



Quartz Hill Elementary School

41820 50th Street West | Westside Union School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Quartz Hill Elementary School

41820 50th Street West

SUMMER 2022

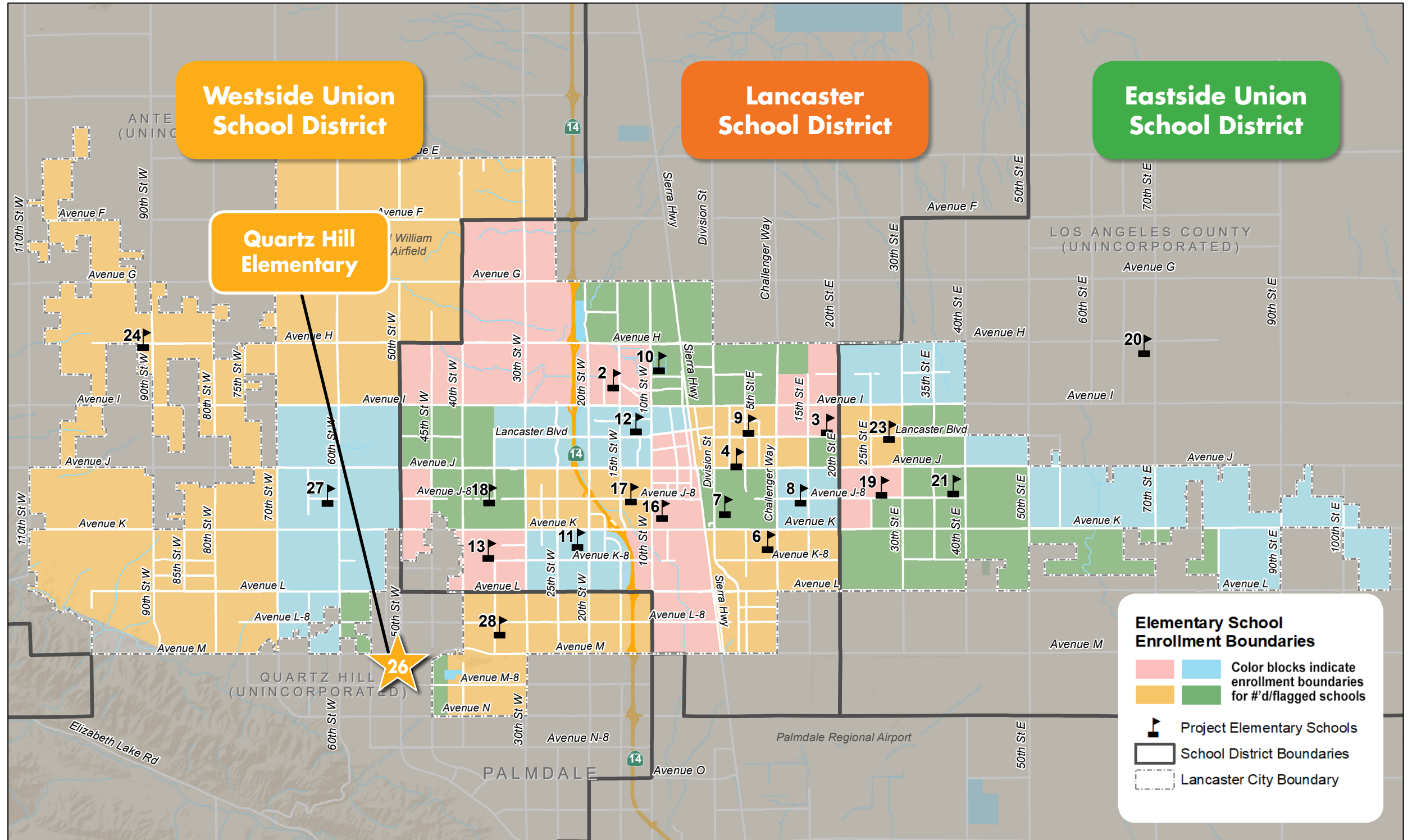


SAFE ROUTES TO SCHOOL

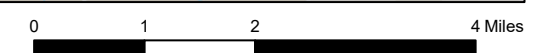


Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster



Quartz Hill Elementary School

41820 50th Street West

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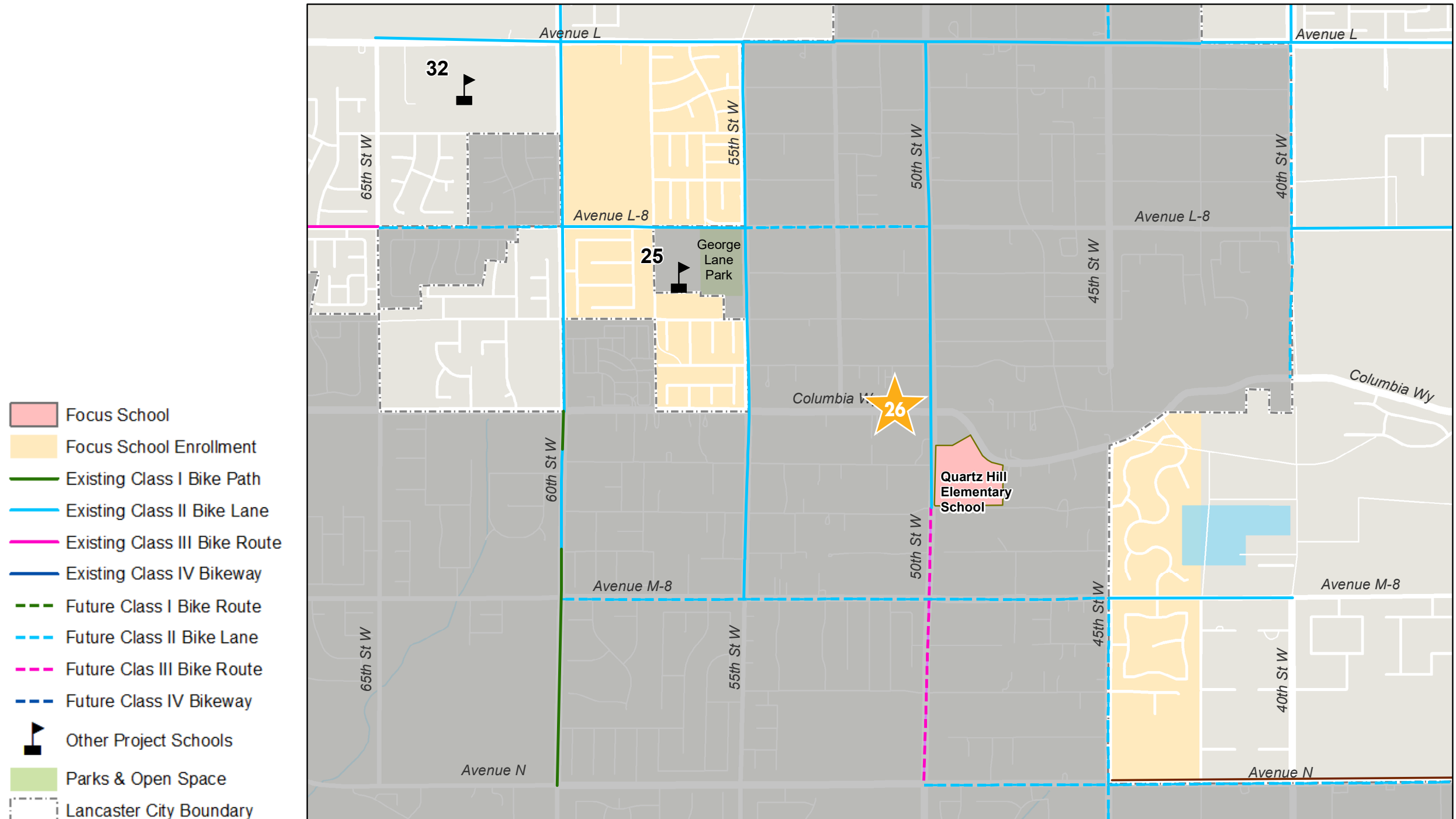
SAFE ROUTES TO SCHOOL



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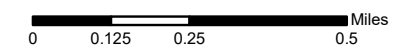
INTRODUCTION

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

Quartz Hill Elementary School - Enrollment Area



Quartz Hill Elementary School

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SAFE ROUTES TO SCHOOL

Junior Rebels Shine!

