

# Valley View Elementary School

3310 W Avenue L-8 | Westside Union School District

SUMMER 2022



SAFE  
ROUTES  
TO  
SCHOOL



# Valley View Elementary School

3310 W Avenue L-8

SUMMER 2022

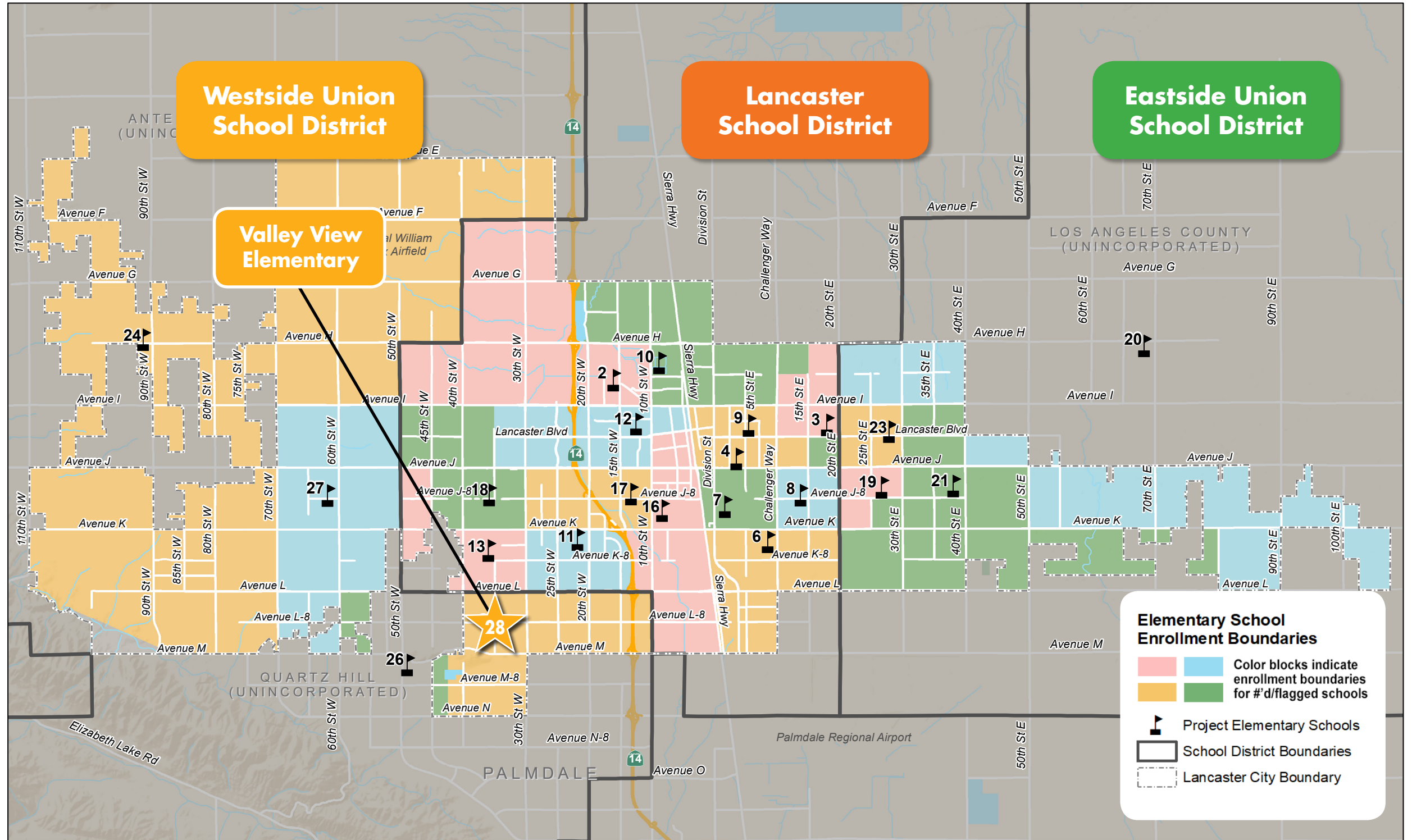


SAFE ROUTES TO SCHOOL



Kimley»Horn

## INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster

# Valley View Elementary School

3310 W Avenue L-8

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



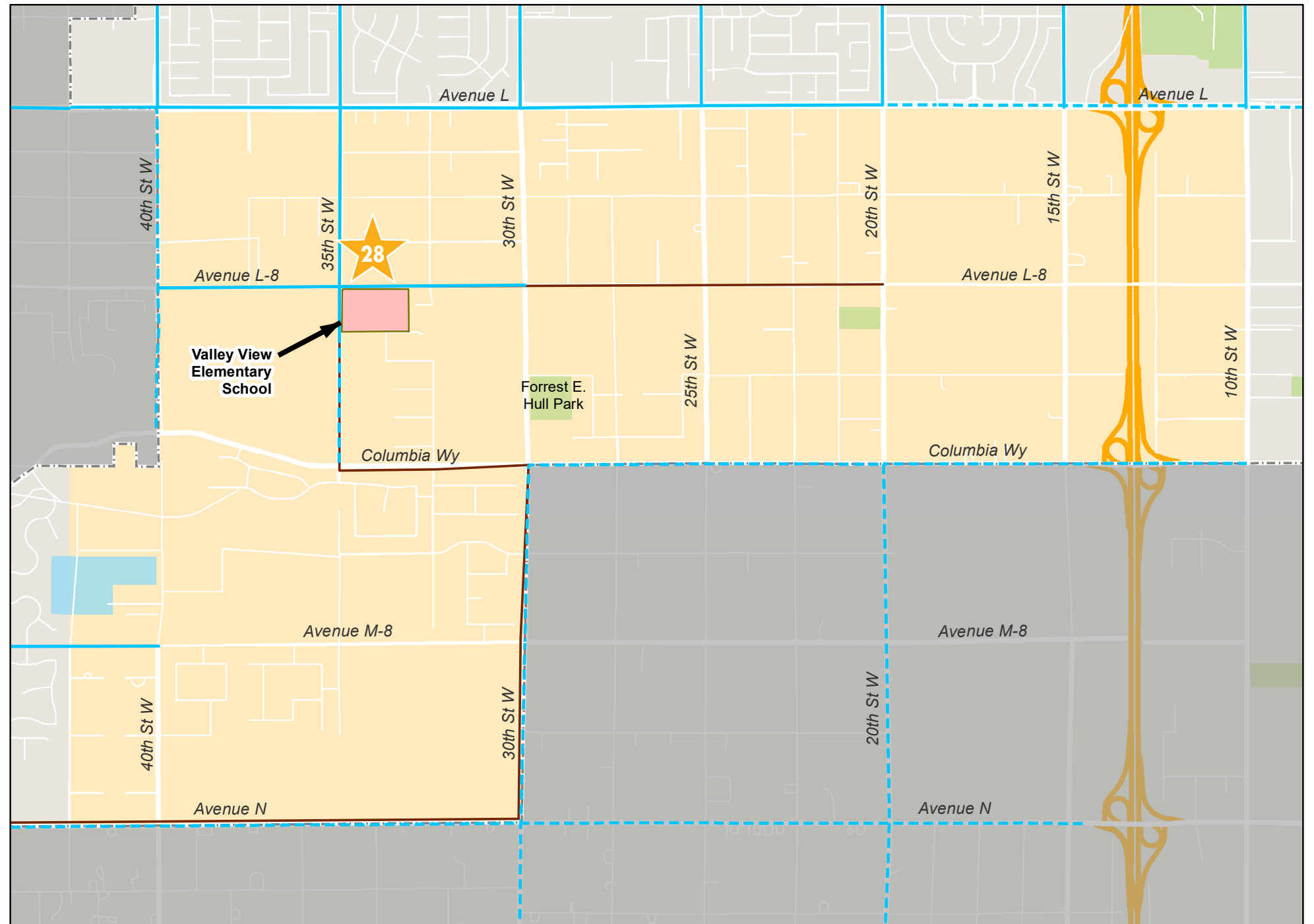
SAFE ROUTES TO SCHOOL



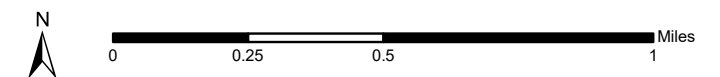
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## INTRODUCTION School Enrollment Area

-  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



Valley View Elementary School - Enrollment Area



# Valley View Elementary School

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SAFE ROUTES TO SCHOOL



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## We Are Warriors In Education!

We are a school community committed to students in order to inspire learning. We spark curiosity and inspire our students to develop skills in critical thinking, communication, collaboration, and creativity. Like Vikings, we passionately take care of our family, doing whatever it takes to create a learning environment