

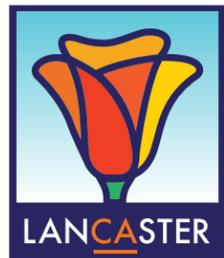
DISCOVERY SCHOOL
44910 17TH STREET EAST



Discovery Elementary School

44910 17th Street East | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Discovery Elementary School

44910 17th Street East

SUMMER 2022

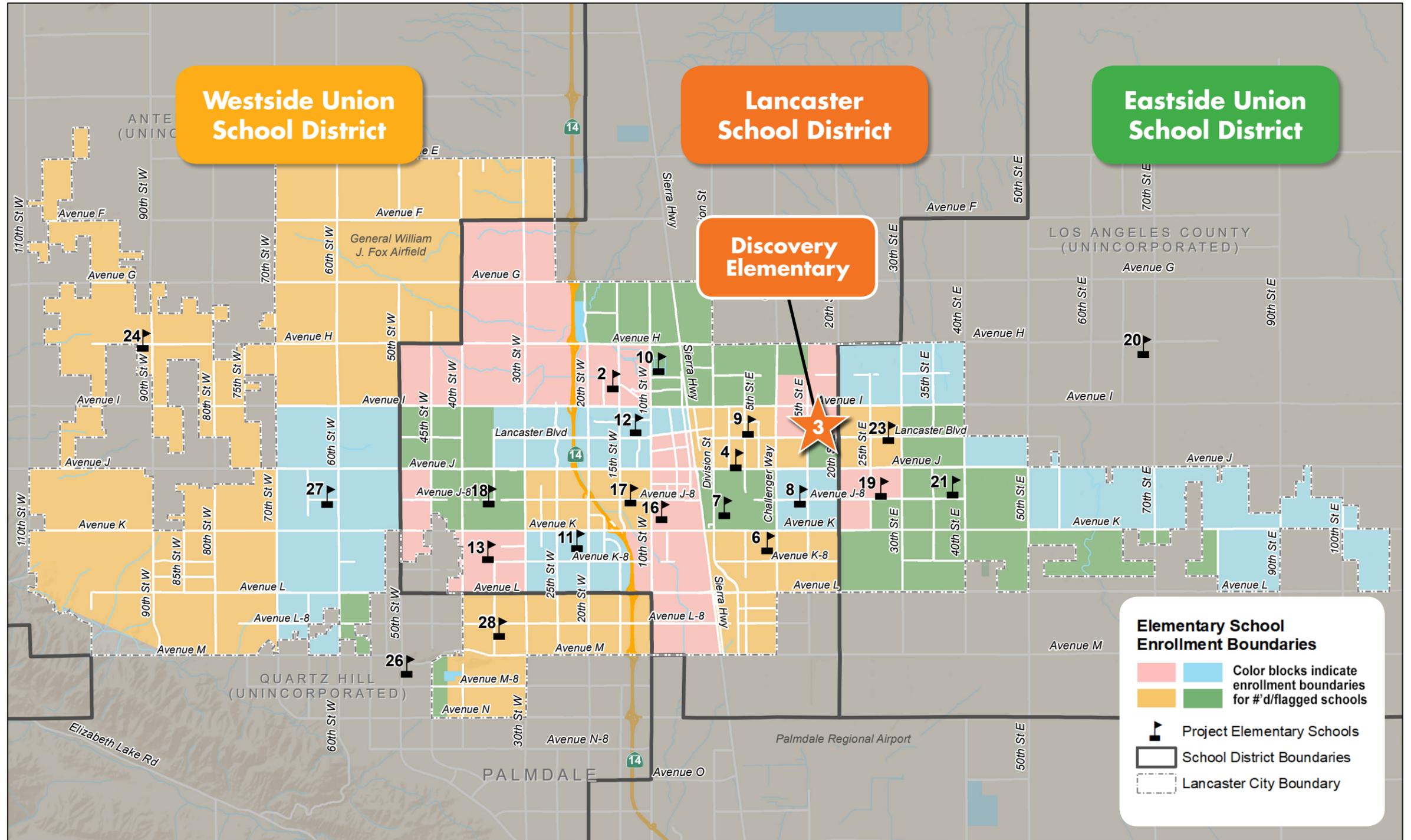


SAFE ROUTES TO SCHOOL



Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster

Discovery Elementary School

44910 17th Street East

SUMMER 2022

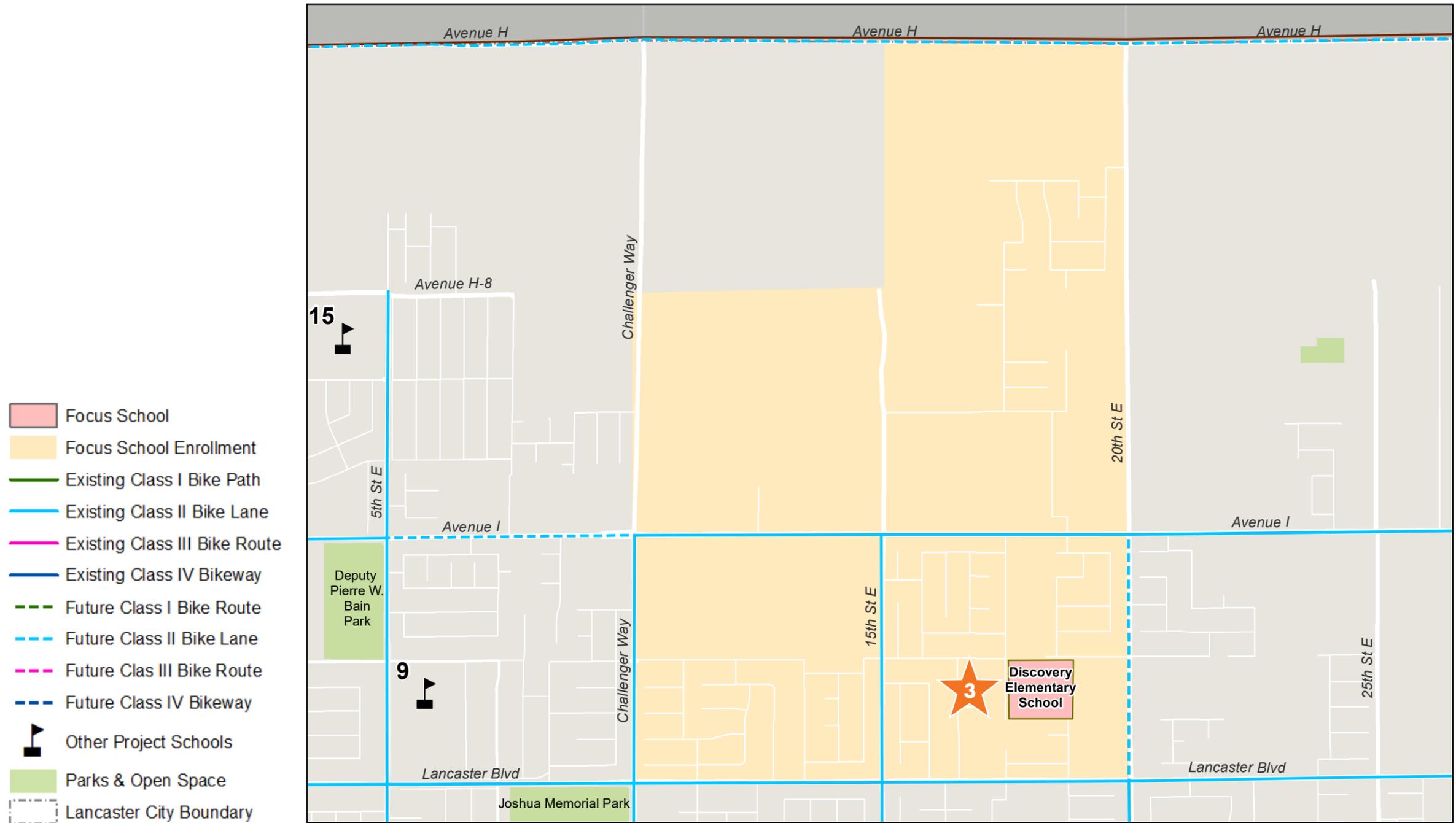


SAFE ROUTES TO SCHOOL

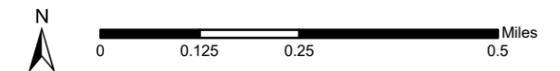


Kimley»Horn

INTRODUCTION School Enrollment Area



Discovery Elementary School – Enrollment Area



Discovery Elementary School

44910 17th Street East

SUMMER 2022



SAFE ROUTES TO SCHOOL

INTRODUCTION School Facts



Rockets Soar High! Options and Excellence In Education

Our MISSION is to prepare all of our students for college and life by providing a challenging and engaging curriculum. Through hands-on authentic exercises such as STEAM (RIGOR) we will promote Critical Thinking, Communication, Collaboration, and Creativity that will bring together our students' lives and their futures (RELEVANCE) in a nurturing and supportive environment (RELATIONSHIPS).

