

Sunnydale Elementary School

1233 W Avenue J-8 | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Sunnydale Elementary School

1233 W Avenue J-8

SUMMER 2022

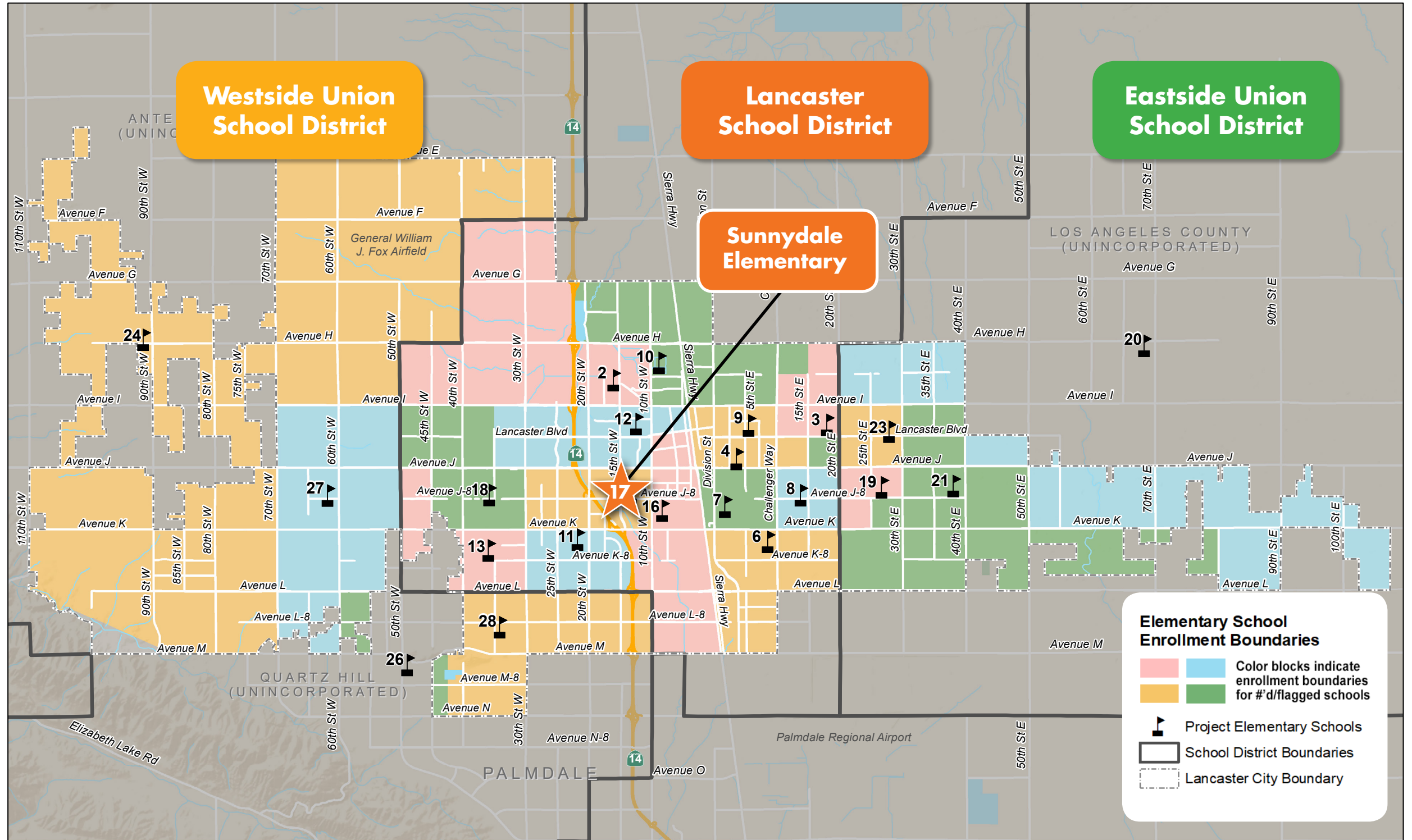


SAFE ROUTES TO SCHOOL

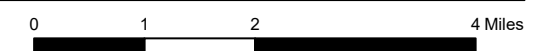


Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster



Sunnydale Elementary School

1233 W Avenue J-8

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SAFE ROUTES TO SCHOOL

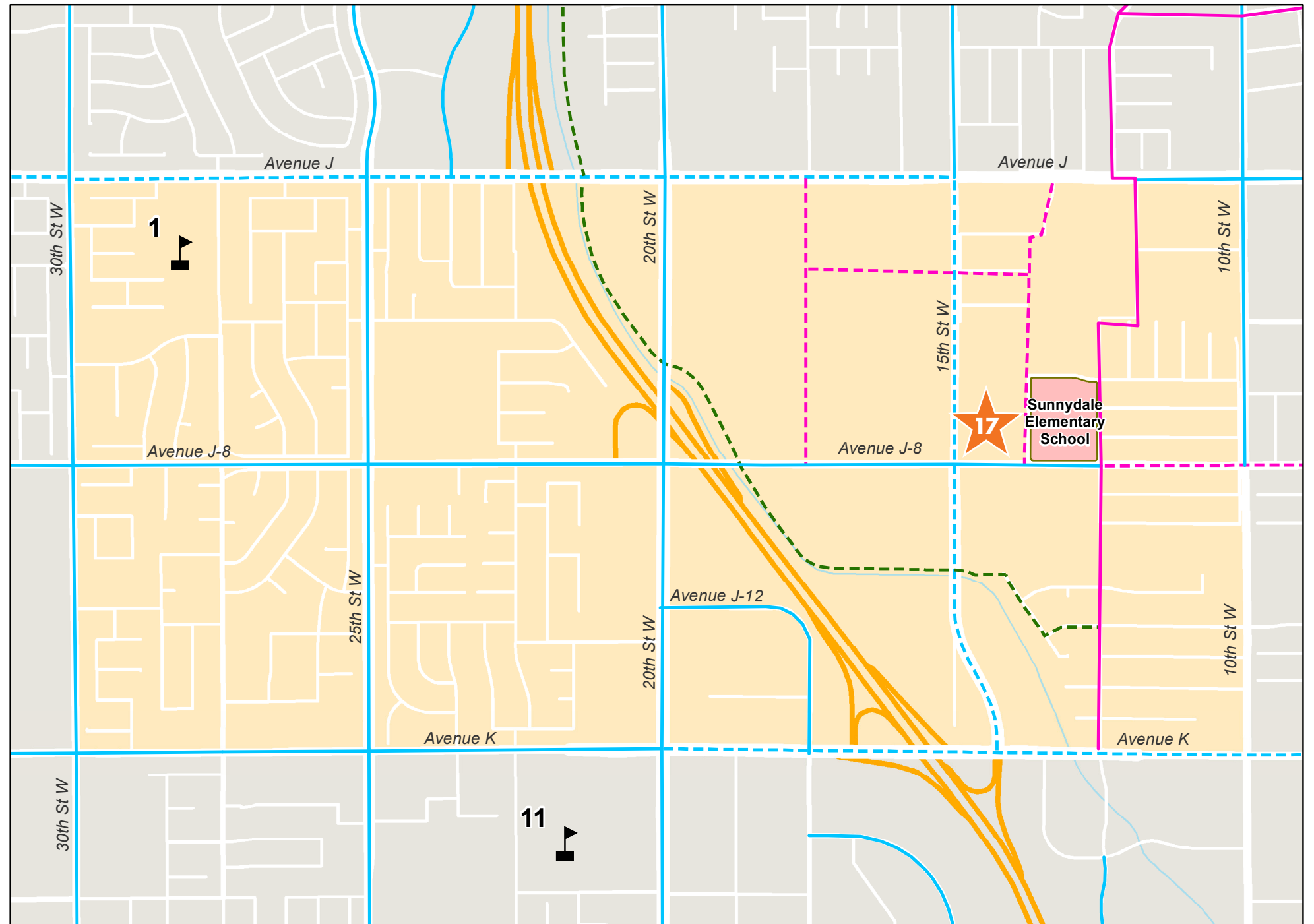


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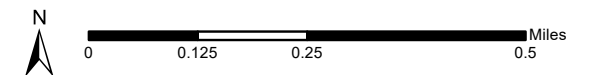
INTRODUCTION

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



Sunnydale Elementary School - Enrollment Area



Sunnydale Elementary School

1233 W Avenue J-8

SUMMER 2022



SAFE ROUTES TO SCHOOL

Skyhawks believe we can achieve ANYTHING!

Sunnydale has a reputation for being a place where children, families, and teachers fall in love with school every day. Sunnydale staff are dedicated, and Sunnydale families are involved and supportive. We continue to learn from our challenges and rise as a community, stronger, bolder, and better than ever.

Vision

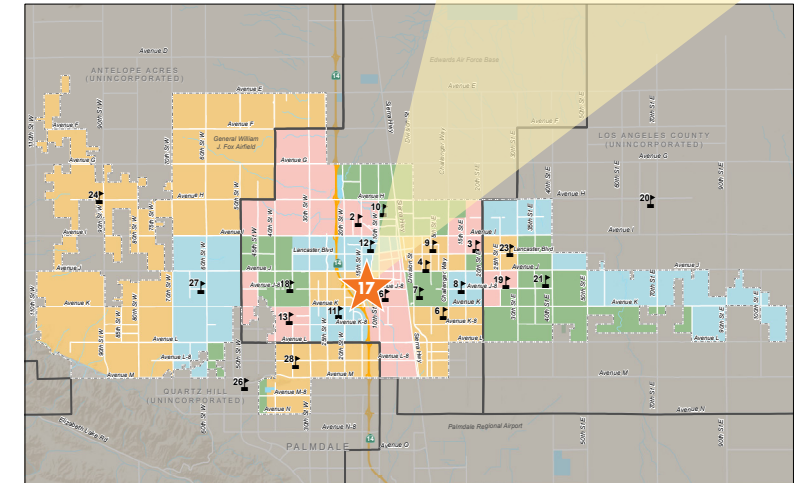
We empower each child to discover the excitement of life.

Mission