conducive for student learning. We are relentless in engaging students, and fearless in trying new strategies to reach our students in their learning journey. We are loyal to our all in our school community, which includes ALL staff, students and families. We persevere in serving our community, and we model persistence in knowing that learning is a process and that mistakes are okay. We learn, make mistakes and keep on trying.

### Viking Success Code

**I will:**

- Use my hands for peace, not pain.
- Use my heart for love, not hate.
- Use my voice for song, not slurs.
- Strive each day to grow and learn.
- Live my life so all will gain.



### How are Valley View students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPPOOL	TRANSIT	OTHER
2021	13	292	5%	1%	1%	85%	7%	0%	1%
2013-2015	N/A	N/A	2%	1%	4%	83%	5%	N/A	0%

## INTRODUCTION School Facts



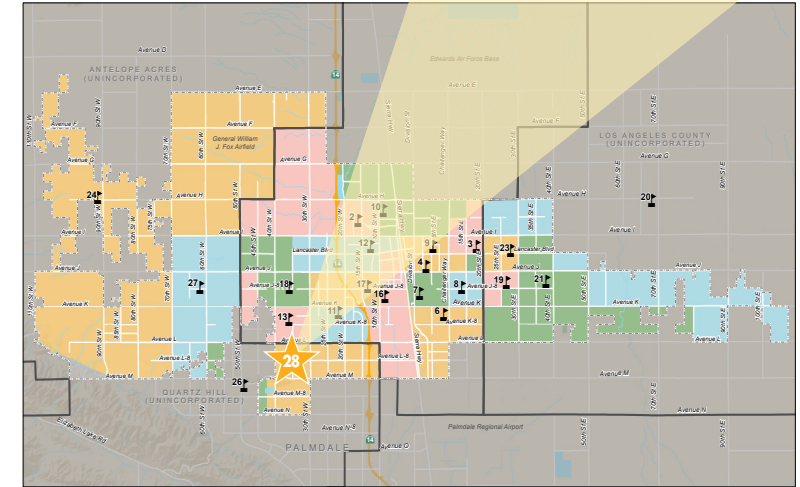
### Mission Statement

Our mission at Valley View is to educate all students to master state content standards in an environment that cultivates character, promotes critical thinking, and inspires the love of learning. Data will point the way to the appropriate interventions and enrichment. Valley View staff will provide the path for students to risk, grow and achieve.