Our VISION is to inspire the traits of STARS, one day at a time:

- Stay Safe
- Take Responsibility
- Aim High
- Respect Everyone
- Shine Bright



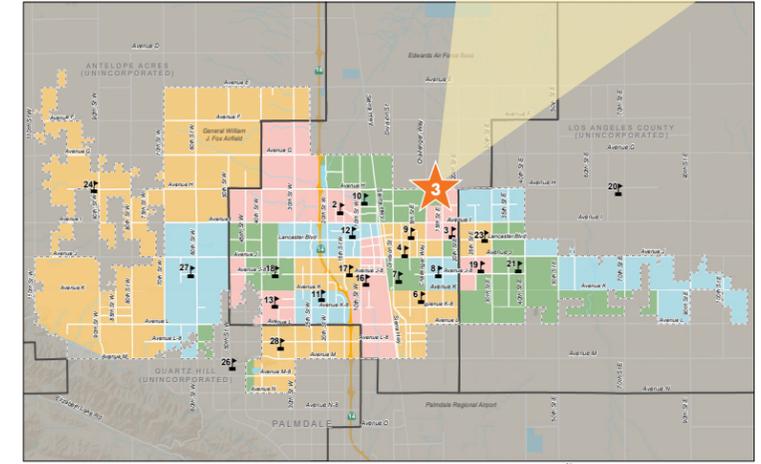
Positive Behavior Interventions and Supports (PBIS) is a proactive approach that we use at Discovery Elementary School to address school safety and climate, promote and teach positive behavior, and acknowledge students for their accomplishments.

We teach and reinforce appropriate behaviors at school by incorporating our school-wide behavior expectations into everything we do.

2021-22 School Snapshot

658 Student enrollment

92.9% of students eligible for free or reduced-price meals (FRPM)



Elementary School Enrollment Boundaries within City of Lancaster



How are Discovery students getting to school?

| YEAR STUDENT TALLIES COLLECTED | # OF TALLIES | # OF STUDENTS SURVEYED | WALK | BIKE | SCHOOL BUS | FAMILY VEHICLE | CARPOOL | TRANSIT | OTHER |
|--------------------------------|--------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| 2021 | 27 | 574 | 8% | 0% | 8% | 78% | 4% | 0% | 0% |
| 2013-2015 | N/A | N/A | 11% | 0% | 0% | 78% | 9% | 0% | 1% |



Discovery Elementary School

44910 17th Street East

SUMMER 2022



SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Discovery

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 | 1 | 1 | 0 | 1 | 1 | 2 |
| 1/4-1/2 mi. | 0 | 2 | 5 | 4 | 9 | 2 | 11 |

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.



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.

Ms. Eutsler and Ms. Sampson noted that Amargosa Middle School was located in a high-traffic area, so parents tend to drive them because it's not as safe for children to walk. [Amargosa's percent of students walking to school dropped 12% in 2013–2015 to 10% in 2021.]



EXISTING CONDITIONS

Stakeholder and Community Input

Parent Surveys and SRTS Interactive Map Input

Discovery Elementary School

School Parking Lot

- During pickup and drop-off periods, parents double park along barrier in front of school entrance.
- Vehicles have used crosswalk to drive between school parking lots.
 - Cones are placed to deter this behavior.

17th Street East between Kettering Street & Lancaster Boulevard

- Queuing can form from parents waiting to pull into school driveway.
- Vehicles speed along 17th Street East.
 - Suggestion for traffic calming measures (speed humps).

15th Street East & Kettering Street

- Speeding makes crosswalk dangerous for students crossing 15th Street East.
- No crossing guard is posted at this location.

17th Street East & Kettering Street

- Vehicles drive through crosswalks despite presence of crossing guard.

SURVEY RESPONSES

Two parents of Discovery Elementary students responded to the survey, and both indicated that if traffic volumes, vehicle speeds, crosswalk safety, and violence and crime were addressed, they would be willing to allow their children to walk to school.