We are a community dedicated to education and meeting the needs of every child.

INTRODUCTION School Facts

Sunnydale continues to be dedicated to expanding AVID. Here, students learn to think critically. They learn self-advocating skills. They learn study skills that lead to continued success. With AVID, there is an emphasis on goal setting to show students how to make dreams come true. All Sunnydale teachers have either been trained in AVID or are scheduled to be trained in AVID. This is because AVID strategies have proven to be effective in closing opportunity gaps for students after high school, which is right in line with Team Sunnydale's beliefs and vision: Inspire all students to achieve their greatest potential in Education.



Elementary School Enrollment Boundaries within City of Lancaster



2021-22 School Snapshot

570 Student enrollment

91.8% of students eligible for free or reduced-price meals (FRPM)



How are Sunnydale students getting to school?

| YEAR STUDENT TALLIES COLLECTED | # OF TALLIES | # OF STUDENTS SURVEYED | WALK | BIKE | SCHOOL BUS | FAMILY VEHICLE | CARPOOL | TRANSIT | OTHER |
|--------------------------------|--------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| 2021 | 21 | 384 | 8% | 0% | 10% | 78% | 3% | 0% | 1% |
| 2013-2015 | N/A | N/A | 15% | 1% | 3% | 59% | 10% | 0% | 0% |