Quartz Hill Elementary assists in developing a community of life long learners that demonstrates the knowledge, skills and values required to be productive global citizens.

Vision Statement

The vision of the Quartz Hill Elementary community is for all members to be their best everyday, for the benefit of every student.

2021-22 School Snapshot

793 Student enrollment

67.6% of students eligible for free or reduced-price meals (FRPM)

INTRODUCTION School Facts



AVID Certified
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.

Project Lead the Way, a STEM Curriculum

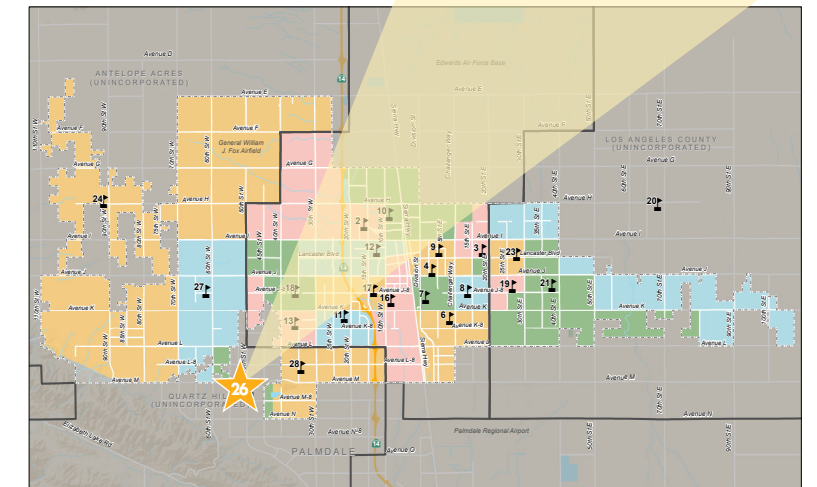
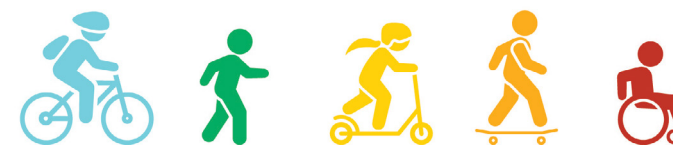


PLTW is aligned to the newly adopted Next Generation Science Standards. When engaged in the modules of PLTW students can be using VEX robotics to solve real-world problems, conducting experiments, or studying the effects of collision.