Discovery 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 Discovery Elementary School virtual walk audit was held on October 8, 2021, via web conference.

Campus Supervisor Julie Lopez 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:

- There were more walkers in Spring 2021 when the school operated on a hybrid model. Now we don't see many walkers—there was a noticeable drop in bikers and walkers after COVID. [Fall 2021 Student Tallies showed 8% walking, down from 11% in the 2013–2015 period.]



- A lot of our walkers live west of 15th Street East. Sometimes the moms bring them, sometimes they walk. There are crosswalks, but no crossing guard.
- It's better to walk in groups—people are worried about kids being snatched.
- Kettering and 18th Street East needs a crosswalk, and guards. They're already stretched thin. And parents are not respecting the crossing guard.
- It would be great to have more enforcement. There's only one deputy, and he can't be everywhere. But when he is there, parents thank him personally for being there.
- We try to make it very convenient for the parents to drive through and stay in their vehicles. Our principal says "get these kiddos in and get the parents out" as quickly as possible.
- No students cross 20th Street East. And rarely on Lancaster Boulevard.
- Parents are saying "good-bye" to their child while their car is rolling—there's a lack of awareness and focus.

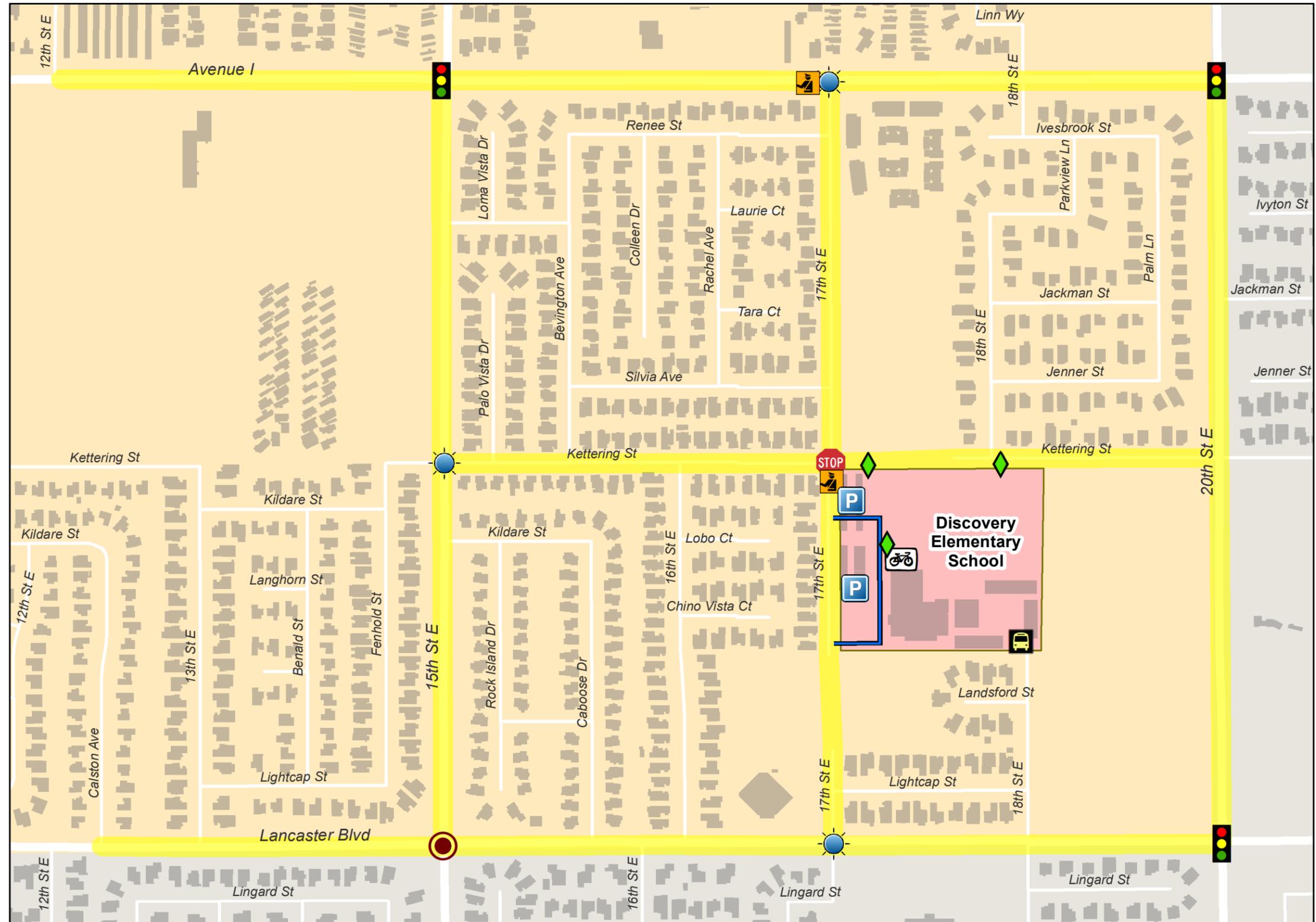
"Drivers don't respect bikers. There are only a couple of kids who started to bike to school, and they stopped because they didn't have good tires, or chains or locks. Kids would jump the fence and steal them." (Discovery Elementary School Campus Supervisor)