Sunnydale Elementary School

1233 W Avenue J-8

SUMMER 2022



SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Sunnydale

TIMS, 2015-2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

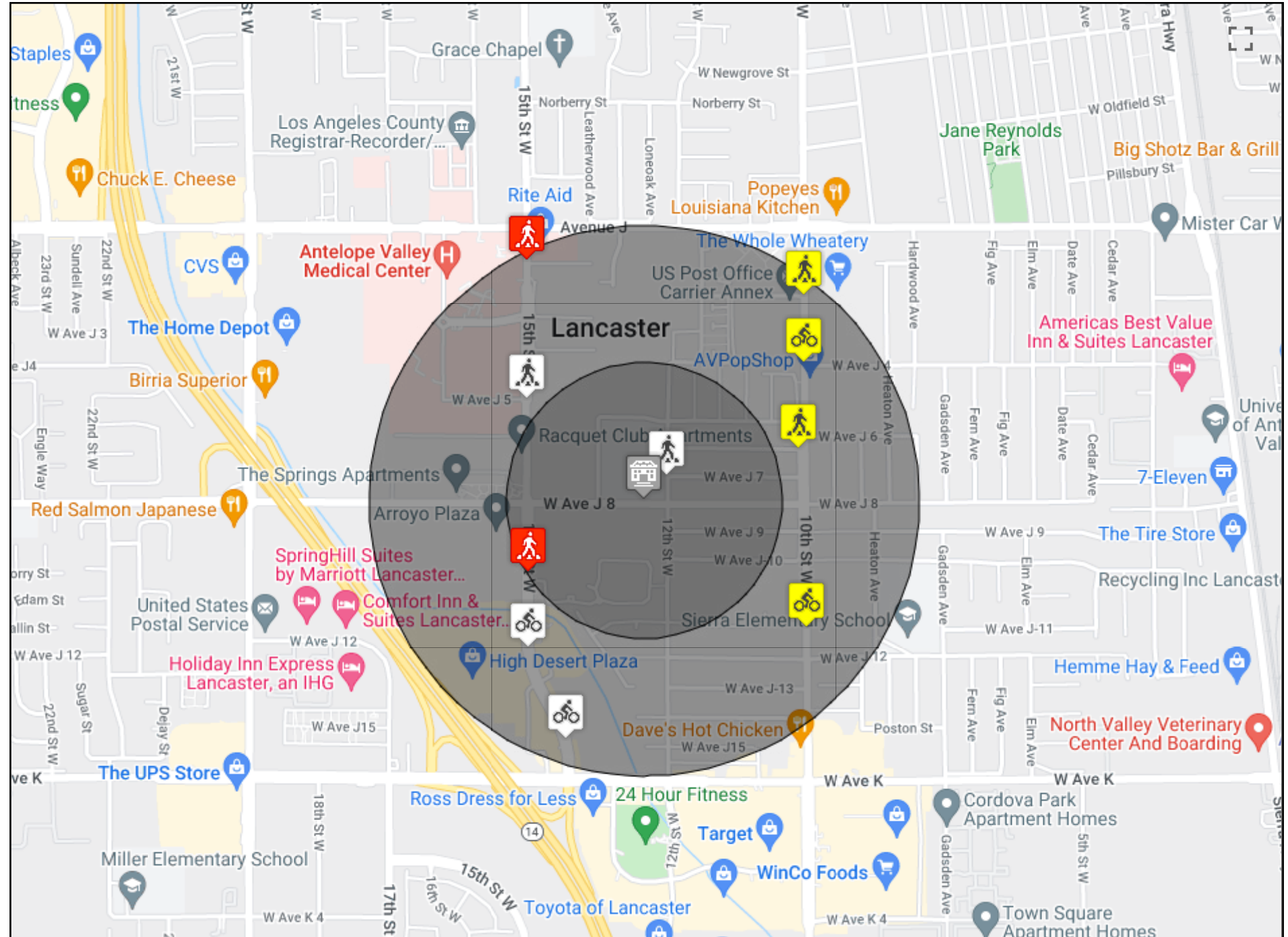
Severe Injury

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. | 1 | 0 | 0 | 1 | 2 | 0 | 2 |
| 1/4-1/2 mi. | 1 | 0 | 4 | 3 | 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 which 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.

School District staff believed that Sunnydale Elementary had been a school with a relatively high walking population. [Student tallies from 2013–2015 showed 15% of students walking and 1% biking; in Fall 2021 walking had declined to 8% and bicycling had declined to under 1%. Conversely, students taking the family vehicle to/from school had increased from 59% to 78% over the same period.]



EXISTING CONDITIONS

Stakeholder and Community Input

Parent Surveys and SRTS Interactive Map Input

Sunnydale Elementary School

13th Street West between Avenue J-5 & Avenue J-8

- Parents double parking across the street from the school, blocking traffic.
- Parents pull around parked vehicles and into oncoming traffic.
- Students crossing the street outside of marked crosswalks.

13th Street West between Avenue J-5 & Avenue J-8; Avenue J-5 between 13th Street West & 12th Street West

- Suggestion from school staff to designate these streets as one-way roadways with dismissal in the rear of school grounds.



SURVEY RESPONSES

Four Sunnydale Elementary School parents responded to the survey, noting that their student took the family car to make the trip to/from school, although three lived within ¼ mile from the school, and the fourth lived within ½ mile of the school. Parents indicated they felt the journey to school was somewhat unsafe, and that it would help if adults walked or biked alongside students, or if there were continuous sidewalks or safer intersections and crossings.

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

"My neighborhood at that time was safe and I could go to school biking or walking without any adult supervision."

"Getting to know people in the neighborhood and creating connections. Walking with my parent and talking to them. "

What other projects or programs would you like to see?

"Drop our kids off at school at different gates like now but adding a drive-thru option to be faster."

"Perhaps a dedicated parking area—there is so much extra land near the school, if all cars had a specific route for pick up and drop off could ease traffic or make a park there with plenty of green space and parking. Could make Avenue J easier to navigate at certain times of the day."