Dancing Feet and VEX Robotics Team



We offer a tryout for the VEX robotics team for students in fifth and sixth grades. A great way for our students to develop introductory robotic skills prior to matriculating to middle school.



Elementary School Enrollment Boundaries within City of Lancaster



How are Quartz Hill students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPPOOL	TRANSIT	OTHER
2021	29	675	6%	0%	2%	84%	8%	0%	0%
2013-2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Quartz Hill Elementary School

41820 50th Street West

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SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Quartz Hill

TIMS, 2015-2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

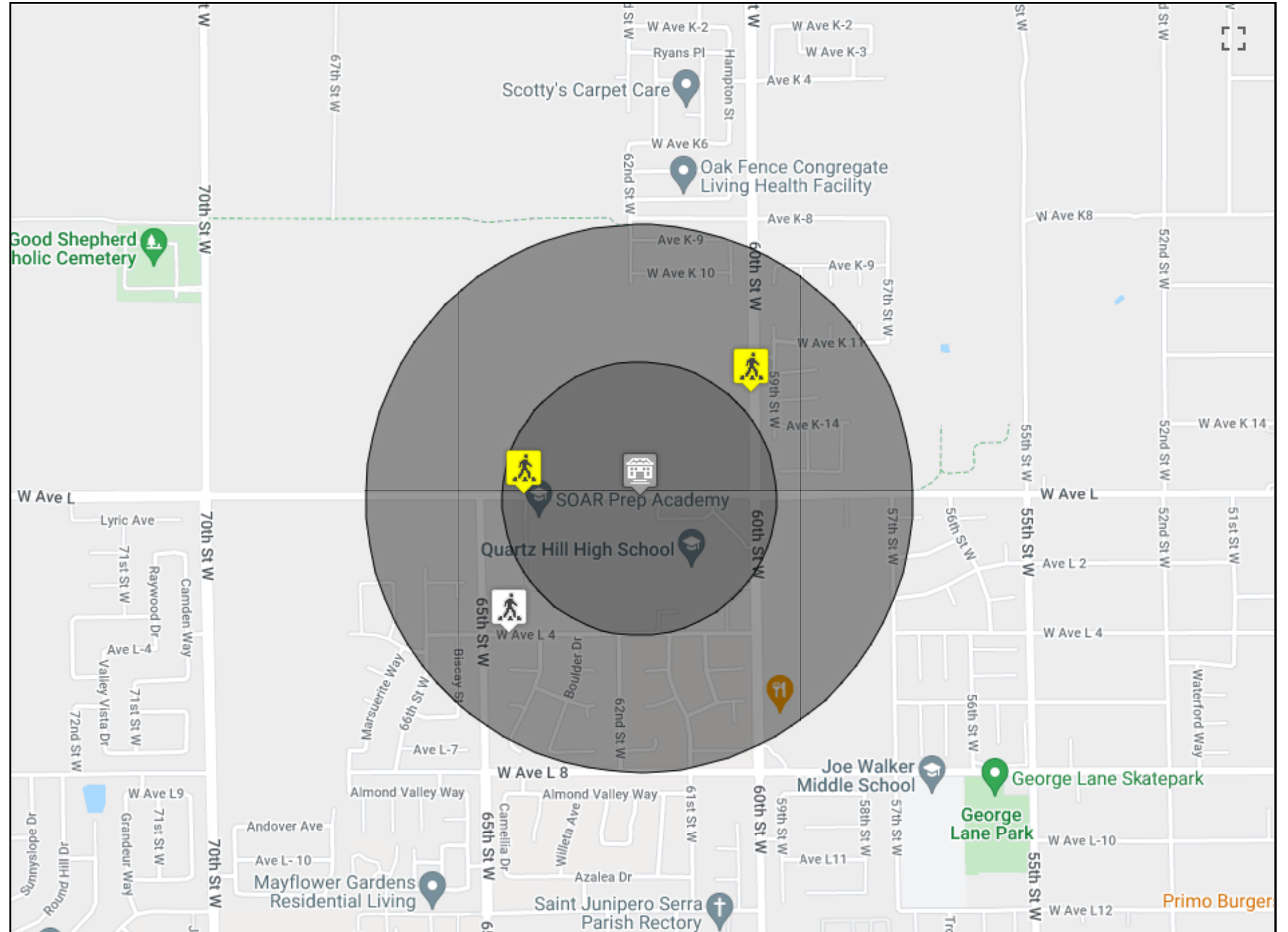
Severe Injury

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

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.

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 19, 2021 Interview Summary Westside Union School District Interviewees:

- Shelly Dearing, Director of Instructional Facilities, Risk Management and Safety
- Rhonda Hanson, Director, Risk Management

The district-level perspective on the potential for active transportation at the five schools included in the SRTS Master Plan update is as follows:

- Quartz Hill Elementary School—has walking/biking school potential, as there are no school buses.
- Sundown Elementary School—has some buses, but also quite a few walkers.

- Valley View Elementary School—has students who walk.
- Del Sur K-8 School—is located in a more rural, less dense area, and is more of a bus school, in the middle of busy roads, so parents don’t let their children walk or bike to school. The distance is too great for biking/walking for most students, as well. Del Sur Acres is more than a mile and a half away. Although no one is biking to this school, it could conceivably occur if there were safe bike facilities.
- Joe Walker Middle School—has a higher share of students walking than other district schools.

