

West Wind Computer Science Magnet School

44044 36th Street West | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

West Wind Computer Science Magnet School

44044 36th Street West

SUMMER 2022

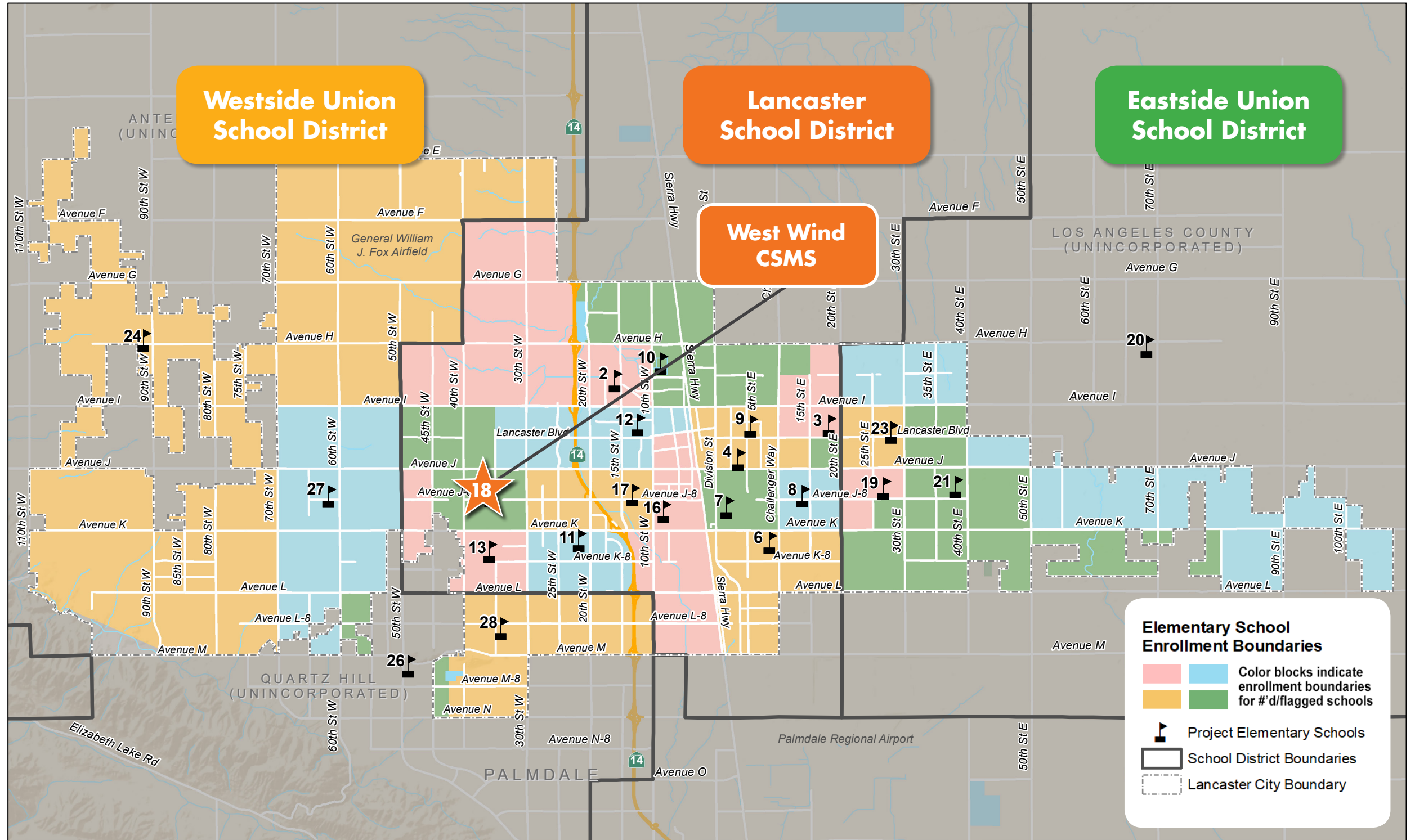


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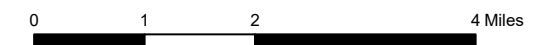


Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster



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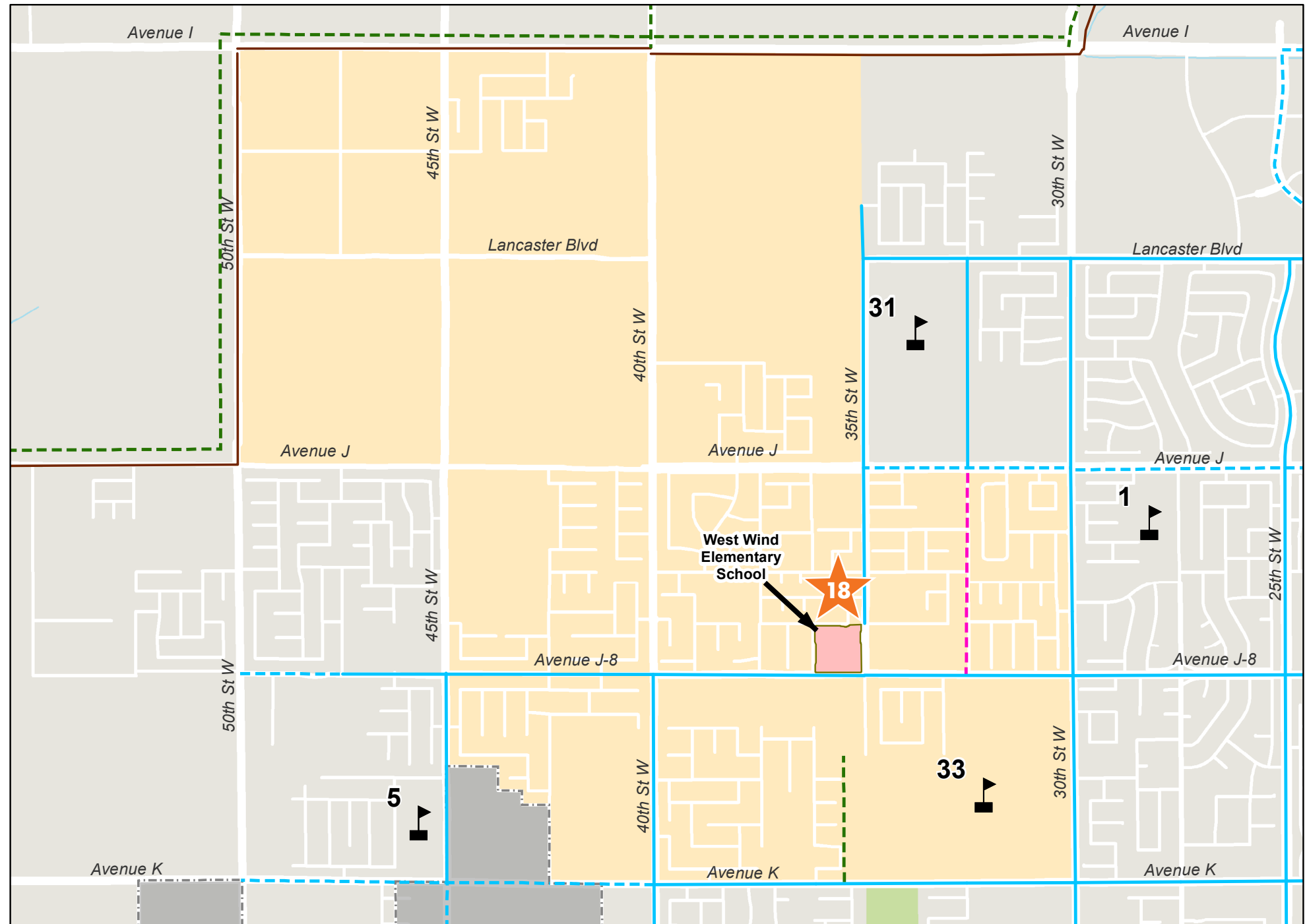


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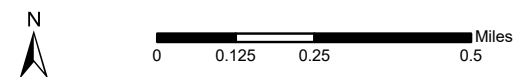
INTRODUCTION

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



West Wind Computer Science Magnet School Enrollment Area



West Wind Computer Science Magnet School

44044 36th Street West

SUMMER 2022



SAFE
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Home of the Wildcats!

West Wind Elementary School is committed to educational excellence, empowering all young people to reach their full potential. Our school, in partnership with the community, will prepare students for the future as responsible citizens and lifelong learners.

Charting Our Course West Wind Programs:

AVID Advancement Via Individual Determination

Regardless of their life circumstances, AVID students overcome obstacles and achieve success. They graduate and attend college at higher rates, but more importantly, they can think critically, collaborative, and set high expectations to confidently conquer the challenges that await them.



INTRODUCTION School Facts

Gifted and Talented Education (GATE)

Education is provided for all identified students beginning in fourth grade. The GATE program is delivered by specially trained classroom teachers at all elementary schools in the district.

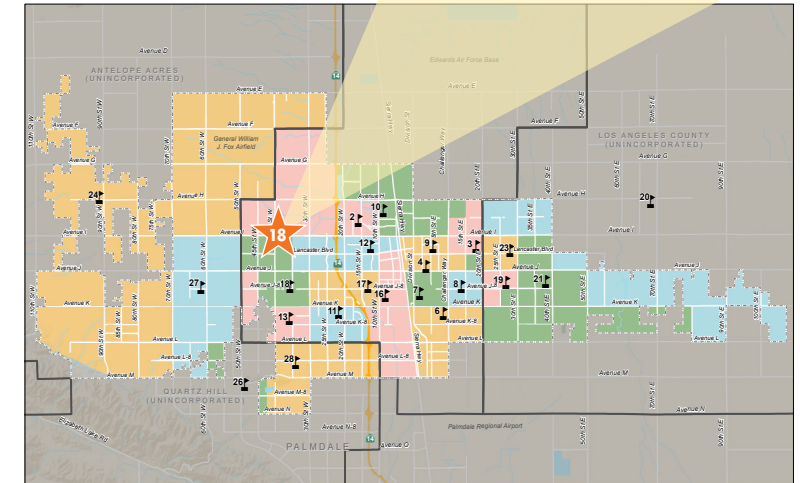
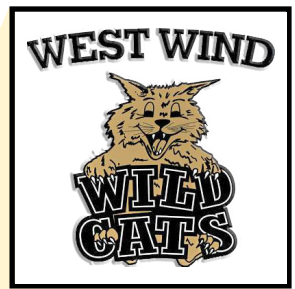
GATE Program Goals—Students will:

1. Become critical thinkers and problem solvers.
2. Use increasingly complex levels of thinking and production.
3. Accept greater responsibility for their own learning.
4. Develop civic responsibility and an open-minded perspective towards a universal citizenship.