### 2021-22 School Snapshot

**727** Student enrollment

**64.9%** of students eligible for free or reduced-price meals (FRPM)



Elementary School Enrollment Boundaries within City of Lancaster





# Valley View Elementary School

3310 W Avenue L-8

SUMMER 2022



SAFE ROUTES TO SCHOOL



## EXISTING CONDITIONS

# Pedestrian and Bicycle Crashes near Valley View

TIMS, 2015-2019

### TYPES OF CRASHES

Pedestrian

Bicycle

### CRASH SEVERITY

Fatal

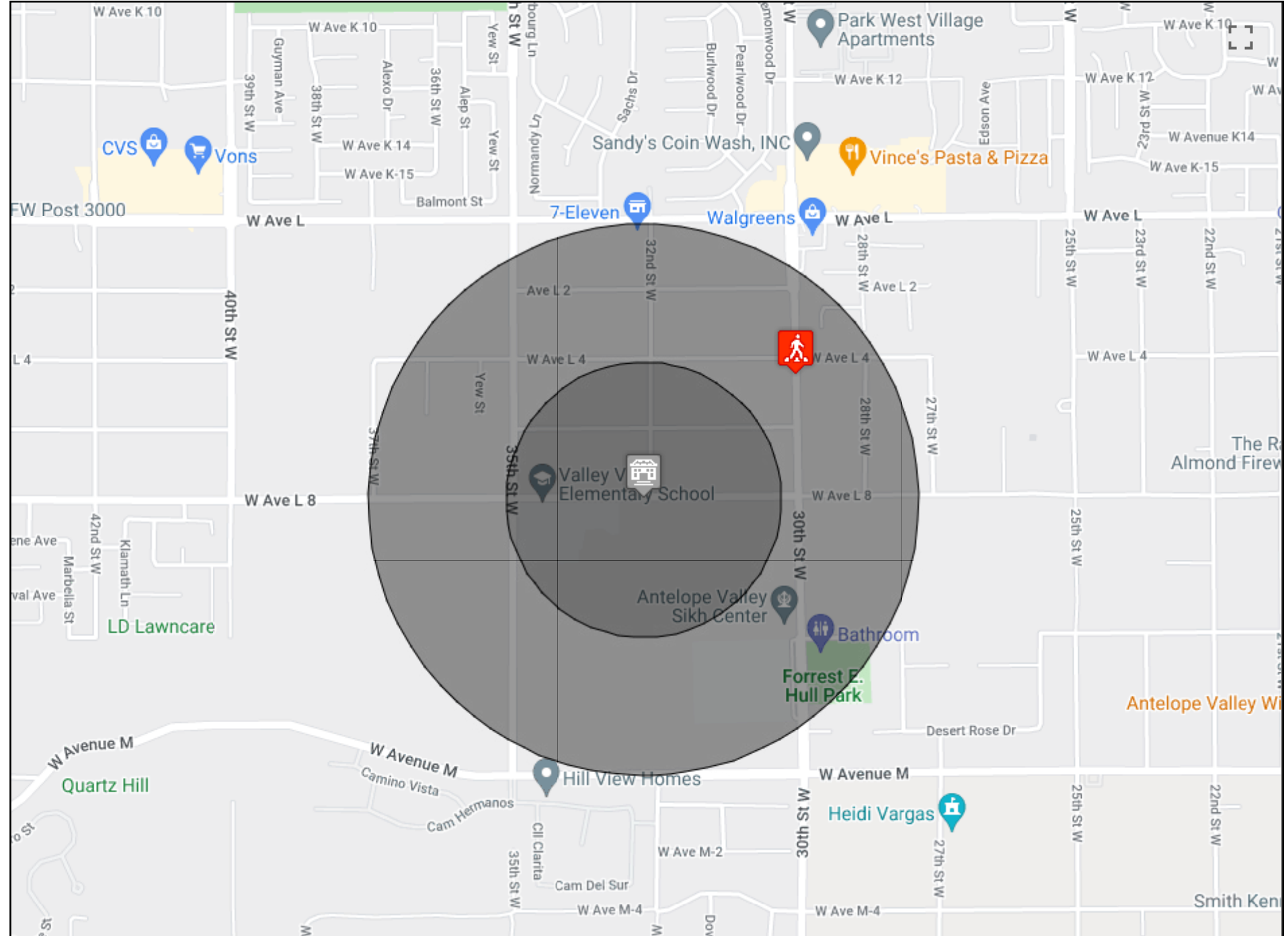
Severe Injury

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



# 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 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 ES—walking/biking school potential (there are no school buses).
- Sundown ES—has some buses, but also lots of walkers.
- Valley View ES—has walkers.
- Del Sur—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 MS—has walkers.

### 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

#### Valley View Elementary

##### Vacant lot between Avenue L & 40th Street West and Avenue L-4 & 37th Street West

- Lack of connections in the street network leads to students walking and biking on unpaved paths through vacant lots toward school.
- Request for a multipurpose path through vacant lots rather than have children walk or bike along 40th Street West and on Avenue L-8.

##### Avenue L-8 east of 35th Street West

- Parents parking illegally.
- Students crossing the street outside of marked crosswalks.

##### 35th Street West south of Avenue L

- Students crossing the street outside of marked crosswalks.
- Parents parking illegally along both sides of the street and on the dirt lot.
- Illegal parking prevents vegetation from holding dust during wind events.

##### Avenue L-8 & 35th Street West

- Vehicles disobeying stop signs.
- Vehicles driving through crosswalks despite the presence of crossing guards and students.



## EXISTING CONDITIONS

# Stakeholder and Community Input

- Queuing vehicles block the crosswalk during pickup and drop-off periods.
- Vehicles will speed around parked or stopped vehicles and into oncoming traffic.