Anti-Bullying Campaign

Ms. Dearing and Ms. Hanson noted that one of the Westside Union School District counselors had developed a very successful anti-bullying program that included lessons for use in the lower grades.



Source: Westside Union School District, Lancaster, CA

Lingering Impacts of COVID-19

At the time of the interview, Westside Union School District had just reopened and was experiencing a challenging start due to COVID-19, which impacted the trip to school in several ways. School had just reopened on August 4, and it was not clear at the time of the interview whether volunteers would be coming back to campus. It was noted generally that for school children walking alone, the youngest would be in 4th grade.

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.

Ms. Dearing and Ms. Hanson indicated that none of the schools were using the SEE AND BE SEEN materials and that it is likely that teachers were unaware of the resource. Future use of the lessons would be based on the needs of each school. This is an area for further development, communication, and collaboration between the City and the School District.

Parent Surveys and SRTS Interactive Map Input

Quartz Hill Elementary School

50th Street West & Avenue K-2

- Several incidents involving public intoxication create public safety concerns.

School Grounds

- Issues with homeless individuals sleeping in shrubs by Vice Principal’s office and along the walkway into school.

Avenue M-4 east of 50th Street West

- Lack of sidewalks on the south side of the street.
- Students crossing the street outside the marked crosswalk.
- Parents double parking, causing congestion.

Quartz Hill Road and School Driveway

- Lack of sidewalks along Quartz Hill Road.

Avenue M between Mobile Home Park and 50th Street West

- Sidewalk gaps along Avenue M for students walking from the mobile home park, etc.

Avenue M and 50th Street West

- Suggestion by school staff for crossing guard at this location.

50th Street West and Avenue M-4

- Queueing during pickup and drop-off periods leads to vehicles blocking crosswalks.

EXISTING CONDITIONS

Stakeholder and Community Input

Avenue M (west side) between Avenue M-2 & Avenue M-4

- Parents double parking.

Avenue M (east side) between Avenue M-2 & Avenue M-4

- Parents double and triple parking.
- Parents and students crossing the street outside marked crosswalks.
- Parents making illegal U-turns.

Westside Union School District offices

(directly north of the School on 50th Street West)

- Parents will sometimes try to use this lot. This is discouraged by school staff to avoid impacts on district staff, children have no direct access to school, and some vehicle maneuvers made are unsafe.

50th Street West & School Driveway at Avenue M-2

- Vehicles turning through crosswalks despite the presence of students.
 - Suggestion for right turn-only restrictions during pickup and drop-off periods.

Avenue M-4 east of 50th Street West at School Driveway

- Parents will move/run over cones delineating the bus loading zone.
- Parents turning left into the parking lot cause congestion.
- Parents will maneuver outside designated lanes.
- Parents will make turns too quickly and will pull over and block the exit.
- Vehicles speeding.

Avenue M-4 parking lot east of School

- Parents will use this as a circular lot, which can hold about 40 cars, but not enough capacity during pickup and drop-off periods.

52nd Street West between Avenue K & Avenue L

- Vehicles speeding.
 - Request for traffic calming measures.

50th Street West between Avenue M & Avenue N

- Vehicles speeding.

Quartz Hill Road east of 50th Street West

- Vehicles speeding.

50th Street West & Avenue M-2

- Vehicles turning too quickly through crosswalks.

SURVEY RESPONSES

Approximately 180 parents responded to the paper survey handed out at the schools as the Student Tallies were being conducted in September 2021. Because responses indicated discrepancies in how people answered the survey questions,

these could not be meaningfully summarized and analyzed. However, it is clear that distance, traffic speeds and volumes, crime and the weather were significant factors in determining whether parents allowed their children to walk or ride to school.

Additionally, nearly 20% of respondents provided written responses to an open-ended question eliciting comments. A sample of these is provided below.

Together is Safer

"More kids (including my own) would walk to school if there were responsible adults and sidewalks along the way. Additionally, the traffic around the school is quite dangerous."

"My kids walk home with their cousins—it has been very helpful!"

Sidewalks and Stop Signs

"There should be a stop sign at the circle drive entrance on M-4 for both directions."

"We would prefer to walk or ride bikes but there isn't a sidewalk on one section of our route—50th Street West, nearest the school."

"We would like to see the City work on roads and sidewalks, also traffic signals."

"I wish my kids had a sidewalk to walk home on."

Pick-up/Drop-off

"Parents who pick up their children from school are so much in a rush.

They block in other people trying to leave. Time to get Sheriff back out to regulate illegal parking."

"We drive to school every day because of our location. It's too far for bike riding. Thank you for your concerns to improve drop-off and pickup."

"Unfortunately, I have seen how parents/caregivers drive, park, and cross the streets near our school. There is no enforcement of traffic laws or parking. I could not be comfortable sending a child to challenge these behaviors."

Parental Concerns

"First, we would like to thank you for this survey. Secondly, it's a scary topic, walking or biking without an adult is scary, with traffic, and strangers. Everything gets us paranoid."

"I am worried about the crimes that have been happening with children the past years. Maybe in high school, my child can walk home."

"There's a situation where a bully would be walking the same route as my child."

"I'd possibly allow my daughter to walk or bike to school if there were a group of kids around her neighborhood who could walk/bike in a group. I would personally feel she is safer that way."