2021–22 School Snapshot

707 Student enrollment

75.1% of students eligible for free or reduced-price meals (FRPM)



Elementary School Enrollment Boundaries within City of Lancaster



How are West Wind students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPPOOL	TRANSIT	OTHER
2021	26	628	7%	1%	4%	86%	3%	0%	0%
2013–2015	N/A	N/A	11%	2%	1%	75%	5%	0%	0%





SAFE
ROUTES
TO
SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near West Wind

TIMS, 2015–2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

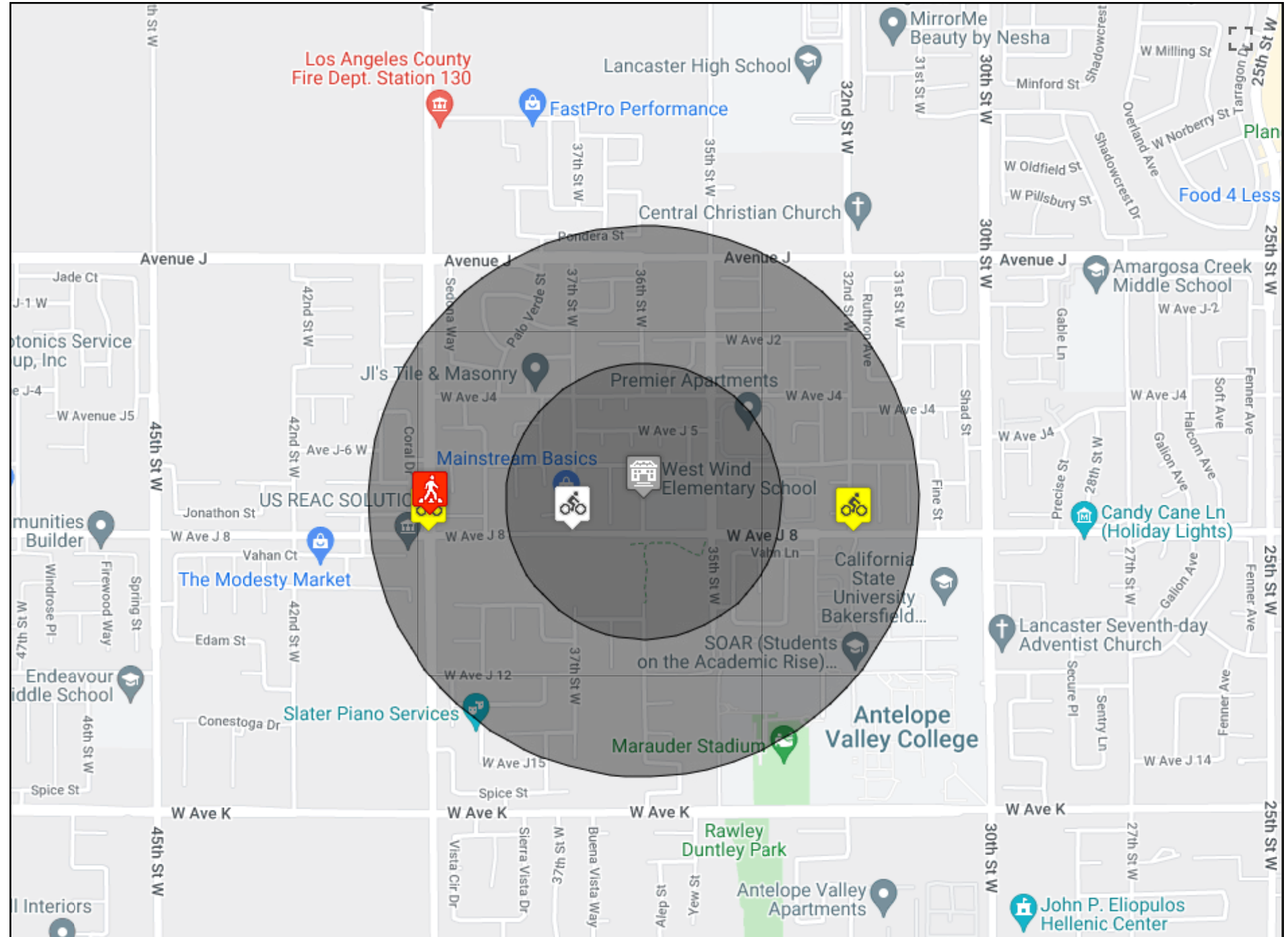
Severe Injury

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

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.



EXISTING CONDITIONS

Stakeholder and Community Input

Parent Surveys and SRTS Interactive Map Input

West Wind Elementary School

Avenue J-6 & School Driveway

- Driveway is signed as right turn-only for exiting vehicles. Without enforcement, parents disobey signage, causing congestion.

36th Street West & Avenue J-8

- Vehicles on 35th Street West queue onto Avenue J-8, causing congestion.

SURVEY RESPONSES

Of the 12 West Wind Elementary School parents who responded to the survey, only 1 of their children walked to school, with the other 11 of them being dropped off and picked up via the family car. Notably, five lived within ¼ mile from the school, and another three lived within ½ mile of the school. Seven of the parents indicated they felt the journey to school was somewhat unsafe, and two others felt it was very unsafe. Getting traffic to slow down, 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?

"Going home with friends and bonding with them on the way."

"Meeting with friends that you don't often get to see during school time due to different lunches and or recess periods."

"Walking to school and back home with neighbors of mine made things much more enjoyable."

"I had horrible and traumatic experiences walking to and from school starting at a young age with no adult supervision."

"It will help them to make friends outside school so they can ride with those new friends to school."

What other projects or programs would you like to see?

"A traffic aide on Avenue J-8 and 40th Street West (which does not have a stoplight or crosswalk) will be of GREAT HELP."

"The speed limit on Avenue J-8 needs to be 25 mph."

"Actual sidewalks on both sides of the street. (Near the desert area, it's very unsafe for pedestrians to walk along.) This is seen on busy streets, for example, Avenue J and 45th Street West."

"To improve the safety with the traffic because people drive like no one else is around them. Also, to support some activities using their bikes or scooter."

"We need more parent volunteers to assist with such matters. Adult supervision is a must for me to consider my son walking to school on his own at such a young age."



West Wind 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 Westwind Elementary School virtual walk audit was held on October 14, 2021, via web conference.