### Avenue L-8 & east School driveway

- Suggestion to examine the possibility of using it as an entrance during pickup and drop-off periods.

### Vacant lot south of School off 35th Street West

- Suggestion to examine the potential for use in managing queueing vehicles during pickup and drop-off periods.
  - During past use, there were problems during inclement weather.
  - Lot is not school property.

### Avenue L-8 & 35th Street West

- Vehicles will use the driveway of a private residence on the northeast corner during pickup and drop-off periods.

### Avenue L-8 & west School driveway

- Queuing vehicles from the parking lot will cause congestion during pickup and drop-off periods.

### Vacant lot at SW corner of Avenue L-8 & 35th Street West

- Vehicles will cut through an unpaved lot during pickup and drop-off periods.
- Issues with vehicles damaging curbs.
- Request from school staff for additional law enforcement.

## SURVEY RESPONSES

Approximately 210 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, 44 parents or guardians, representing about 21% of respondents, provided written responses to an open-ended question eliciting comments. A sample of these is provided below.

### Together is Safer

*"I would let my 3rd grader walk with her 6th-grade brother to school but not younger than 3rd grade."*

*"The Antelope Valley isn't a safe enough place for my children to bike or walk without my husband or me."*

*"Would not let my kids walk to school alone. My kids walk to the adult waiting in the vehicle."*

### Sidewalks and Stop Signs, Distance and Weather

*"The intersection at the school needs a signal and walking paths that are paved, and we need sidewalks down 35th Street West."*

*"If we lived closer, I would allow them to walk to and from school."*

*"Need sidewalks or a way to separate the bike lane. Cars use the bike lane."*

*"The lack of sidewalks and street conditions make it almost impossible to safely walk or bike ride to/from school. Lots of families live close by but are forced to drive due to no pathways."*

*"We have extreme weather (heat and wind)."*

*"The weather in winter is sometimes in the teens."*

*"It would take 40 minutes to walk to school—one way. Most adults don't have the hours to walk when it is a 5-minute drive."*

### Pick-up/Drop-off

*"We need better parking areas."*

*"More parking for parents is needed for before and after school."*

*"Please make sure that 35th Street West has concrete sidewalks instead of dirt."*

### Parental Concerns

*"We have children aged 6 to 15 in our house. Until the crime decreases instead of continuing to increase like it is, I will never feel safe having any of my kids walk to any school around my house. Wish it was different because we would love the option."*

*"I do not let my high school student walk or ride to or from school. It's purely a safety concern for my family. (Kidnap, violence, crime.)"*

*"People drive crazy and don't care."*

*"Me encantaría que mi hija caminara a la escuela porque es más saludable para ella, pero por el clima no nos lo permite."*

(English:) "I would love for my daughter to walk to school because it is healthier for her, but because of the weather, it does not allow us."

*"The people who park across the street don't look nor do they watch their speed even though they're on a dirt road."*

*"Need the Sheriff to control speed. People drive over the speed limit."*

*"I think that we should be encouraging students to walk and bike to school. It would make them strong, fit, and healthy."*

## Valley View 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 Valley View Elementary School virtual walk audit was held on September 23, 2021, via web conference.

Sylvia Borg-Otting, Principal, and Erin Belcher, Vice Principal, represented the school; Rhonda Hanson and Shelly Dearing represented Westside Union School District; Candice Vander Hyde and Rosa Orellana 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:



















- It's hard to get parents to participate in activities like walking school buses. Only a handful of students walk, and very few bike to school.
- Recent improvements to Avenue L-8 and 35th Street West are nice.
- The school did offer a valet service, but only when Vice Principal Belcher stood out with a sign, did parents avail themselves of it.
- Avenue L-8—people hop the sidewalk in their off-road vehicles to get into the desert area.
- During windy weather, the dust from the desert, especially where the soil has been disturbed by cars and off-road vehicles, is a problem. During the rainy season, mud and flooding can be a problem, as well.



## EXISTING CONDITIONS

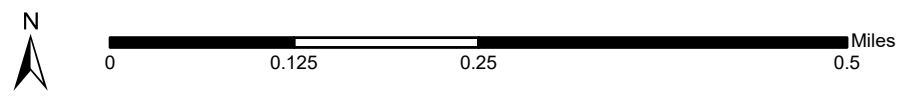
# Suggested Routes, Traffic Control, and School Access