EXISTING CONDITIONS

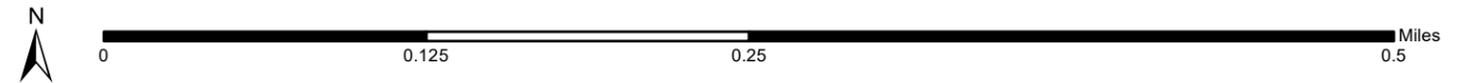
Suggested Routes, Traffic Control, and School Access



-  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



Discovery Elementary School
Traffic Control & School Access

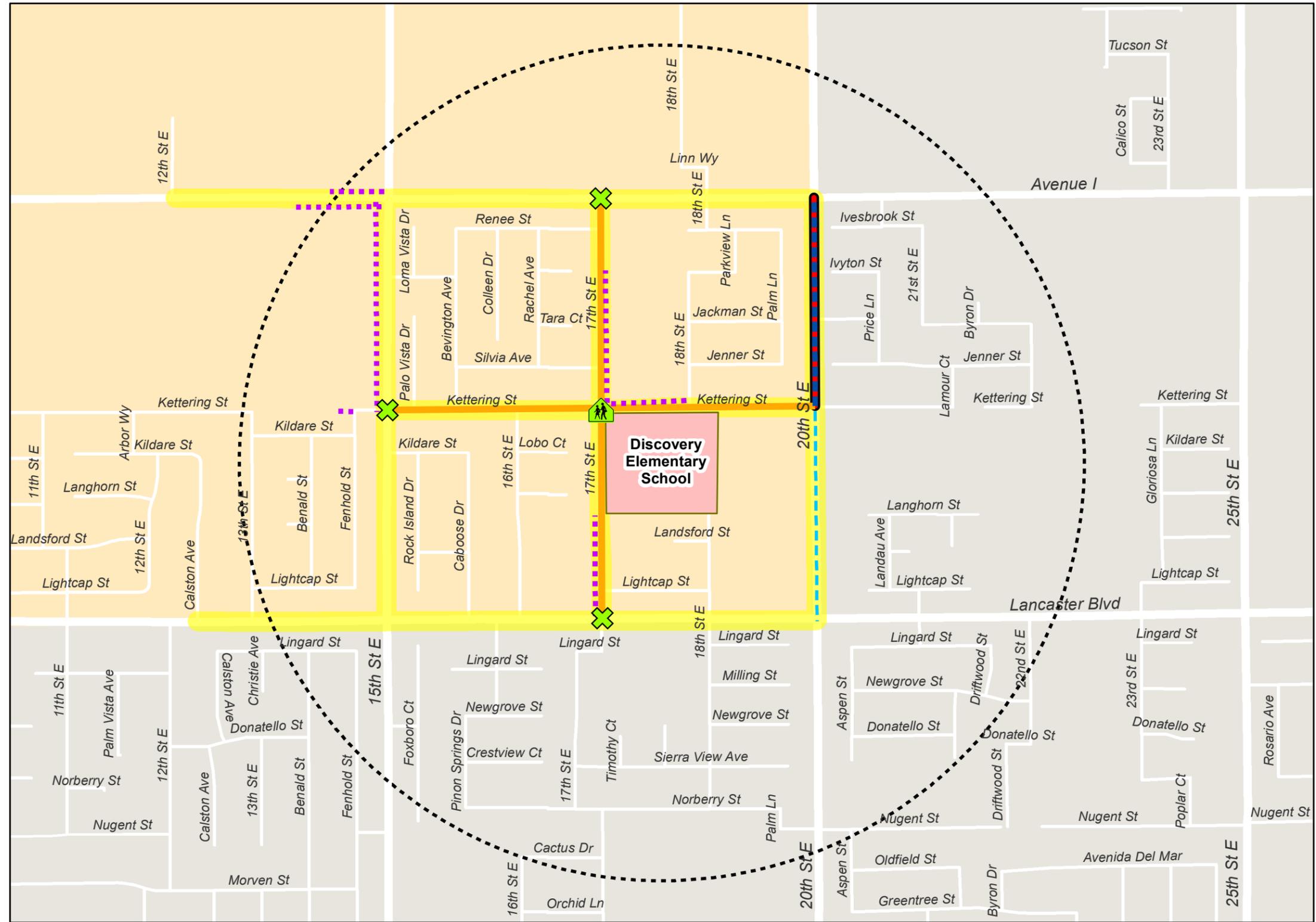


SRTS RECOMMENDATIONS

Suggested Routes and Recommended Improvements



- Potential Improvements**
- Class II 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



Discovery 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.

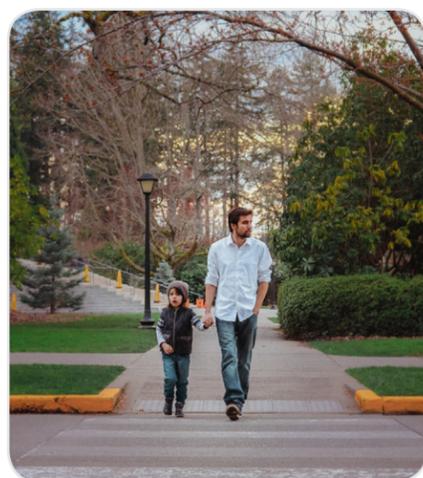