Campus Supervisor Jackie Duggins 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:

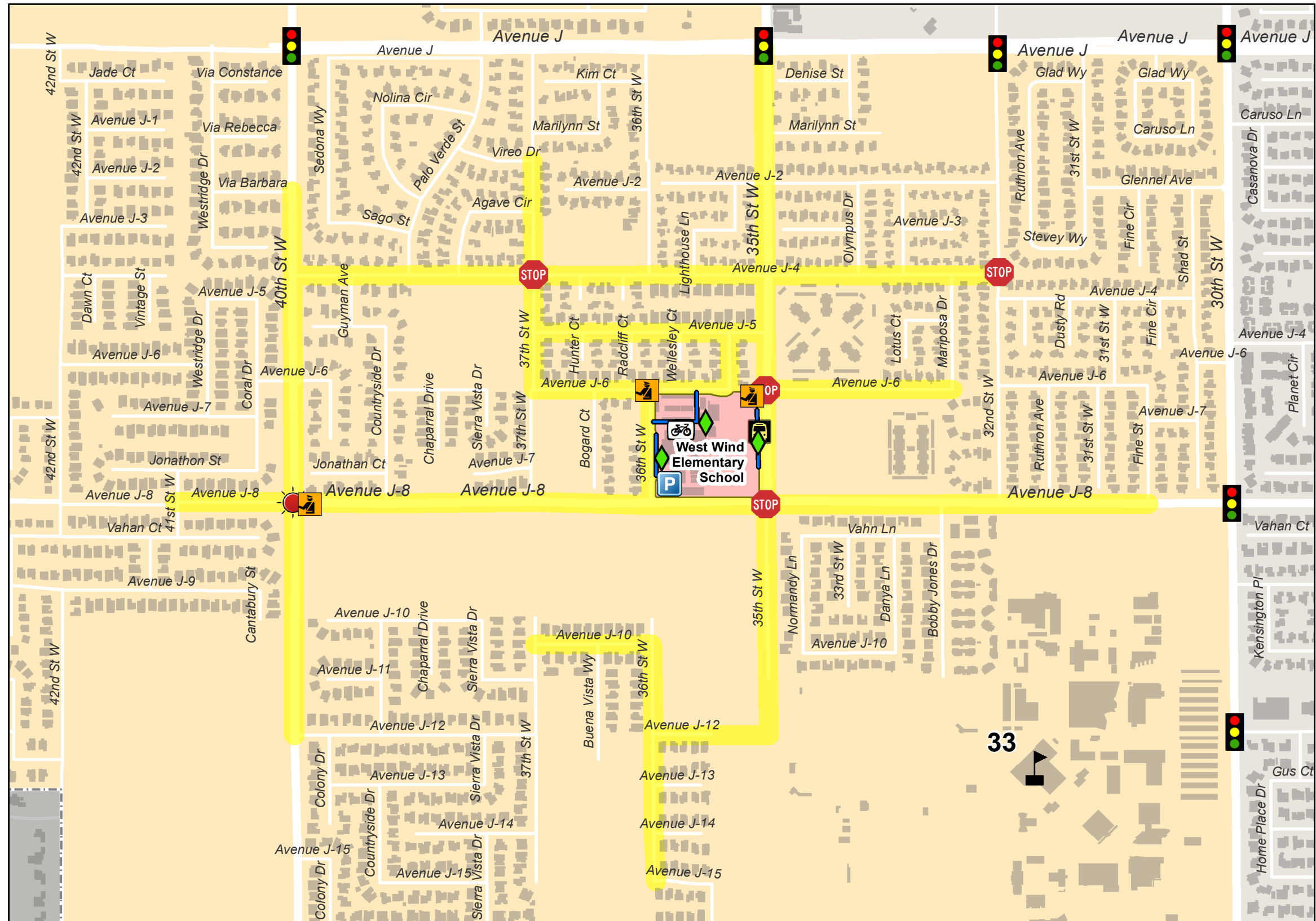
- Right now (Fall 2021) it's difficult because we're short-staffed. Some of our crosswalks aren't staffed. We're supposed to have crossing guards on 35th Street West and Avenue J-6, right across from the apartment complex, another in front of the school, and at 40th Street West and Avenue J-8. It's not a funding issue, it's a staffing issue.
- Where the City has placed blinking lights—they should be in the middle, not on the side. If you're not paying attention, you can't see the lights because trees are blocking them.
- There's a lot of frustration in the parking lot. We had to put up a "right-turn-only" sign out of the exit because if people try to turn left, it causes a lot of congestion. But if there's no school staff present, people don't obey the sign.
- There's not a high percentage of biking or walking—maybe 5%? Walkers are coming from a nearby apartment complex. [Student tallies show that there were 11% walking and 2% biking in 2013–2015. This had declined to 7% walking and 1% biking in Fall 2021.]
- Parents are skittish about what they hear on the news—COVID and crime. But there aren't really issues with criminal activity near this school.

EXISTING CONDITIONS

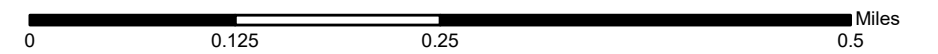
Suggested Routes, Traffic Control, and School Access