-  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



Valley View Elementary School  
Traffic Control & School Access

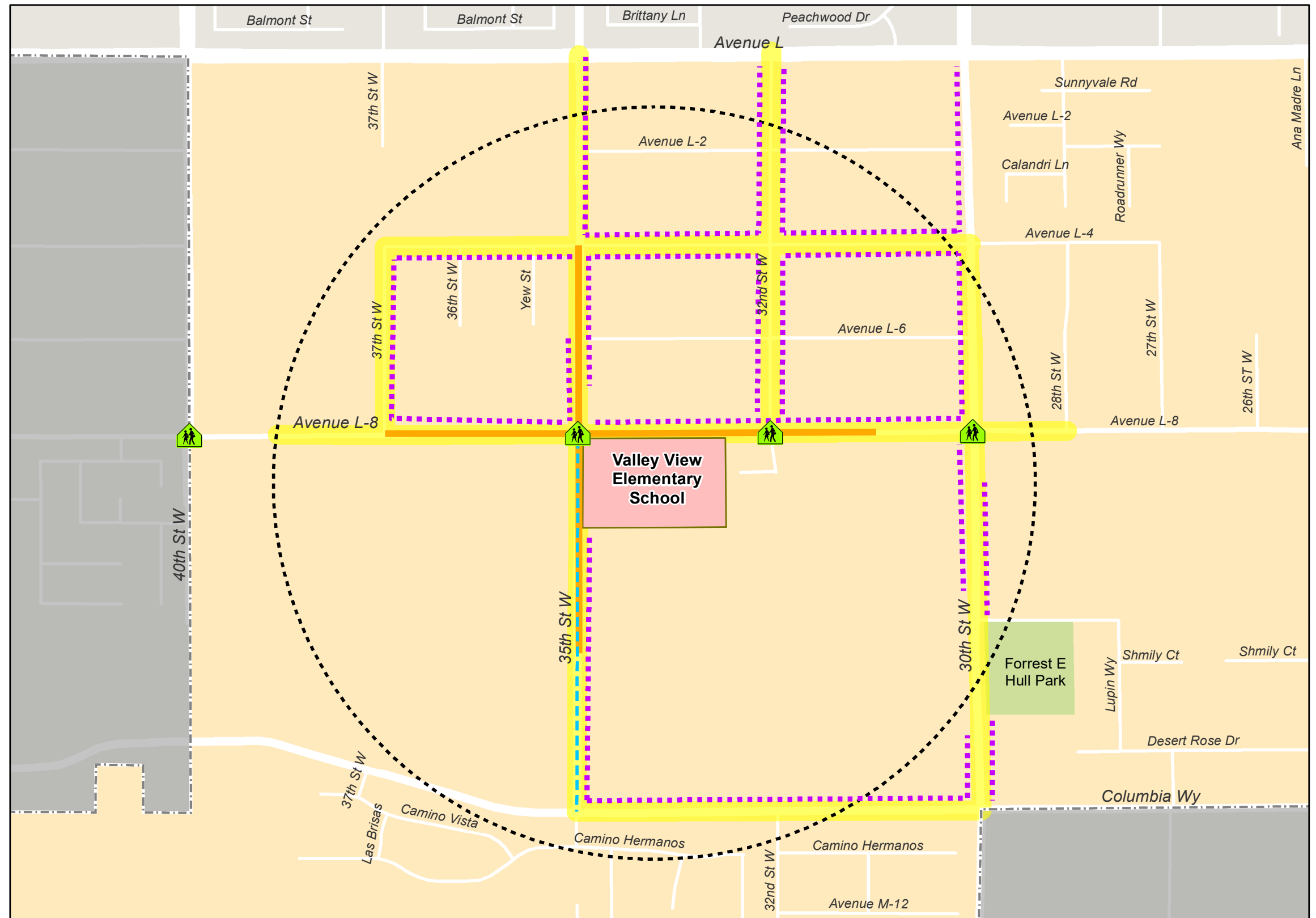


# SRTS RECOMMENDATIONS

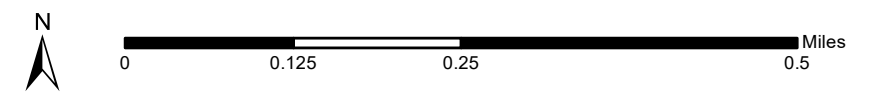
## Suggested Routes and Recommended Improvements