Quartz Hill Elementary 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 Quartz Hill Elementary School virtual walk audit was held on September 23, 2021, via web conference.

Quartz Hill Elementary School had not been included in the 2016 SRTS Master Plan, so there were no baseline tally data or earlier recommended SRTS projects or programs.



















Trudy Valenzuela, Principal, Noelle Zuaro, Vice Principal, and Jennifer Schmid, school counselor represented the school; Rhonda Hanson and Shelly Dearing represented Westside Union School District; Candice Vander Hyde and Rosa Orellano 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:

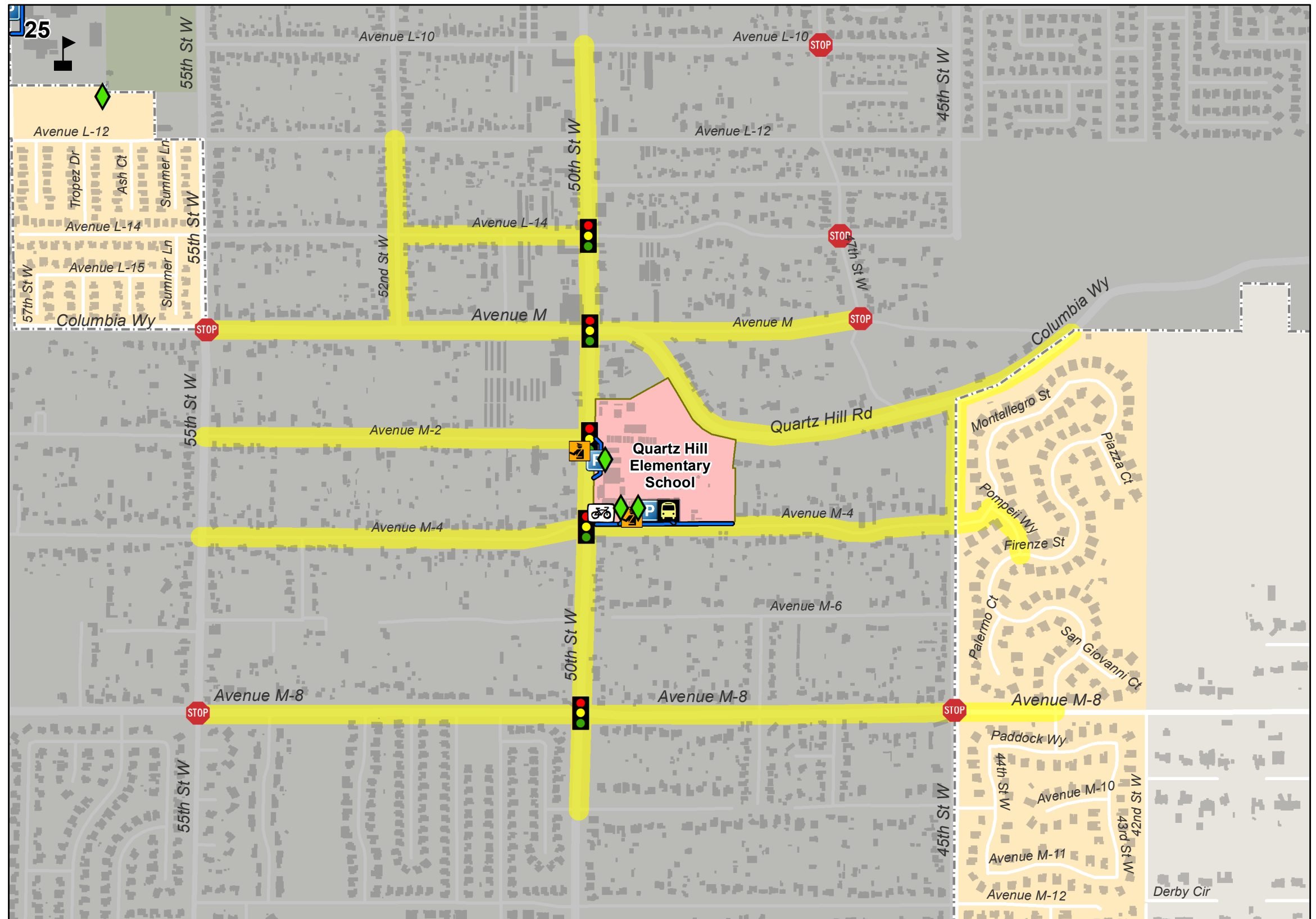
- Quartz Hill Road is curvy, with lots of blind spots; there are only one or two students (with their parents) seen crossing it.
- Some parents have commented that if it were safer, they'd consider allowing their kids to walk to school.
- The physical environment is an issue. The school fronts onto dirt lots, and there have been issues with homeless, and intoxication.