Sunnydale 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 Sunnydale Elementary School virtual walk audit was held on October 15, 2021, via web conference.

Campus Supervisor Robin Nelson represented the school; the consultant team 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:

- A bike lane has been put in and updated, and the crosswalk by the kindergarten gate on 12th Street West was installed. This has been especially helpful. There's no crossing guard, but the supervision aide at the kinder gate looks over and keeps watch on the crosswalk as much as possible.
- A concern is that kids are exiting out the back gate, on 13th Street West and around the corner, and there would be an ideal place to designate a one-way street. [Note that this area abuts the Lancaster Health District, and circulation plans are being developed.]
- Walkers generally travel in a group with adults. The walkers that arrive without adults are within view of the crossing guard, as their homes are just across the street.
- Before COVID, there were about 5 bicyclists; in Fall 2021, none have been observed. The school still has some bike racks, but they're not being used.
- There is a lot of speeding on 13th Street West. The school has one deputy, and they'd like to see them at least once a week. There's an officer that comes through on the motorcycle in the mornings, but we need them in the afternoon—especially on Avenue J-5.
- Parents park in the dirt along 13th Street West and Avenue J-5.
- The path on 12th Street West, which is the major route, is pretty good in terms of safety. Some kids cross the vacant lot to the west, but parents typically accompany them. Kids have to cross the street to connect to the path on Avenue J-8.