- 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



West Wind Computer Science Magnet School
Traffic Control and School Access

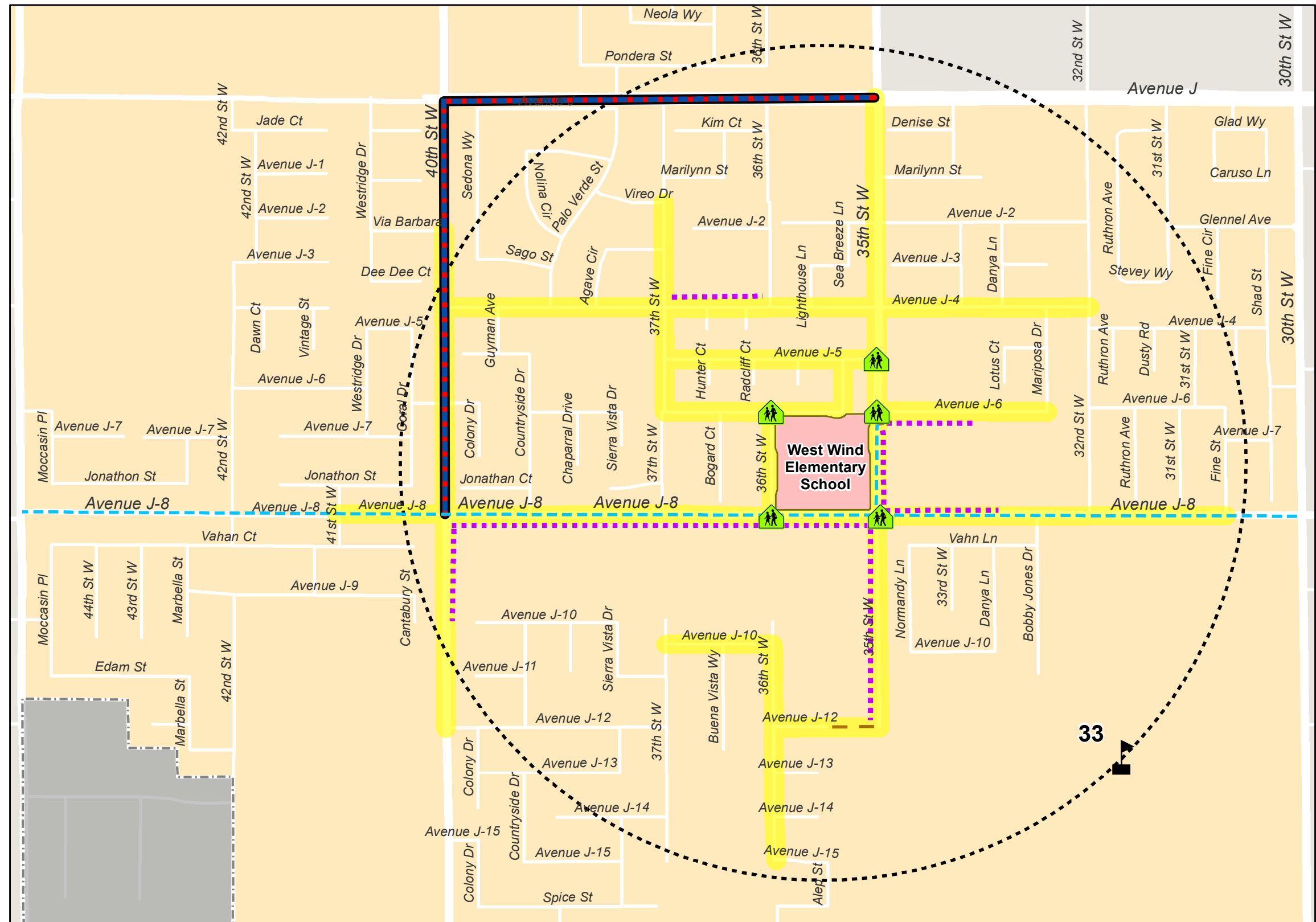


SRTS RECOMMENDATIONS

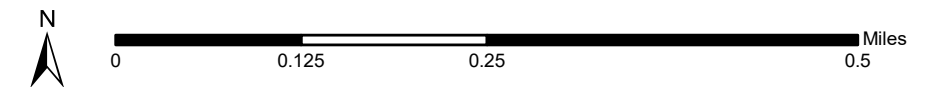
Suggested Routes and Recommended Improvements



- Potential Improvements**
- Bike Lanes
 - Buffered Bike Lanes
 - Sidewalks
 - Multipurpose Path
 - 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



West Wind Computer Science Magnet 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



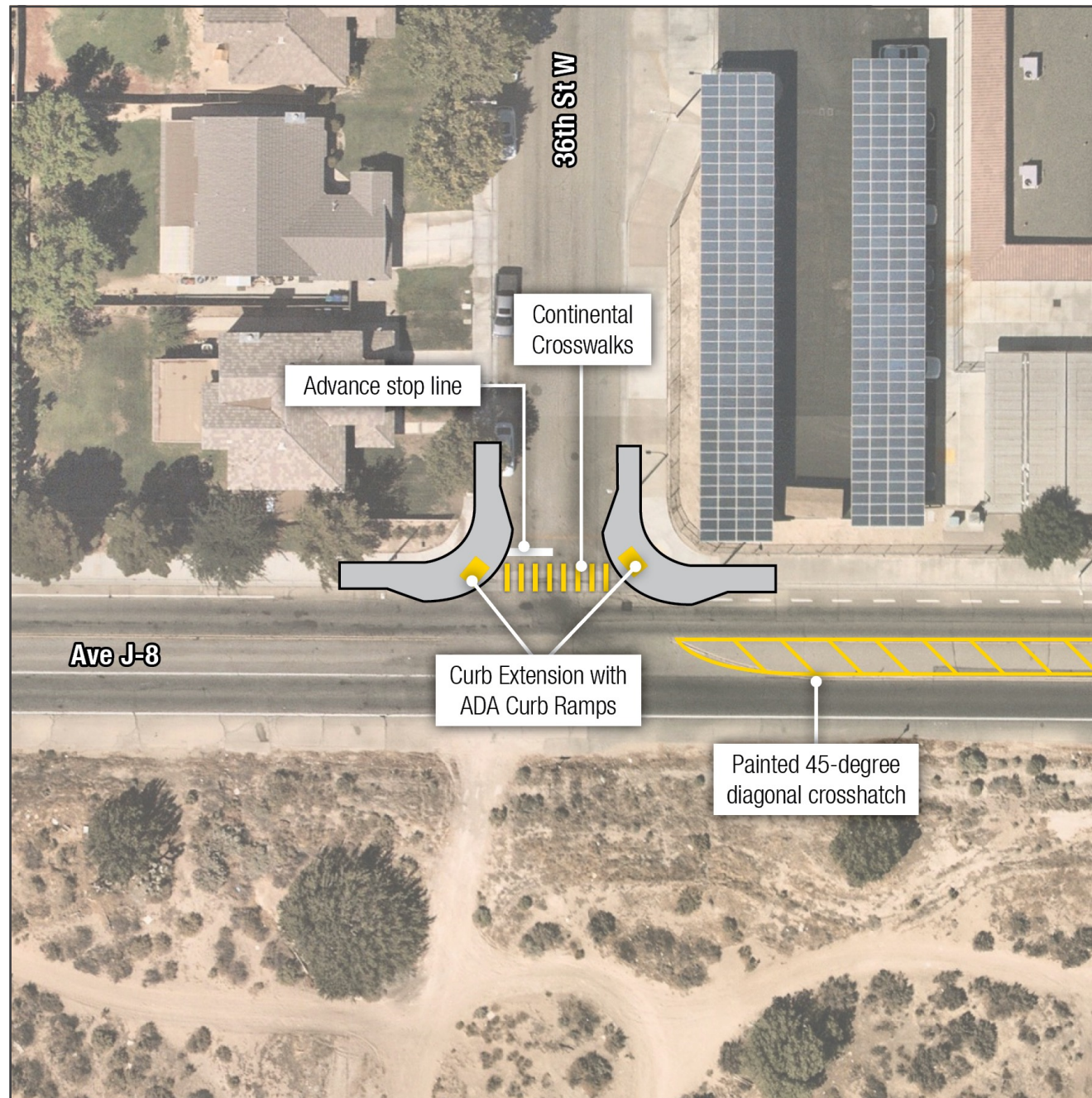
With City and School District programmatic support, the principal can set the tone to encourage and increase students who walk or bike to school.