EXISTING CONDITIONS

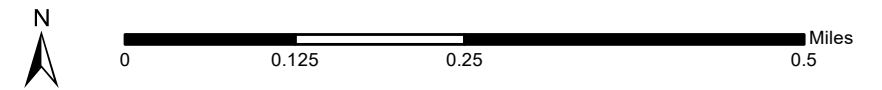
Suggested Routes, Traffic Control, and School Access



-  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



Quartz Hill Elementary School
Traffic Control & School Access

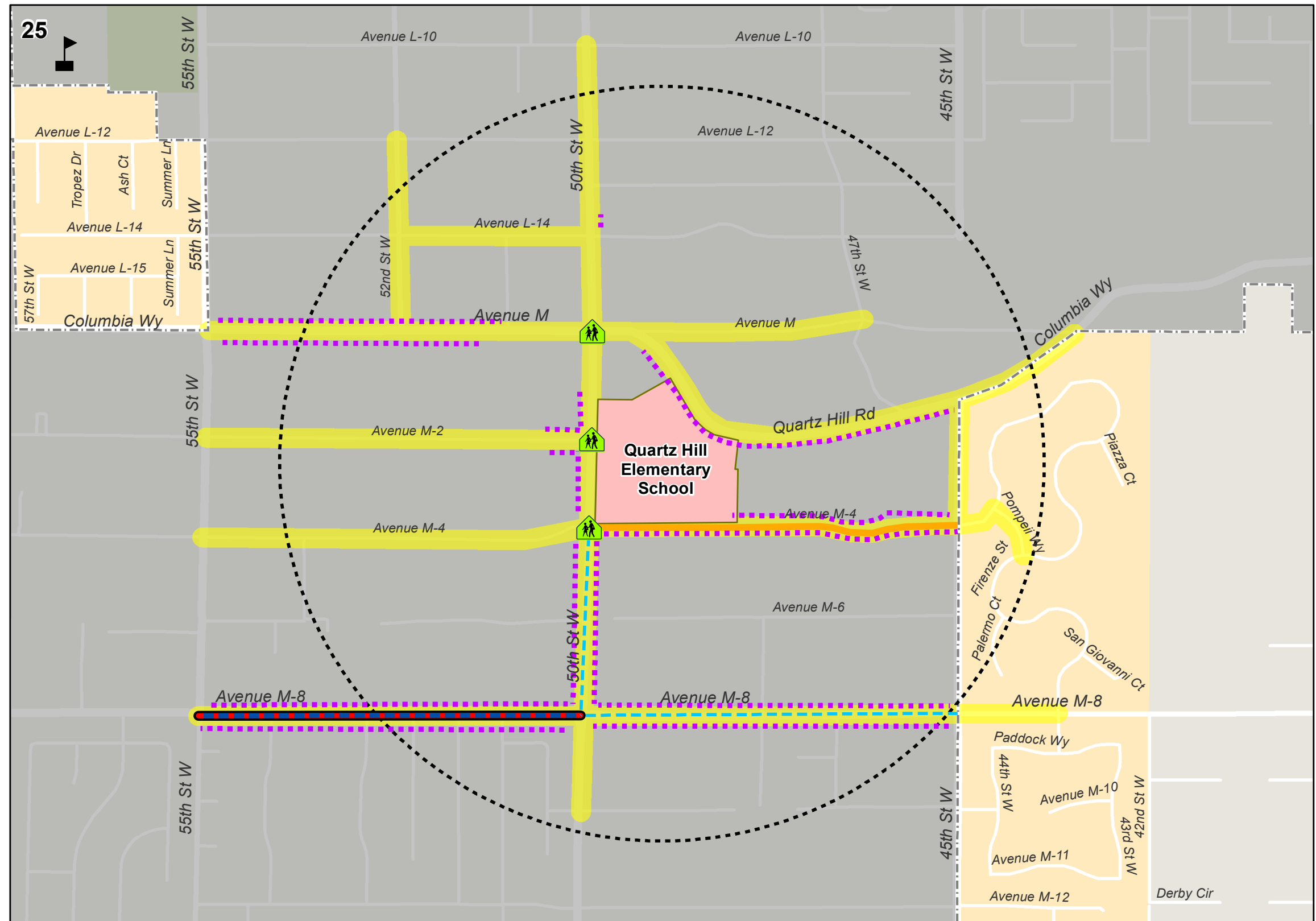


SRTS RECOMMENDATIONS

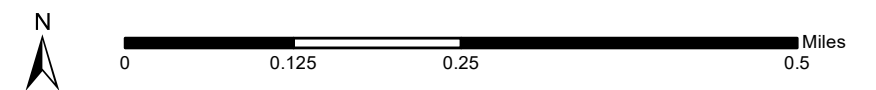
Suggested Routes and Recommended Improvements



- Potential Improvements**
- Bike Lanes
 - Buffered Bike Lanes
 - Sidewalks
 - Traffic calming
 - Lane Reductions
 - 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



Quartz Hill 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.

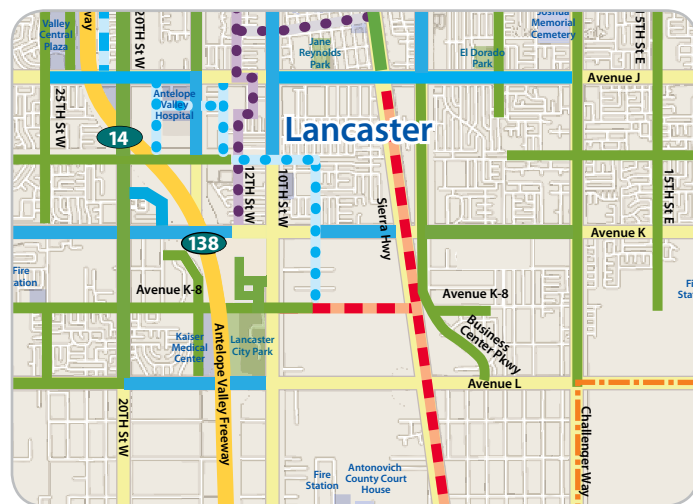
- Community events, family fun days
- Annual parent/guardian surveys