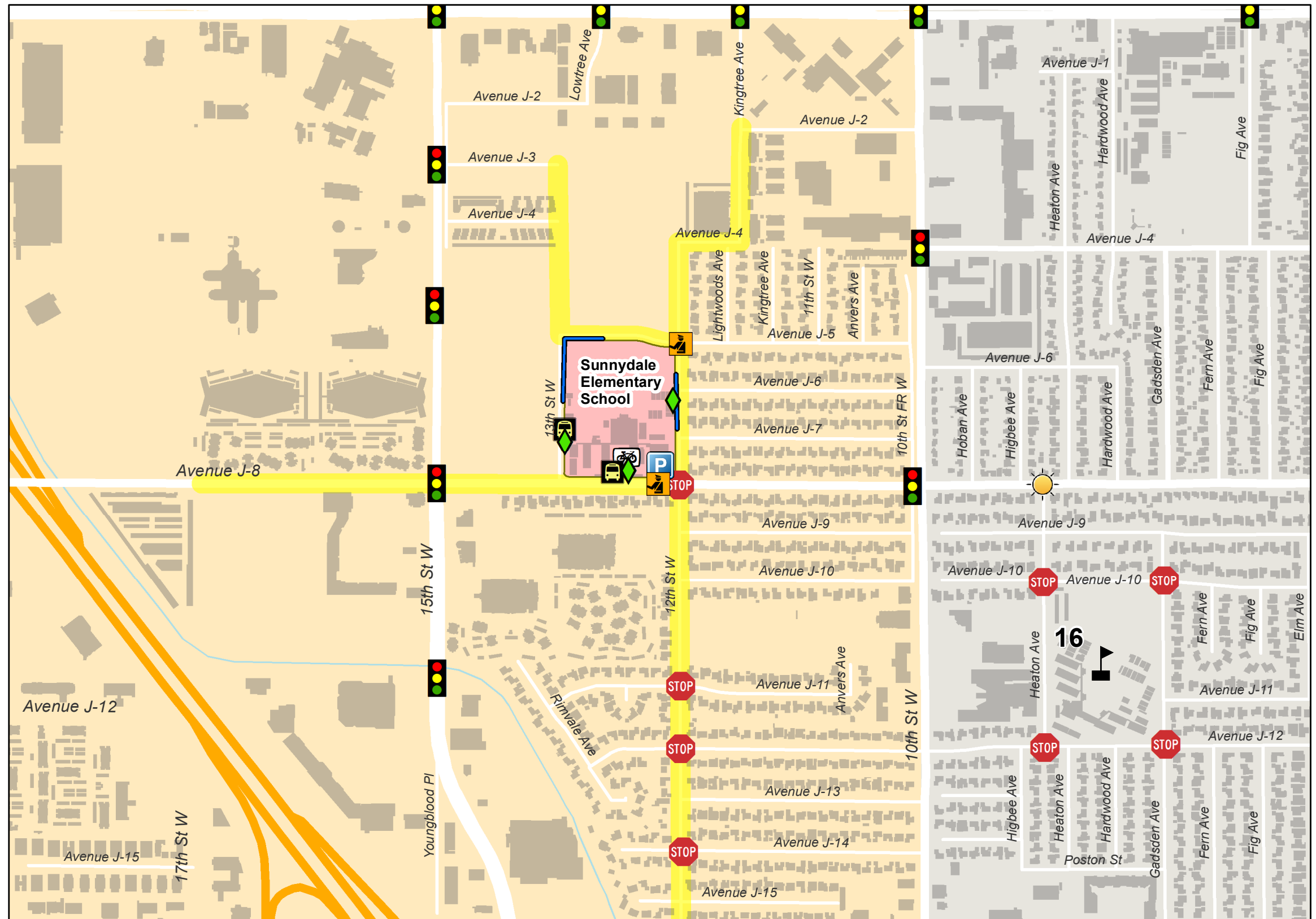
EXISTING CONDITIONS

Suggested Routes, Traffic Control, and School Access

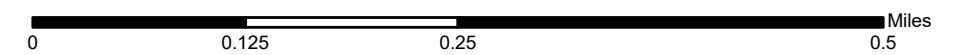


ENGINEERING

- 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




Sunnydale Elementary School
Traffic Control & School Access















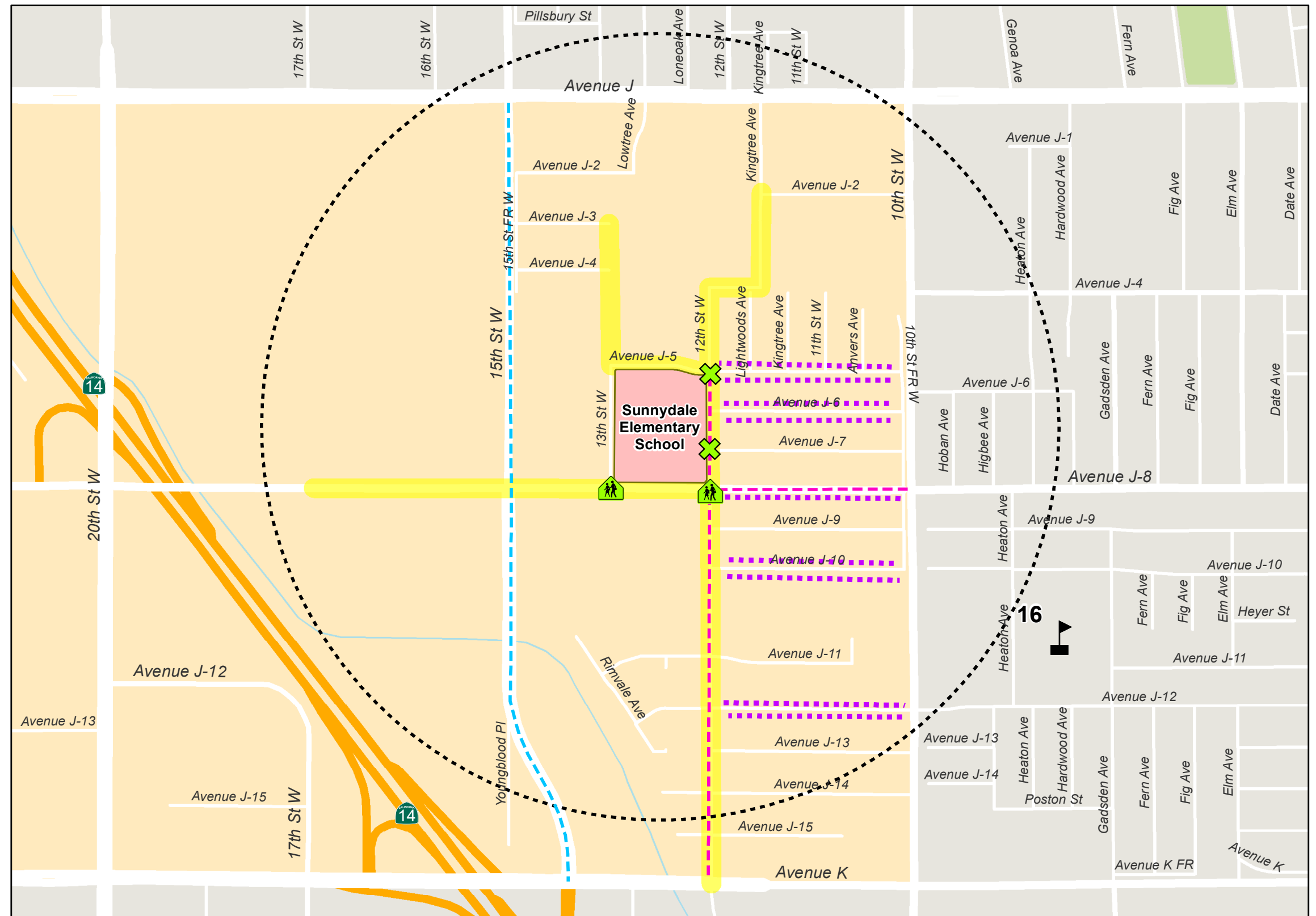
SRTS RECOMMENDATIONS

Suggested Routes and Recommended Improvements

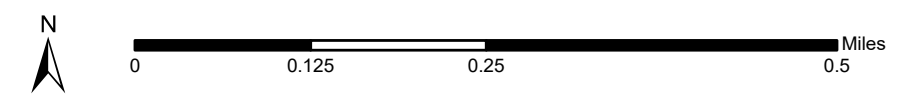


Potential Improvements

-  Bike Route
-  Bike Lanes
-  Sidewalks
-  Crossing Improvements
-  Refresh Crosswalks
-  Suggested Routes to School
-  Focus School
-  Focus School Enrollment Area
-  Half-Mile Radius
-  Other Project Schools
-  Parks & Open Space
-  Lancaster City Boundary



