



El Dorado Elementary School

361 E Pondera Street | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

El Dorado Elementary School

361 E Pondera Street

SUMMER 2022

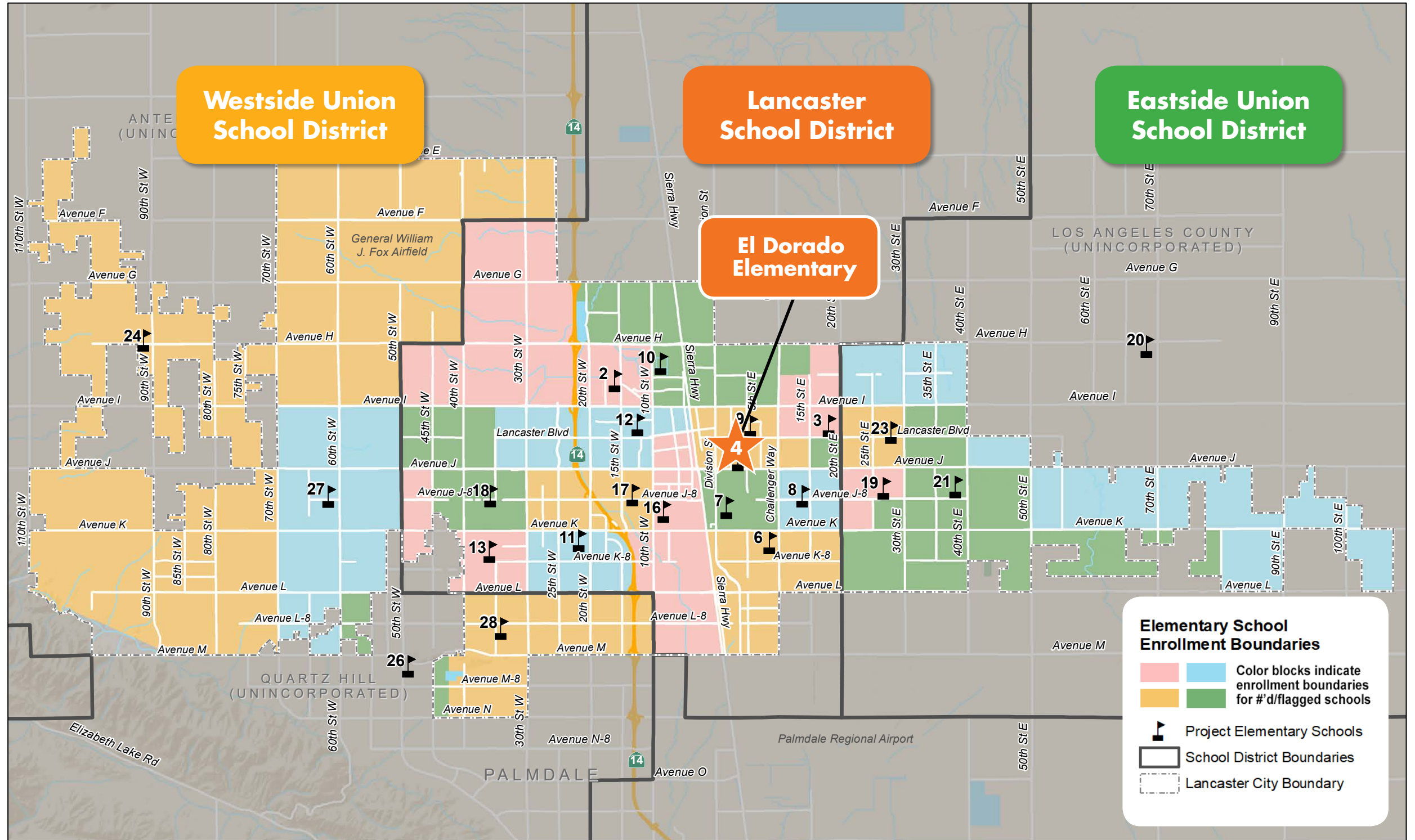


SAFE ROUTES TO SCHOOL

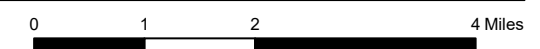


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INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster