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

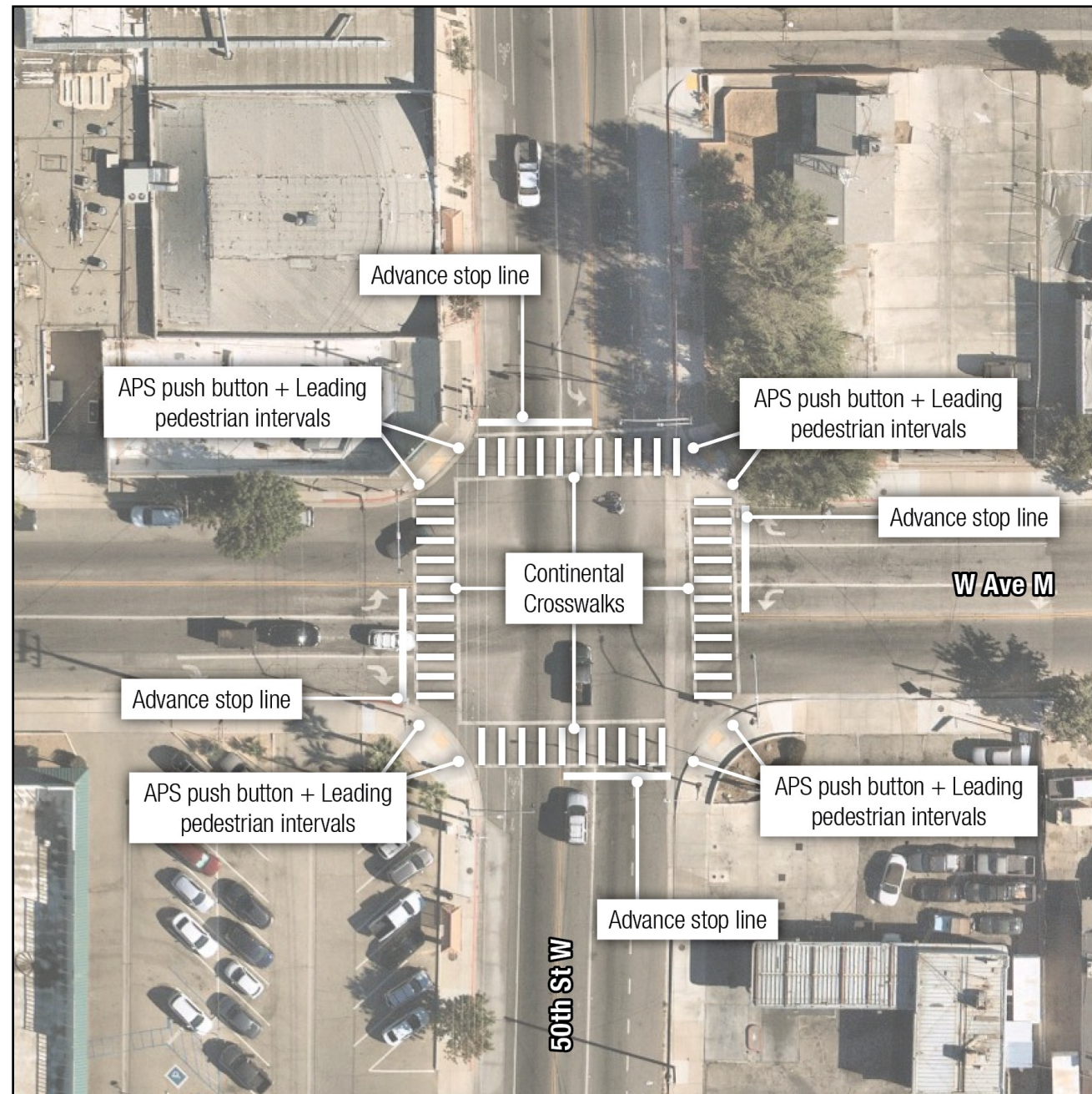
50th Street West and Avenue M

Existing

- Signalized intersection.
- White transverse-line crosswalks on all legs.

Potential Improvements

- Add white continental crosswalks on all legs.
- Add advanced limit lines on all legs.
- Investigate adding a leading pedestrian interval to cross all legs.
- Add accessible pedestrian signal (APS) push buttons.
- Crossing guard.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

