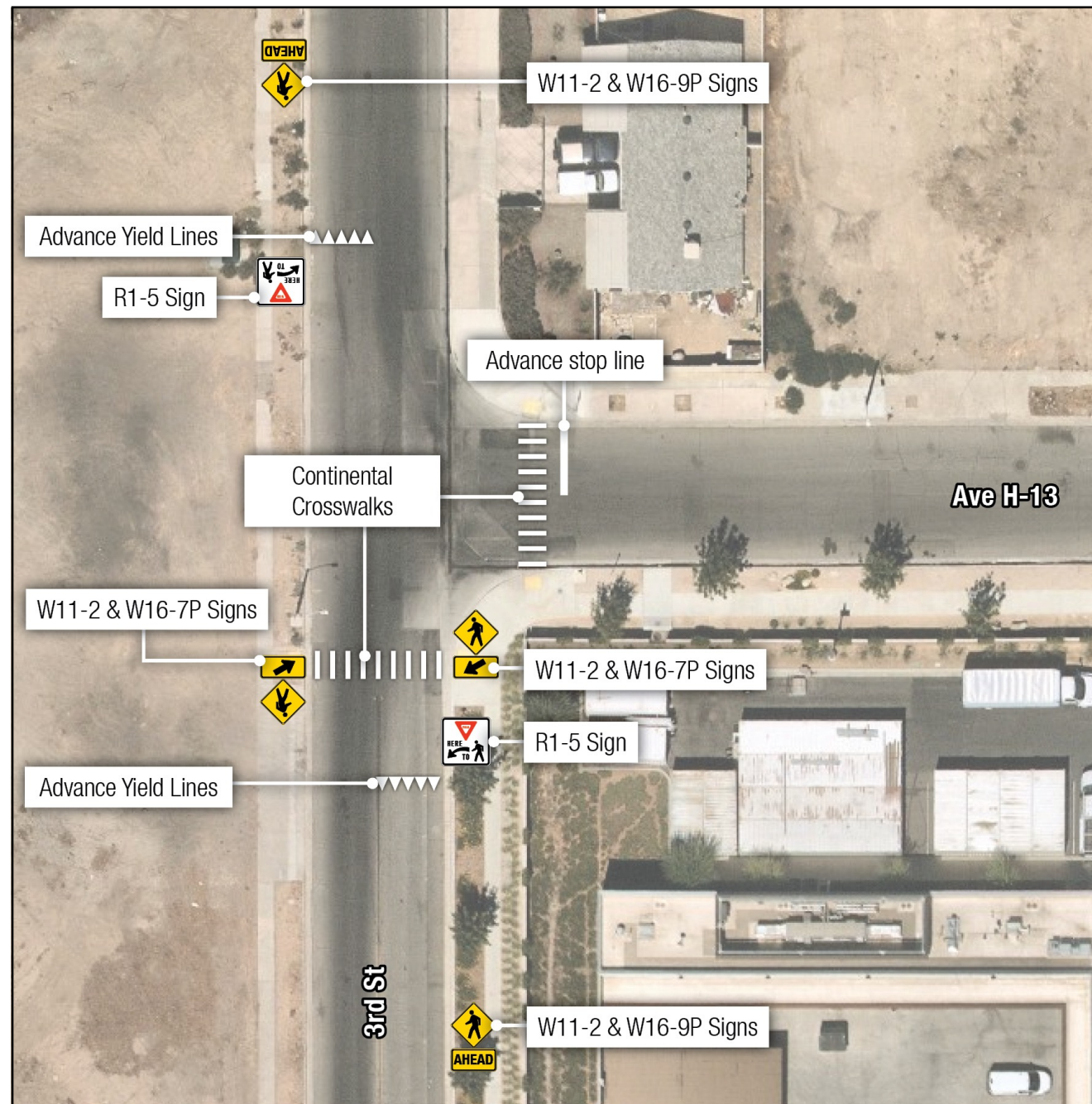


POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

3rd Street East and Avenue H-13



POTENTIAL IMPROVEMENTS

Existing

- TWSC Intersection.
- Stop-controlled at Avenue H-13.
- No marked crosswalks.
- ADA-compliant truncated dome curb ramps for crossings at east and south legs of intersection.

Potential Improvements

- Add white continental crosswalks to east and south legs.
- Add advance stop line to east leg approach.
- Add advance yield lines upstream from south leg crosswalk.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines, as shown.

Summary of Engineering Strategies, by Type

Crossing Improvements

- **Foxton Avenue & Avenue H-11:** Pavement markings & signage; curb extensions/ramps
- **Gingham Avenue & Avenue H-11:** Pavement markings & signage; curb extensions/ramps
- **3rd Street East & Avenue H-13:** Pavement markings & signage

Bikeway

- **Avenue I between 5th Street East & Challenger Way:** Lane reductions & Class II buffered bike lanes

Sidewalks

- **Raysack Avenue** between Avenue H-11 & 4th Street East (west side)
- **Gingham Avenue** between Avenue H-11 & 4th Street East (east side)
- **Avenue I** between Cabree Court & existing sidewalk (south side)
- **4th Street East** between Avenue H-11 & Avenue H-14 (both sides)

Traffic Calming

- **5th Street East between Avenue H-8 & Avenue I:** Speed feedback signs
- **Foxton Avenue between Avenue H-8 & east of 3rd Street East:** Speed humps
- **Gingham Avenue between Avenue H-11 & 4th Street East:** Speed humps