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

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

Avenue J-8 and 36th Street West

Existing

- T-intersection.
- Stop control on 36th Street West.
- Yellow transverse-line crosswalk on the north leg.

Potential Improvements

- Add curb extensions with ADA curb ramps at north leg crosswalk.
- Add advanced stop line to the north leg.
- Add yellow continental crosswalk to the north leg.
- Add painted 45-degree diagonal crosshatch markings to the median on the east leg.

PROJECT IMPROVEMENTS

Recommendations

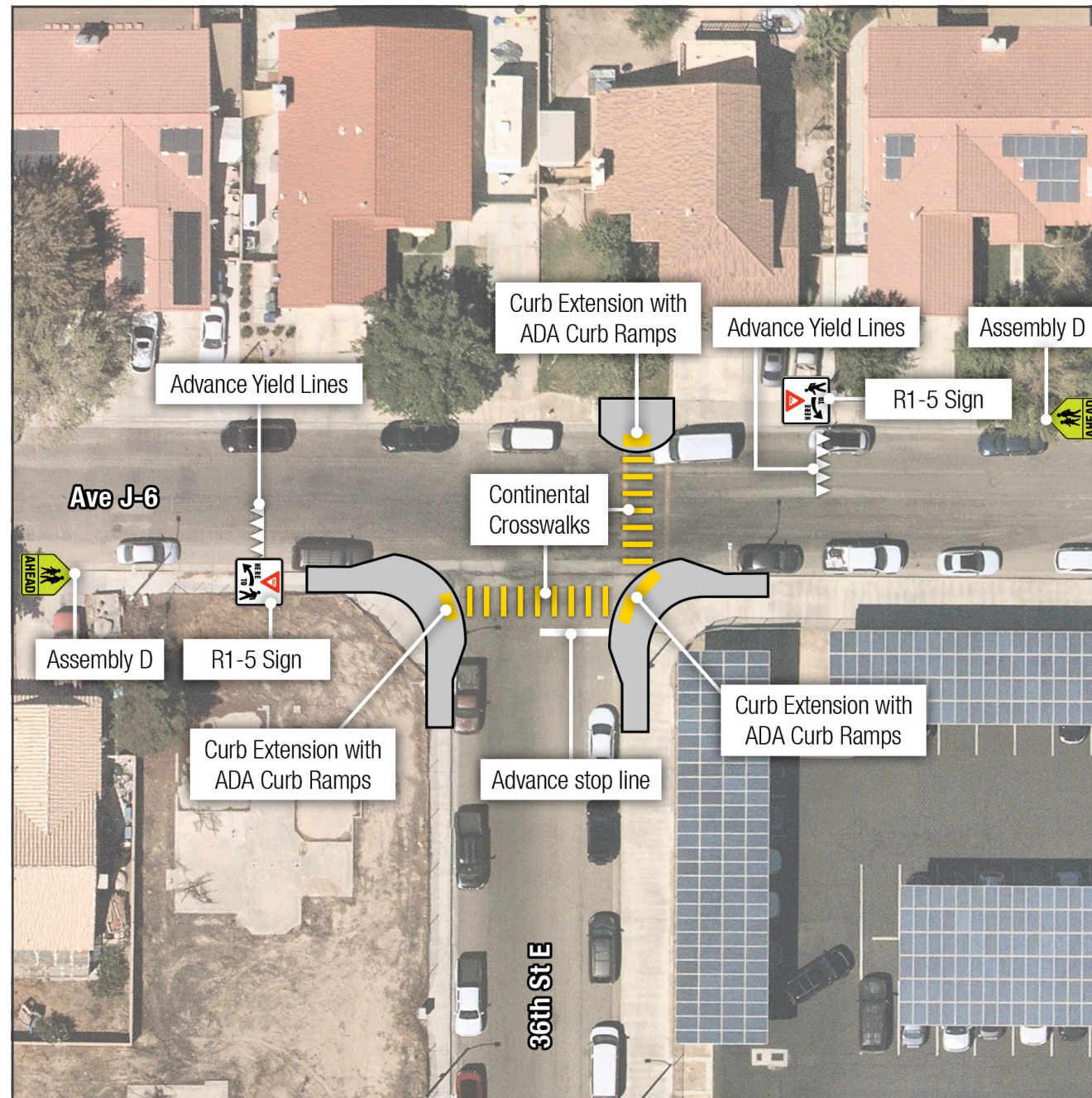
Avenue J-6 and 36th Street West

Existing

- T – intersection.
- Stop control on 36th Street West.
- Yellow transverse-line crosswalks on the east and south legs.
- Assembly B signs on the east leg crosswalk.