- Community events, family fun days
- Annual parent/guardian surveys



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

17th Street East and Avenue I

Existing

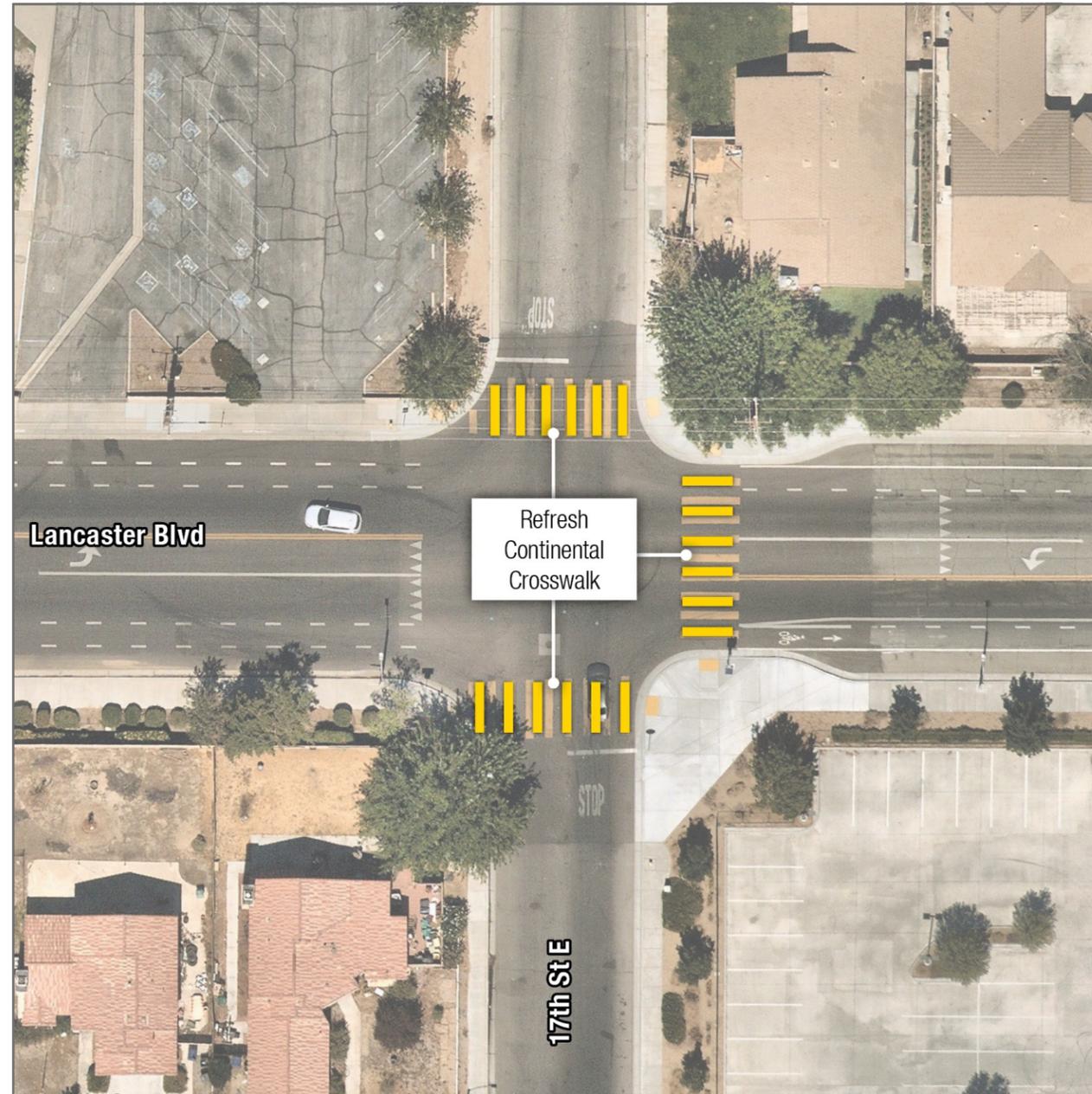
- T-intersection.
- Stop Control on 17th Street East approach.
- Yellow continental crosswalks on the west and south legs.
- Advance stop line on the south leg.
- Advance yield lines on the east and west legs.
- Pedestrian refuge islands on the west leg.
- Pedestrian-activated rectangular rapid-flash beacons at the west leg crosswalk.
- Buffered bike lanes along Avenue I.