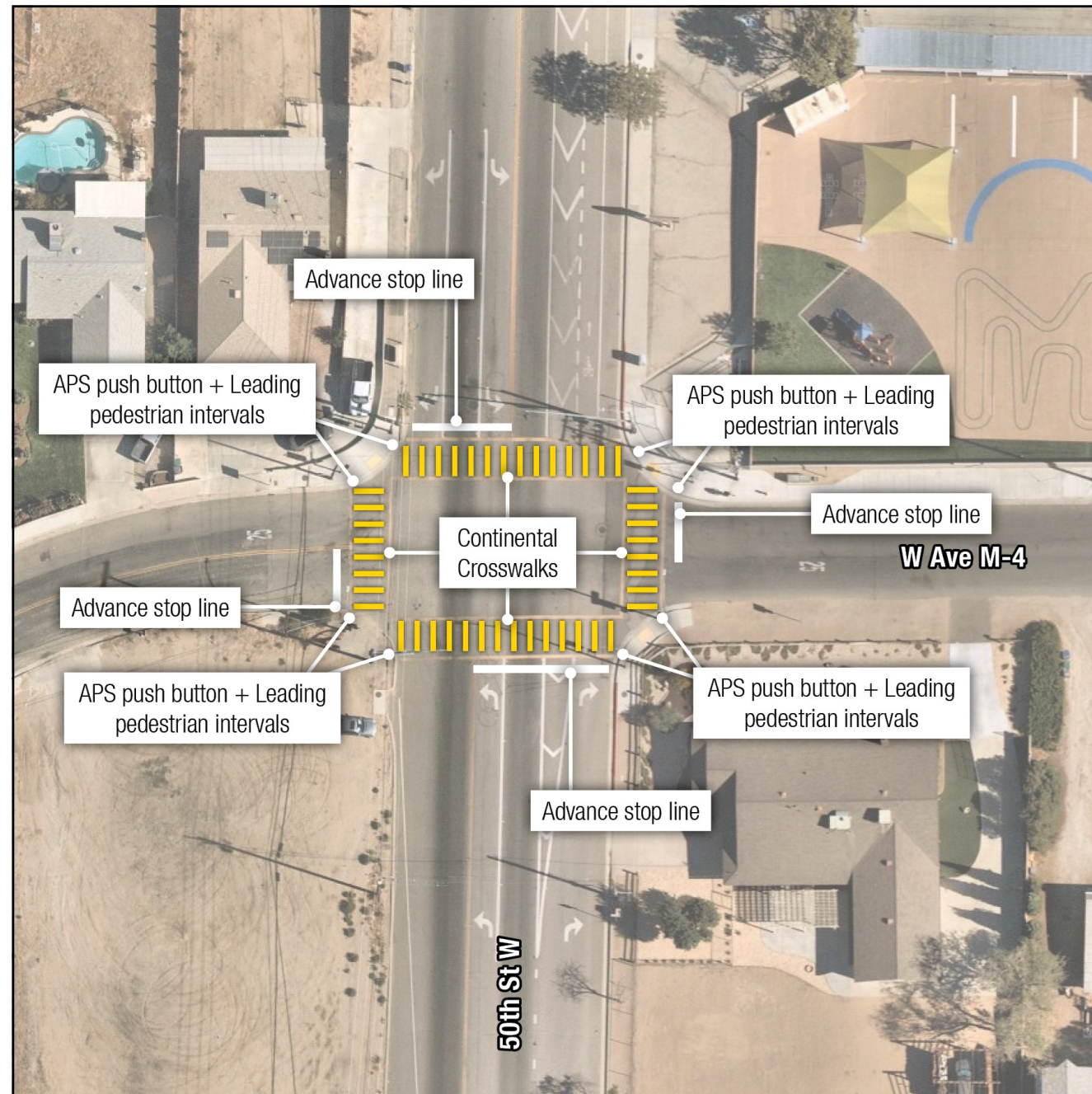
50th Street and Avenue M-4

Existing

- Signalized intersection.
- Transverse-line crosswalks on all legs.

Potential Improvements

- Add yellow continental crosswalks on all legs.
- Add advanced limit lines on all legs.
- Investigate adding a leading pedestrian interval to cross all legs.
- Add accessible pedestrian signal (APS) push buttons.
- Crossing guard.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

50th Street and Avenue M-2

Existing

- Signalized intersection.
- Yellow transverse-line crosswalks on all legs.

Potential Improvements

- Add yellow continental crosswalk on south and west legs.
- Add advanced stop lines on west and south legs.
- Add accessible pedestrian signal (APS) push buttons.



POTENTIAL IMPROVEMENTS

PROJECT & PROGRAM IMPLEMENTATION

Strategy Packages

Summary of Engineering Strategies, by Type

Crossing Improvements

- **50th Street West & Avenue M:** Pavement markings; APS push buttons and leading pedestrian intervals
- **50th Street West & Avenue M-4:** Pavement markings; APS push buttons and leading pedestrian intervals
- **50th Street West & Avenue M-2:** Pavement markings; APS push buttons

Bikeways

- **Avenue M-8 between 50th Street West & 55th Street W:** Lane reductions and Class II buffered bike lanes
- **Avenue M-8 between 45th Street West & 50th Street West:** Class II bike lanes (roadway may require widening and/or shoulder improvements)
- **50th Street West between Avenue M-4 & Avenue M-8:** Class II bike lanes (roadway may require widening and/or shoulder improvements)

Sidewalks

- **50th Street West** between existing sidewalk north of Avenue L-14 & Avenue L-14 (east side)
- **50th Street West** between existing sidewalk north of Avenue M-2 & Existing sidewalk north of Avenue M-4 (west side)
- **50th Street West** between Avenue M-4 & Avenue M-8 (both sides)
- **Avenue M** between existing sidewalks west of 51st Street West & 55th Street West (both sides)
- **Quartz Hill Road** between 45th Street W & existing sidewalk east of 50th Street West (south side)
- **Avenue M-2** between 50th Street West & existing sidewalk west of 50th Street West (both sides)
- **Avenue M-4** between 45th Street West & School (north side)
- **Avenue M-4** between 45th Street West & 50th Street West (south side)
- **Avenue M-8** between 45th Street West & 55th Street West (both sides)

Traffic Calming

- **Avenue M-4 between 45th Street West & 50th Street West:** Speed humps