Potential Improvements

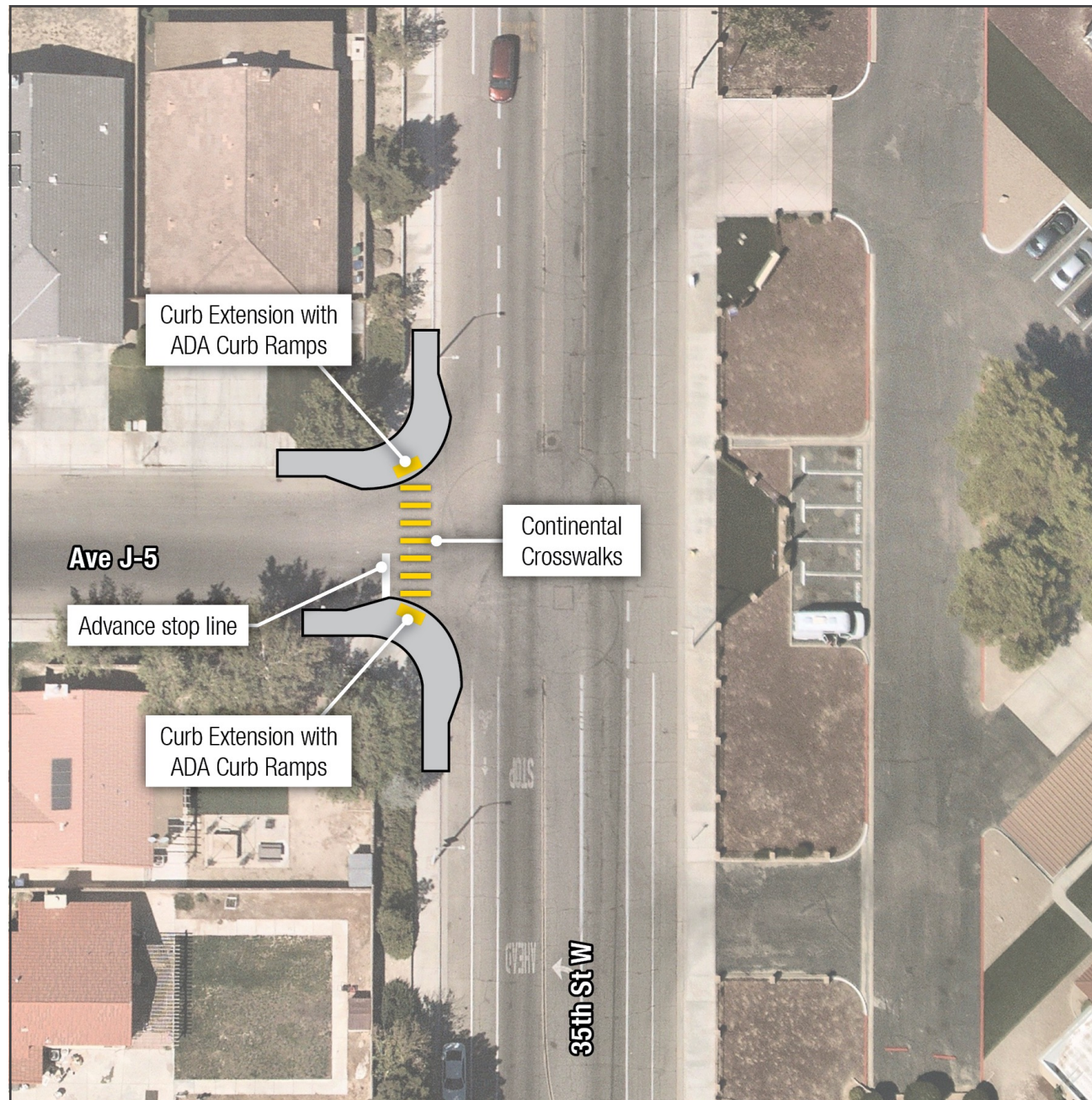
- Investigate installing curb extensions on the northeast, southeast, and southwest corners.
- Add advanced stop line on the south leg.
- Add yellow continental crosswalks on the south and east legs.
- Add advanced yield lines to both approaches to the east leg crosswalk.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

35th Street West and Avenue J-5

Existing

- T – intersection.
- Stop control on Avenue J-5.
- No marked crosswalks.

Potential Improvements

- Add curb extensions with ADA curb ramps to west leg crossing.
- Add advanced stop line to the west leg.
- Add yellow continental crosswalk to the west leg.

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

35th Street West and Avenue J-6

Existing

- T – intersection.
- All-way stop control.
- All stop signs have LED lights.
- Yellow transverse-line crosswalk on the north leg.