Potential Improvements

- Re-stripe crosswalk striping on the south leg.

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

17th Street East and Lancaster Boulevard

Existing

- Stop control on 17th Street East approaches.
- Yellow continental crosswalks on the north, south and east legs.
- Pedestrian-activated rapid-flash beacons on the east leg crosswalk.
- Advanced stop lines on the north and south legs.
- Advanced yield lines on the east and west legs.
- Curb extension on the east corners.
- Perpendicular ramps with truncated domes on all corners.

Potential Improvements

- Install sidewalk on the west side of 17th Street East.
- Refresh continental crosswalk striping on the north, south and east legs.

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

15th Street East and Kettering Street

Existing

- Stop control on Kettering Street approaches.
- Yellow continental crosswalks on the south and east legs.
- Pedestrian-activated rapid-flash beacons on the south leg crosswalk.
- Advanced stop lines on the east leg.
- Advanced yield lines on the north and south legs.
- Curb extension on the south leg.
- Curb ramps with truncated domes on the south and east legs.

Potential Improvements

- Crossing guard stationed for student arrivals/departures.
- Re-stripe crosswalk striping on the south and east legs.

PROJECT IMPROVEMENTS

Recommendations

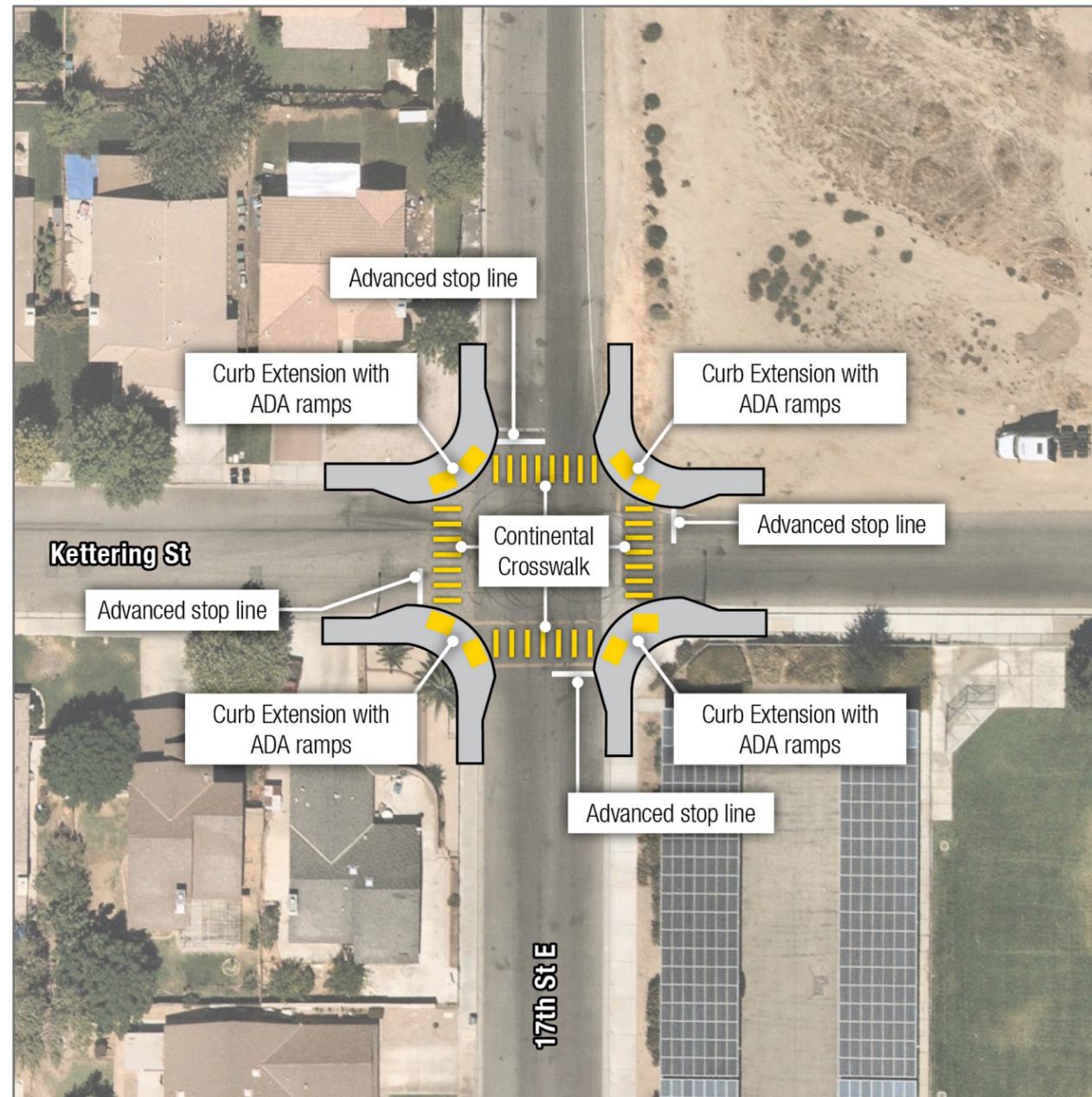
17th Street East and Kettering Street

Existing

- All-way stop control.
- Yellow standard crosswalks on the east, west and south legs.
- Crossing guard.