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



Valley View 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

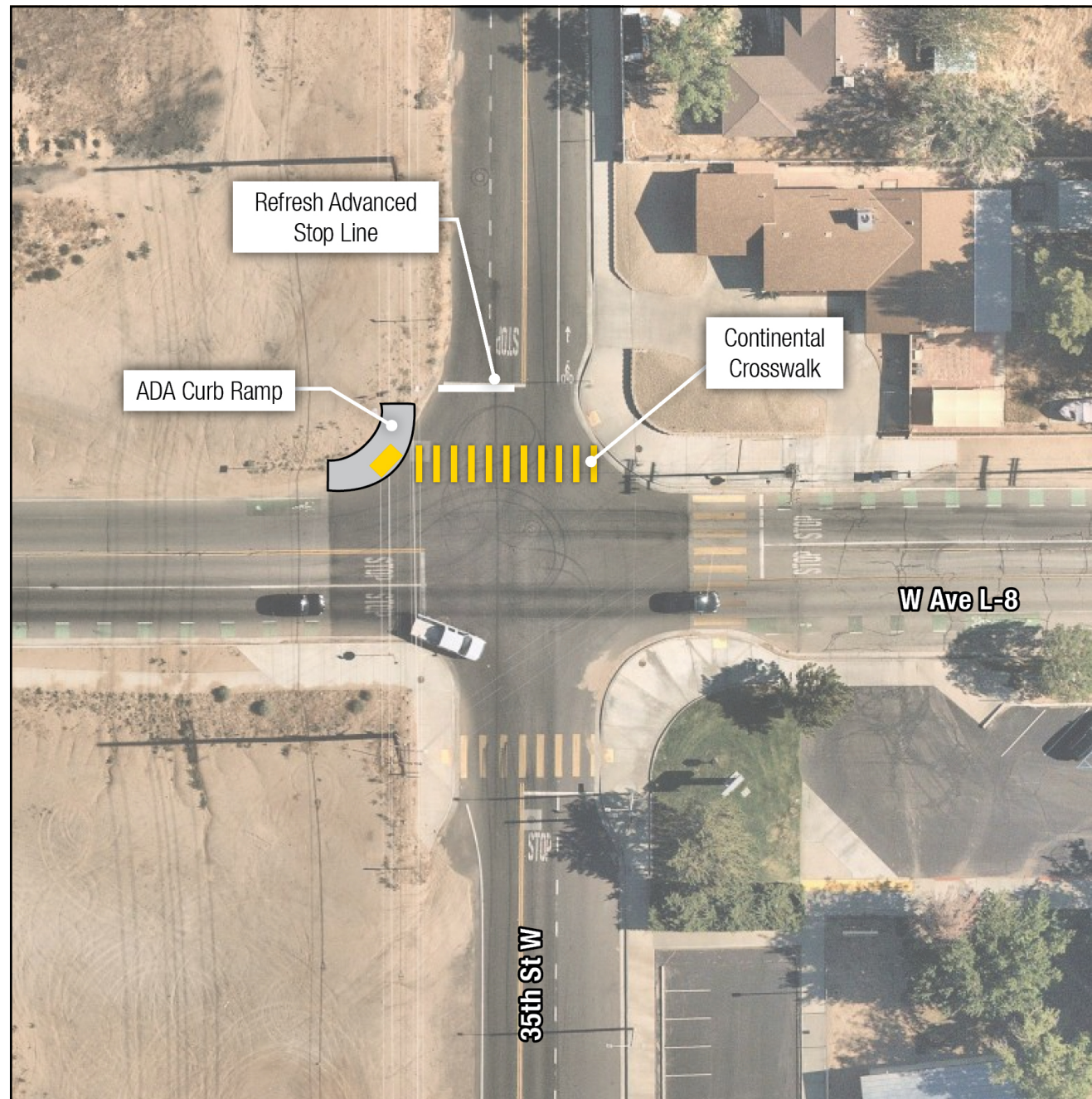
## 35th Street West and Avenue L-8

### Existing

- All-way stop control.
- Yellow continental crosswalks on north, east, and south legs.

### Potential Improvements

- Add yellow continental crosswalk on north leg.
- Add perpendicular ADA curb ramp with truncated domes on the northwest corner.



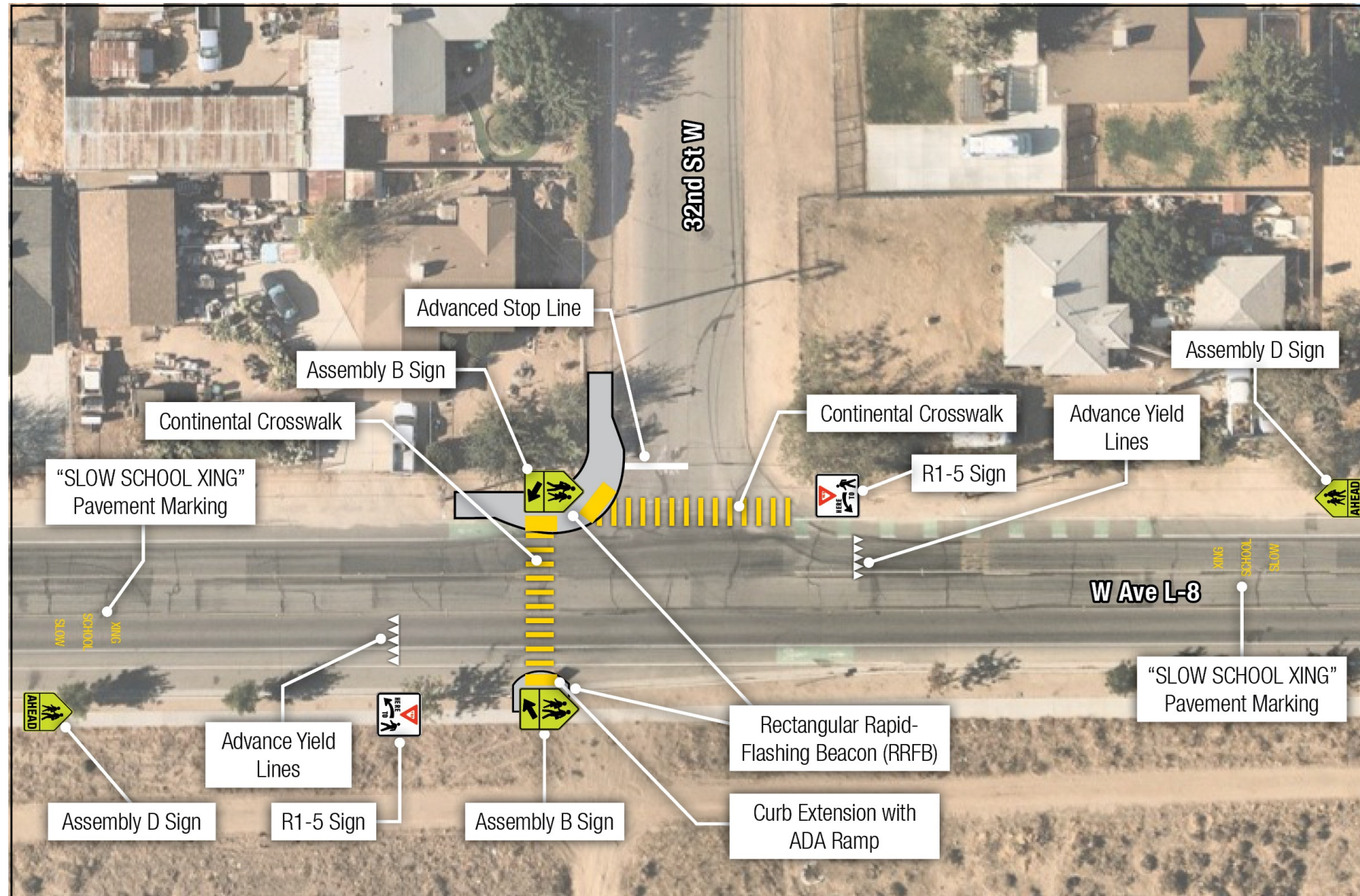
POTENTIAL IMPROVEMENTS



# PROJECT IMPROVEMENTS

## Recommendations

### 32nd Street West and Avenue L-8



#### POTENTIAL IMPROVEMENTS

#### Existing

- T-intersection.
- Stop control on 32nd Street West.
- No marked crosswalk.