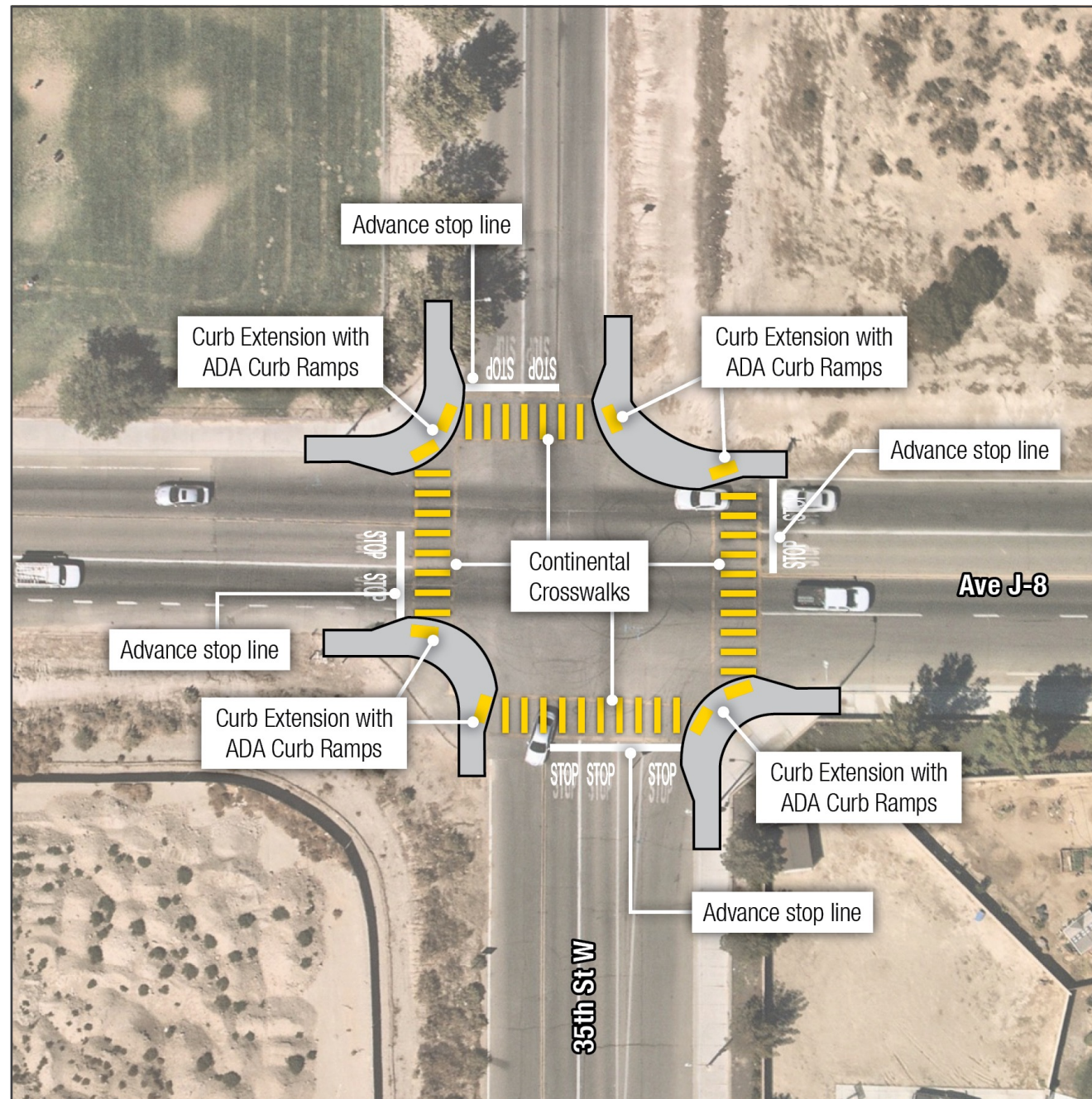
Potential Improvements

- Add curb extensions with ADA curb ramps to north leg crosswalk.
- Add advanced stop line to the north leg.
- Add yellow continental crosswalk to the north leg.

PROJECT IMPROVEMENTS

Recommendations

Avenue J-8 and 35th Street West



POTENTIAL IMPROVEMENTS

Existing

- All-way stop control.
- All stop signs have LED lights, except the stop sign within travel way on the south leg.
- Yellow transverse-line crosswalks on all legs.
- No sidewalks on the northeast and southwest corners.

Potential Improvements

- Add curb extensions with ADA curb ramps to all corners.
- Add yellow continental crosswalk to all legs.
- Investigate replacing all-way stop with roundabout.
- Investigate narrowing intersection width (by reducing number of approach lanes) as part of Lancaster Local Road Safety Plan (LRSP) Project.

PROJECT & PROGRAM IMPLEMENTATION

Strategy Packages

Summary of Engineering Strategies, by Type

Crossing Improvements

- **Avenue J-8 & 36th Street West:** Pavement markings; curb extensions/ramps
- **Avenue J-6 & 36th Street West:** Pavement markings & signage; curb extensions/ramps
- **Avenue J-5 & 35th Street West:** Pavement markings; curb extensions/ramps
- **Avenue J-6 & 35th Street West:** Pavement markings; curb extensions/ramps
- **Avenue J-8 & 35th Street West:** Pavement markings; curb extensions/ramps

Bikeways

- **Avenue J between 35th Street West & 40th Street West:** Lane reduction & Class II buffered bike lanes
- **40th Street West between Avenue J & Avenue J-8:** Lane reduction & Class II buffered bike lanes
- **Avenue J-8 between 30th Street West & 45th Street West:** Class II bike lane improvements
- **35th Street West between Avenue J-6 & Avenue J-8:** Class II bike lanes (roadway may require widening)

Multipurpose Path

- **Between Avenue J-12 & 35th Street West**

Sidewalks

- **Avenue J-4** between 36th Street West & 37th Street West (north side)
- **Avenue J-6** between 35th Street West & existing sidewalk east of 35th Street West (south side)
- **Avenue J-8** between 35th Street West & existing sidewalk east of 35th Street West (north side)
- **Avenue J-8** between 35th Street West & 40th Street West (south side)
- **35th Street West** between Avenue J-6 & Avenue J-8 (east side)
- **35th Street West** between Avenue J-8 & Avenue J-12 (west side)
- **40th Street West** between Avenue J-8 & existing sidewalk south of Avenue J-8 (east side)

Additional Improvements

- **Avenue J-6 at Pedestrian Entrance to School:** Red curb paint west of pedestrian entrance (south side)