Sunnydale 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



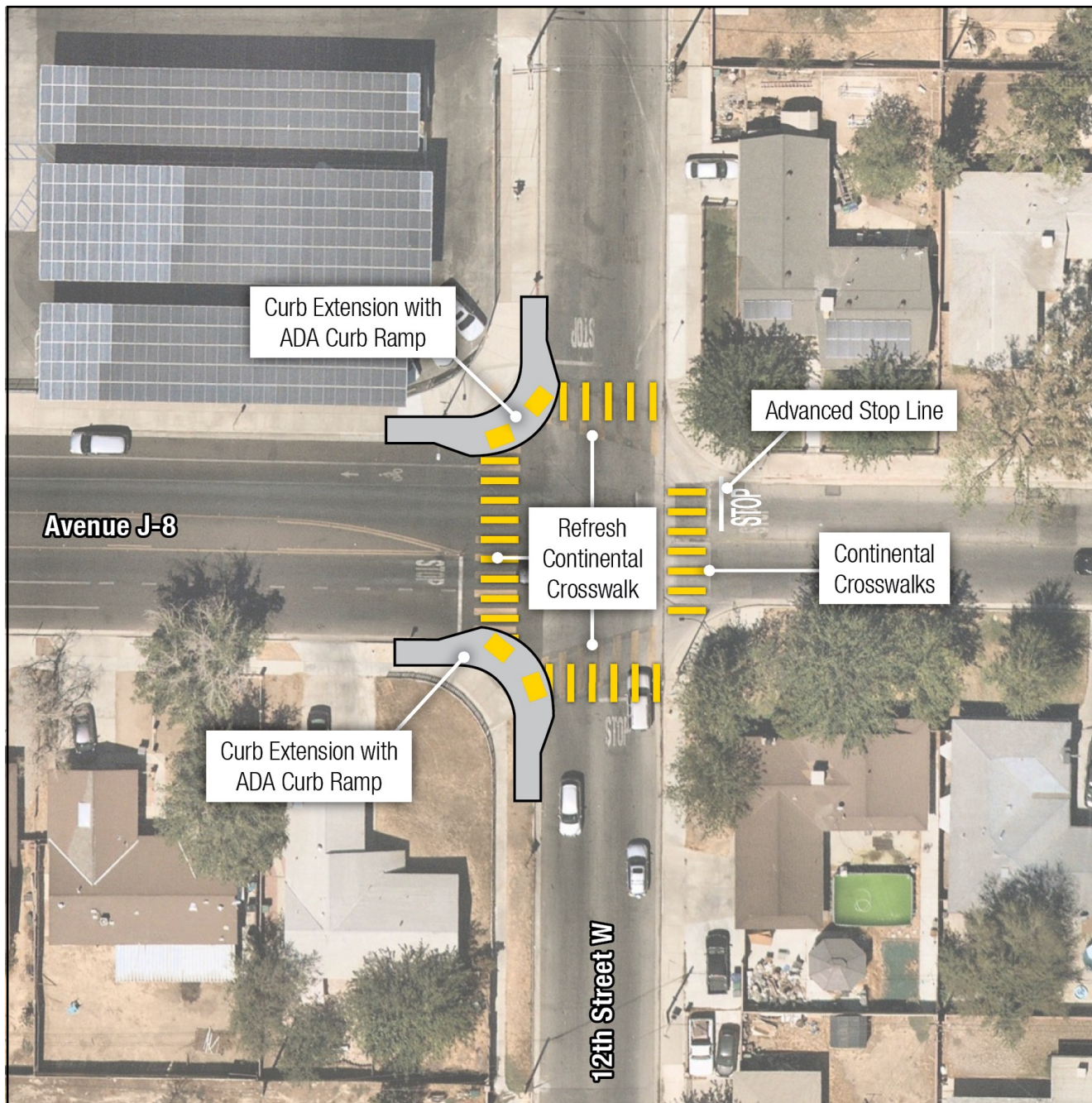
With City and School District programmatic support, the principal can set the tone to encourage and increase students who walk or bike to school.



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

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

Avenue J-8 and 12th Street West

Existing

- All-way stop control.
- Yellow continental crosswalks on the north, south and west legs.
- Advanced stop line to the north, south and west legs.
- Crossing guard.

Potential Improvements

- Add curb extensions with ADA curb ramps to west leg crosswalk.
- Add yellow continental crosswalk to the east leg.
- Add advanced stop line to the east leg.
- Refresh yellow continental crosswalks on the north, south and west legs.