#### Potential Improvements

- Investigate installing pedestrian-activated rapid-flashing beacons to the west leg crosswalk.
- Add yellow continental crosswalks to north and west legs.
- Add advanced yield lines to both approaches on the west leg crosswalk.
- Add advanced stop line to north leg.
- Add curb extensions to the west leg crosswalk.
- Add "SLOW SCHOOL XING" pavement marking per CA MUTCD.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines.



## PROJECT IMPROVEMENTS

# Recommendations

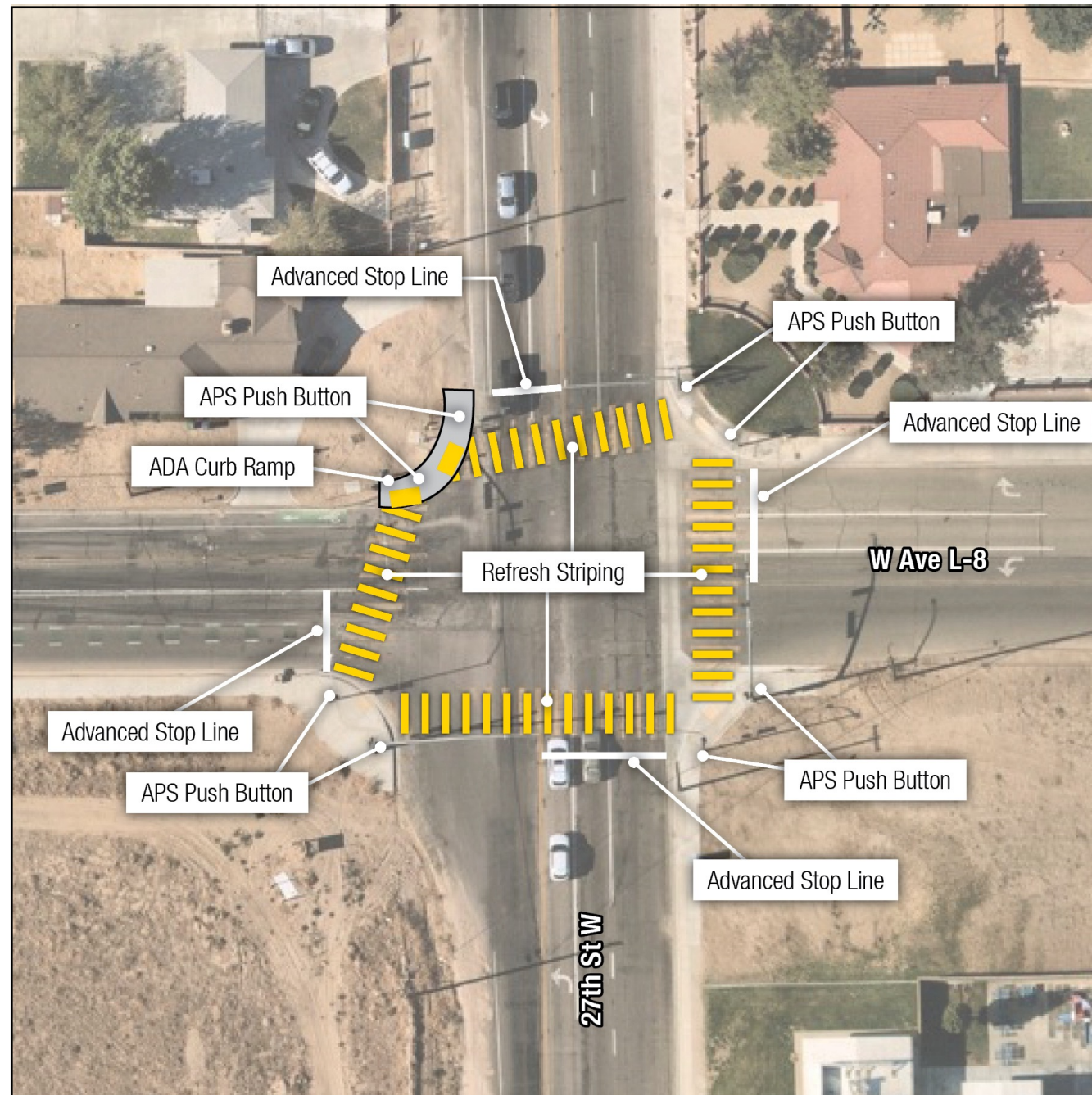
## 30th Street West and Avenue L-8

### Existing

- Signalized intersection.
- Yellow continental crosswalks on all legs.
- Pedestrian signal heads on the north and east legs.

### Potential Improvements

- Refresh yellow continental crosswalks.
- Add advanced stop lines to all legs.
- Add perpendicular ADA ramps with truncated domes at northwest corner.
- Add Accessible Pedestrian Signal (APS) push buttons.