Potential Improvements

- Install sidewalk on the north side of Kettering Street and east side of 17th Street East.
- Add curb extensions to all corners.
- Add yellow continental crosswalks to all legs.
- Add advanced stop line to all legs.



POTENTIAL IMPROVEMENTS

PROJECT & PROGRAM IMPLEMENTATION

Strategy Packages

Summary of Engineering Strategies, by Type

Crossing Improvements

- **17th Street East & Avenue I:** Pavement markings
- **17th Street East & Lancaster Boulevard:** Pavement markings
- **15th Street East & Kettering Street:** Pavement markings
- **17th Street East & Kettering Street:** Pavement markings; curb extensions/ramps

Bikeways

- **20th Street East between Avenue I & Kettering Street:** Lane reductions and Class II buffered bike lanes
- **20th Street East between Kettering Street & Lancaster Boulevard:** Class II bike lanes (roadway may require widening)

Sidewalks

- **Avenue I** between 15th Street East & Existing Sidewalk (north side)
- **Avenue I** between 15th Street East & Clear Skies Mobile Home Community Driveway (south side)
- **Between intersection** of Kettering Street & Fenhold Street and Clear Skies Mobile Home Community
- **17th Street East** between Kettering Street & existing sidewalk (east side)
- **Kettering Street** between 17th Street East & 18th Street East (north side)
- **17th Street East** between Lancaster Boulevard & existing sidewalk (west side)

Traffic Calming

- **17th Street East between Avenue I & Lancaster Boulevard:** Speed humps
- **Kettering Street between 15th Street East & 20th Street East:** Speed humps