PROJECT IMPROVEMENTS

Recommendations

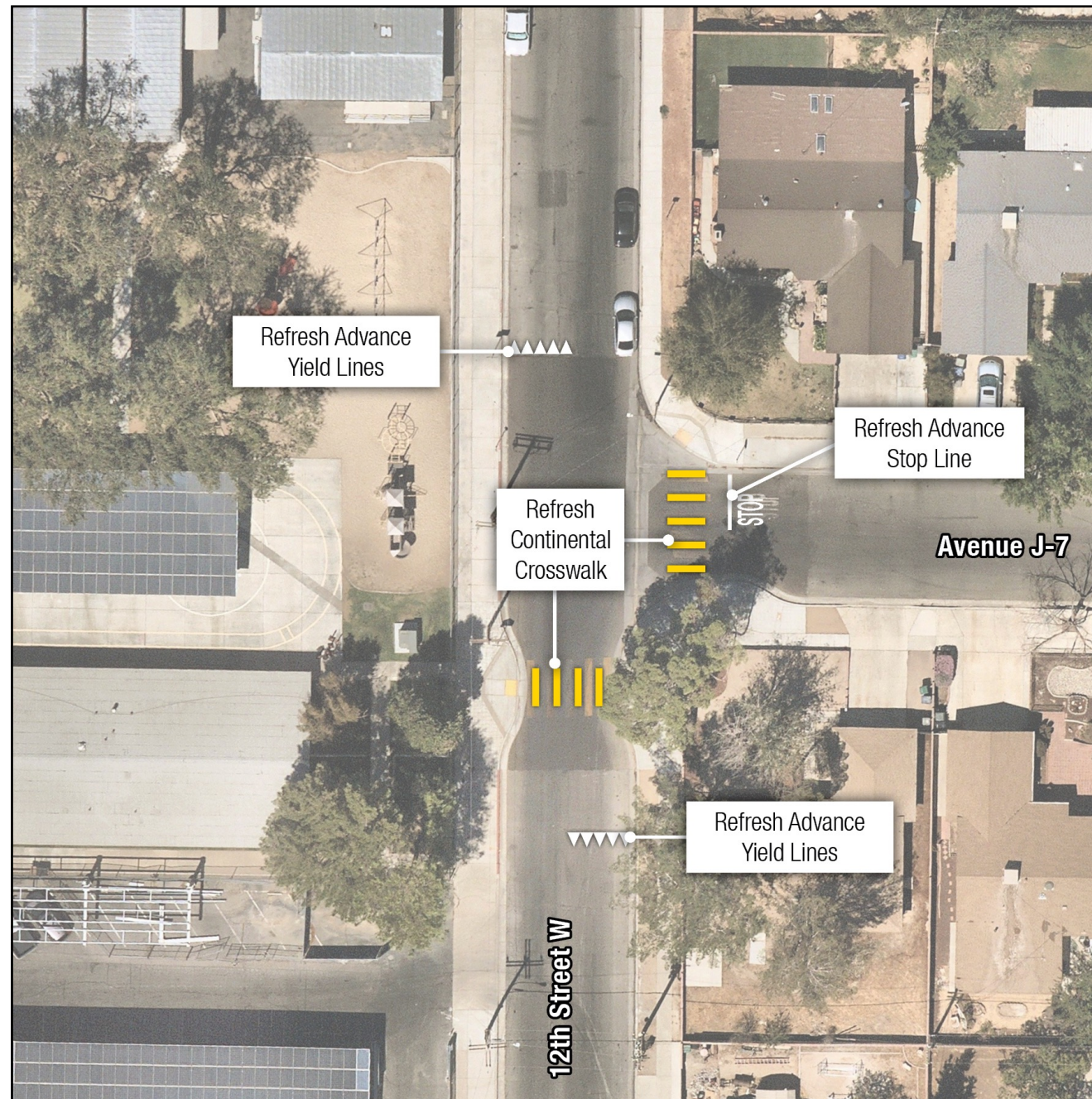
Avenue J-7 and 12th Street West

Existing

- T – intersection.
- Stop control on Avenue J-7
- Curb extension on the south leg.
- Yellow continental crosswalks on south and east legs.
- Advanced yield lines on both approaches to the south leg crosswalk.
- Advanced stop line to the east leg.

Potential Improvements

- Refresh yellow continental crosswalks on the south and east legs.
- Refresh advanced yield lines on both approaches to the south leg crosswalk.
- Refresh advanced stop line on the east leg.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

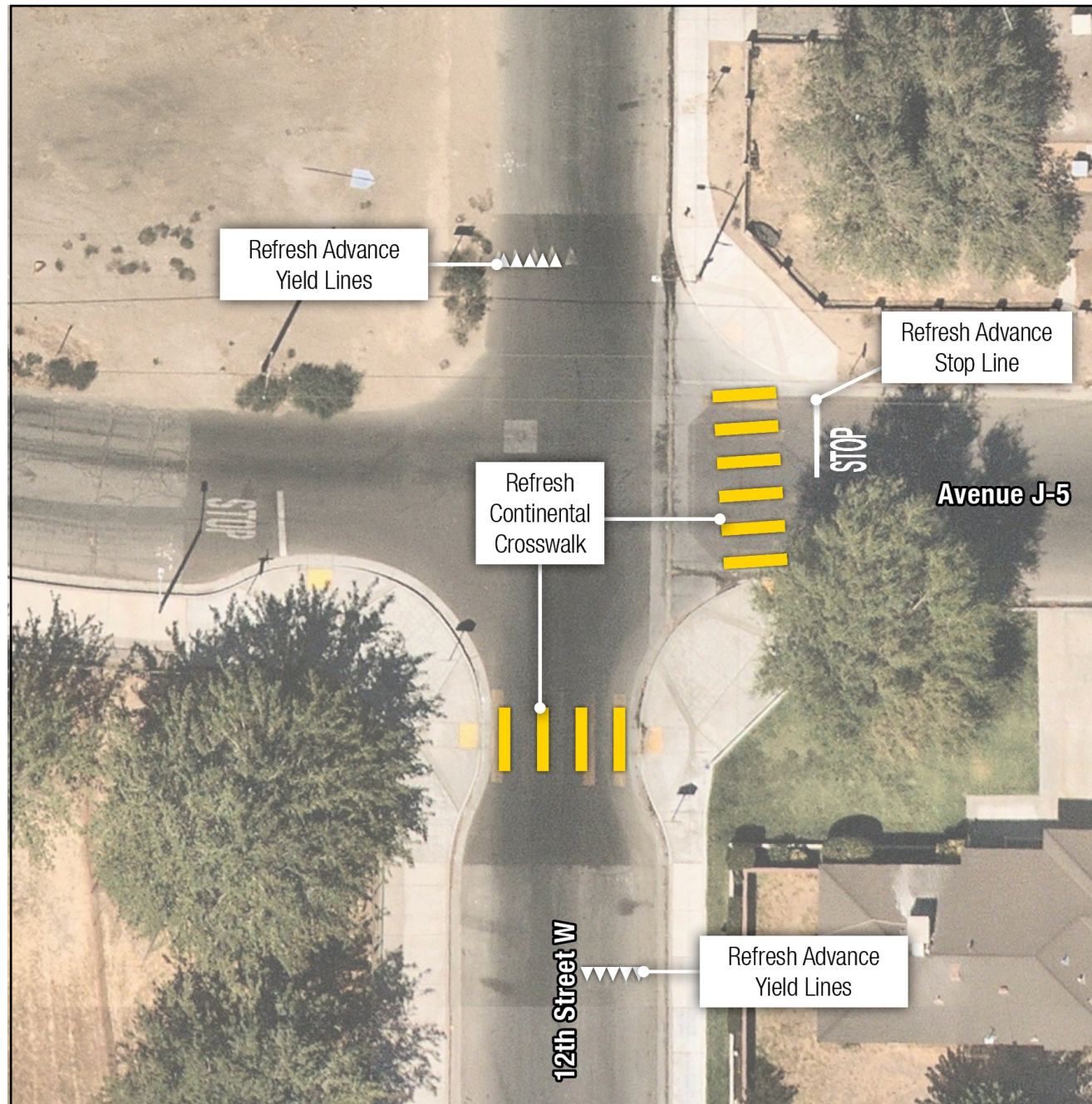
Avenue J-5 and 12th Street West

Existing

- TWSC intersection.
- Stop control on Avenue J-5.
- Curb extensions on the south leg.
- Yellow continental crosswalks on south and east legs.
- Advanced yield lines on both approaches to the south leg crosswalk.
- Advanced stop line on east leg.