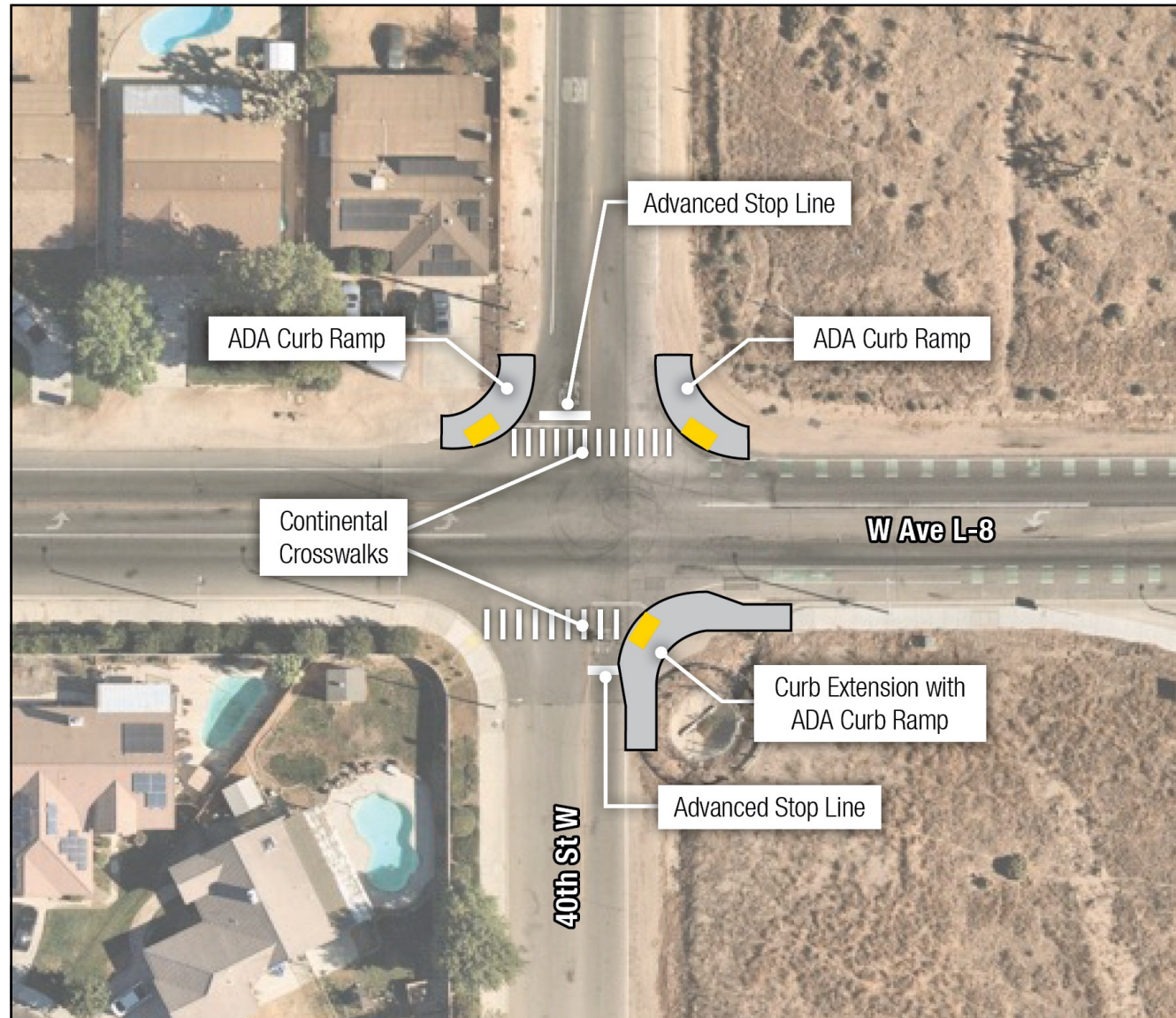


POTENTIAL IMPROVEMENTS



# PROJECT IMPROVEMENTS

## Recommendations



POTENTIAL IMPROVEMENTS

### 40th Street West and Avenue L-8

#### Existing

- TWSC intersection.
- Stop control on 40th Street West.
- No marked crosswalks.

#### Potential Improvements

- Add white continental crosswalks to north and south legs.
- Add advanced stop lines to north and south legs.
- Add ADA ramps with truncated domes to northwest, northeast, and southeast corners.
- Add curb extension to southeast corner.

# PROJECT & PROGRAM IMPLEMENTATION

## Strategy Packages

### Summary of Engineering Strategies, by Type

#### Crossing Improvements

- **35th Street West & Avenue L-8:** Pavement markings; curb ramp
- **32nd Street West & Avenue L-8:** Pavement markings & signage, RRFB; curb extension/ramps, pedestrian refuge island
- **30th Street West & Avenue L-8:** Pavement markings: APS push buttons
- **40th Street West & Avenue L-8:** Pavement markings; curb extension/ramps

#### Bikeway

- **35th Street West** between Avenue L & Avenue M (Columbia Way):  
Class II bike lanes (southbound only – may require roadway widening and shoulder improvements)

#### Traffic Calming

- **35th Street West between Avenue L-4 & north of Avenue M:** Speed feedback signs
- **Avenue L-8 between west of 30th Street West & 37th Street West:** Speed feedback signs

#### Sidewalks

- **30th Street West** between existing sidewalk south of Avenue L-8 & Avenue L-12 (east side)
- **30th Street West** between existing sidewalk north of Avenue M & Avenue M (both sides)
- **30th Street West** between Avenue L & existing sidewalk south of Avenue L-8 (west side)
- **32nd Street West** between Avenue L & Avenue L-8 (both sides)
- **35th Street West** between Avenue L & Avenue M (east side)
- **35th Street West** between Avenue L-6 & Avenue L-8 (west side)
- **37th Street West** between Avenue L-6 & Avenue L-8 (east side)
- **Avenue L-4** between 30th Street West & 35th Street West (both sides)
- **Avenue L-4** between 35th Street West & 37th Street West (south side)
- **Avenue L-8** between 30th Street West & 37th Street West (north side)
- **Avenue M** between 30th Street West & 35th Street West (north side)