Potential Improvements

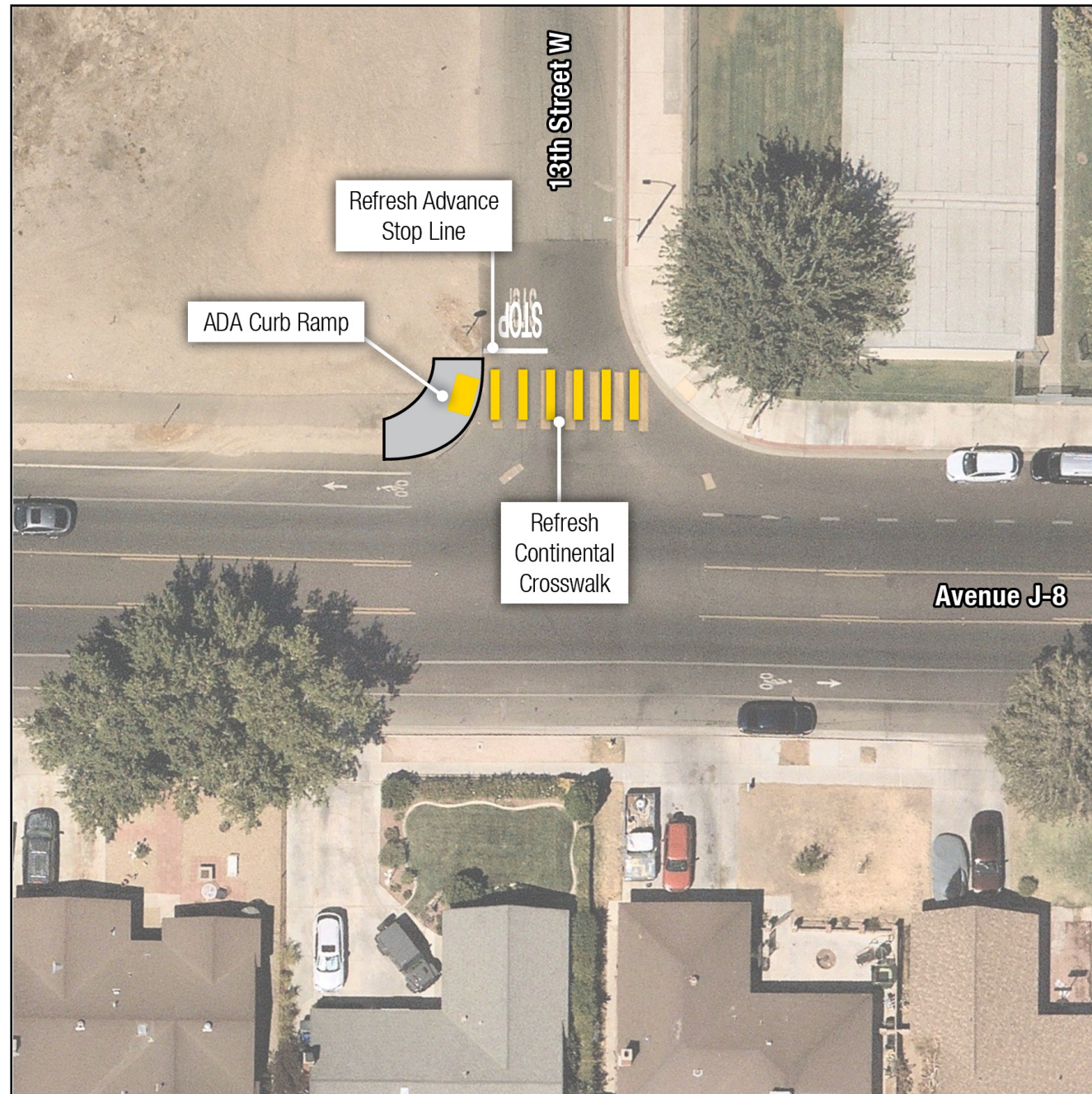
- Refresh crosswalk striping to the south and east legs.
- Refresh advanced yield lines to both approaches to the south leg crosswalk.
- Refresh advanced stop line to the east leg.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

Avenue J-8 and 13th Street West

Existing

- T – intersection.
- Stop control on 3rd Street West.
- Yellow continental crosswalk on the north leg.
- Advanced stop line on the north leg.

Potential Improvements

- Install a new ADA curb ramp with truncated domes in conjunction with sidewalk installation along the west curb of 13th Street West and north of Avenue J-8.
- Refresh advanced stop line to the north leg.
- Refresh continental crosswalk striping to the north leg.

PROJECT & PROGRAM IMPLEMENTATION

Strategy Packages

Summary of Engineering Strategies, by Type

Crossing Improvements

- **Avenue J-8 & 12th Street West:** Pavement markings; curb extensions/ramps
- **Avenue J-7 & 12th Street West:** Pavement markings
- **Avenue J-5 & 12th Street West:** Pavement markings
- **Avenue J-8 & 13th Street West:** Pavement markings; curb ramp

Bikeways

- **15th Street West between Avenue J & Avenue K:** Class II bike lanes
- **12th Street West between Avenue J-5 & Avenue K:** Class III bike route (add sharrows)
- **Avenue J-8 between 10th Street West & 12th Street West:** Class III bike route

Sidewalks

- **Avenue J-5** between 10th Street West Frontage Road & 12th Street West (both sides)
- **Avenue J-6** between 10th Street West Frontage Road & 12th Street West (both sides)
- **Avenue J-8** between 10th Street West Frontage Road & 12th Street West (south side)
- **Avenue J-10** between 10th Street West Frontage Road & 12th Street West (both sides)
- **Avenue J-12** between 10th Street West Frontage Road & 12th Street West (both sides)