El Dorado Elementary School

361 E Pondera Street

SUMMER 2022



SAFE ROUTES TO SCHOOL

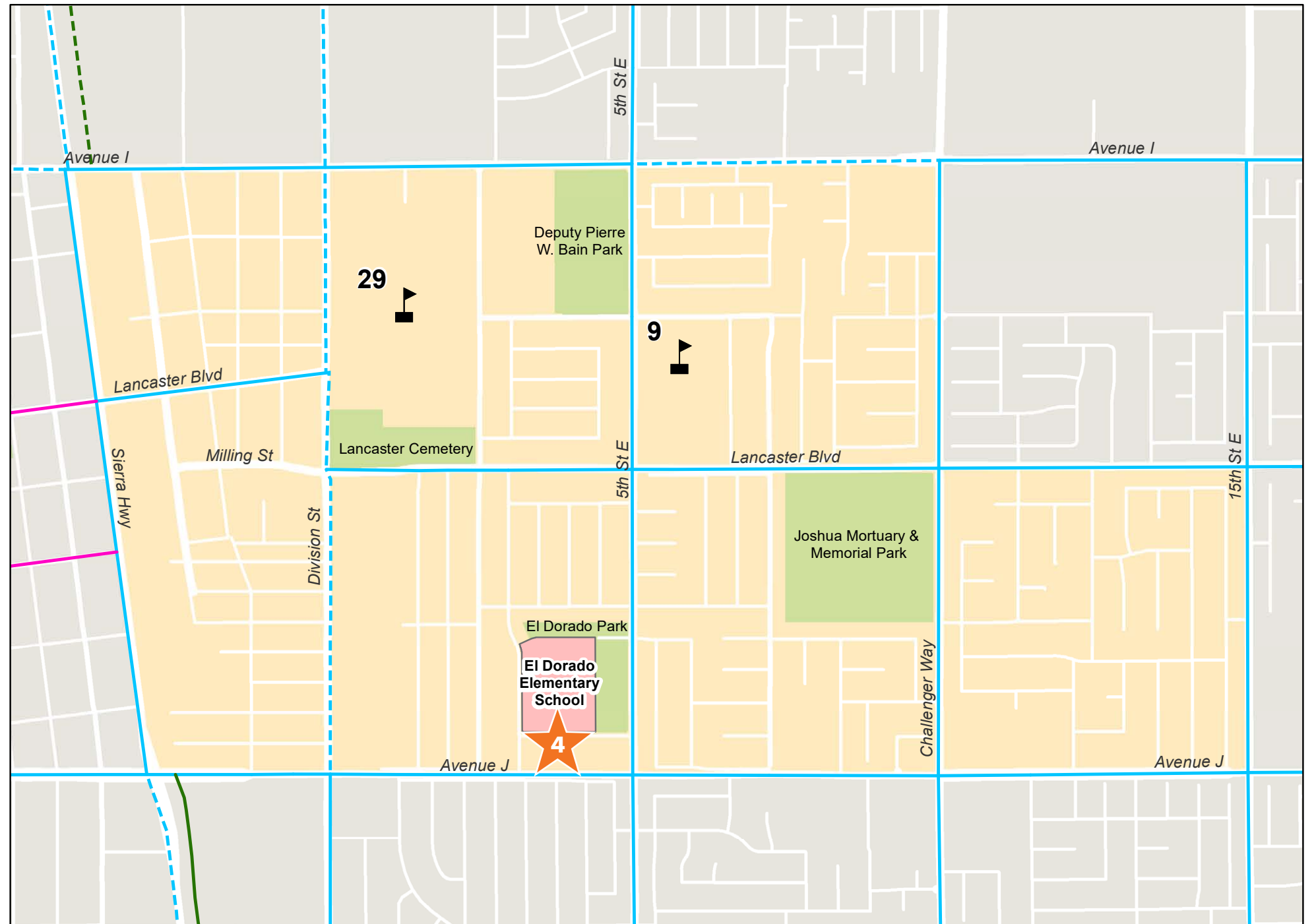


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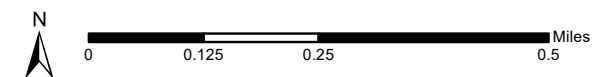
INTRODUCTION

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



El Dorado Elementary School - Enrollment Area



El Dorado Elementary School

361 E Pondera Street

SUMMER 2022



SAFE ROUTES TO SCHOOL

INTRODUCTION School Facts



El Dorado Eagle Scholars SOAR!

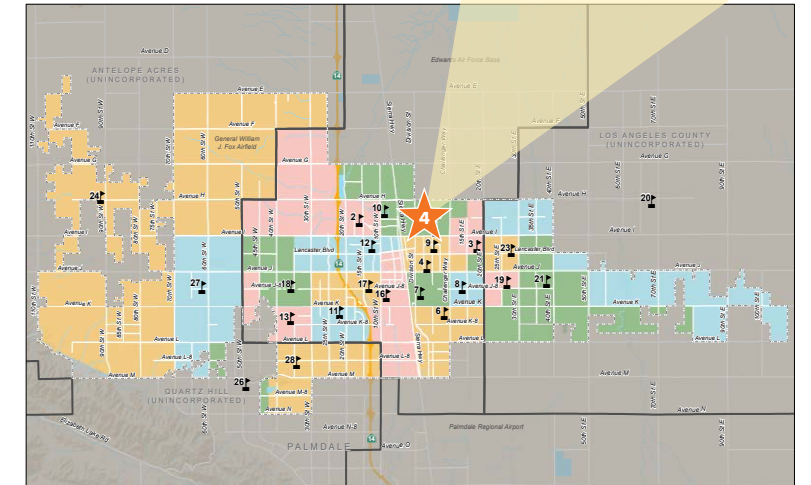


The El Dorado teachers and staff enthusiastically prepare for each new school year. In the preceding three years before the Covid-19 outbreak, our El Dorado Eagle students had significant growth in ELA and Math. Their success was a collaboration of students, parents and teachers working together to ensure that every child succeeds! Additionally, our Positive Behavior Interventions & Supports (PBIS) are bar none as El Dorado was again a Nationally Recognized Capturing Kids' Hearts School ... three years in a row! The school is excited to build upon those improvements and help STUDENT EAGLES SOAR post-pandemic.

El Dorado is a Capturing Kids' Hearts Showcase School!

Because of the everyday efforts of El Dorado students and staff, El Dorado Elementary has been recognized by the Flippen Group as a National Showcase School. El Dorado has worked hard to foster a culture of kindness and understanding, and we are proud to set an example of how to show staff, and especially students, that they matter and their choices matter.

Congratulations, El Dorado!



Elementary School Enrollment Boundaries within City of Lancaster



2021-22 School Snapshot

710 Student enrollment

94.5% of students eligible for free or reduced-price meals (FRPM)



How are El Dorado students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
2021	27	615	8%	0%	7%	79%	4%	0%	1%
2013-2015	N/A	N/A	28%	2%	0%	57%	5%	0%	1%



El Dorado Elementary School

361 E Pondera Street

SUMMER 2022



SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near El Dorado

TIMS, 2015–2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

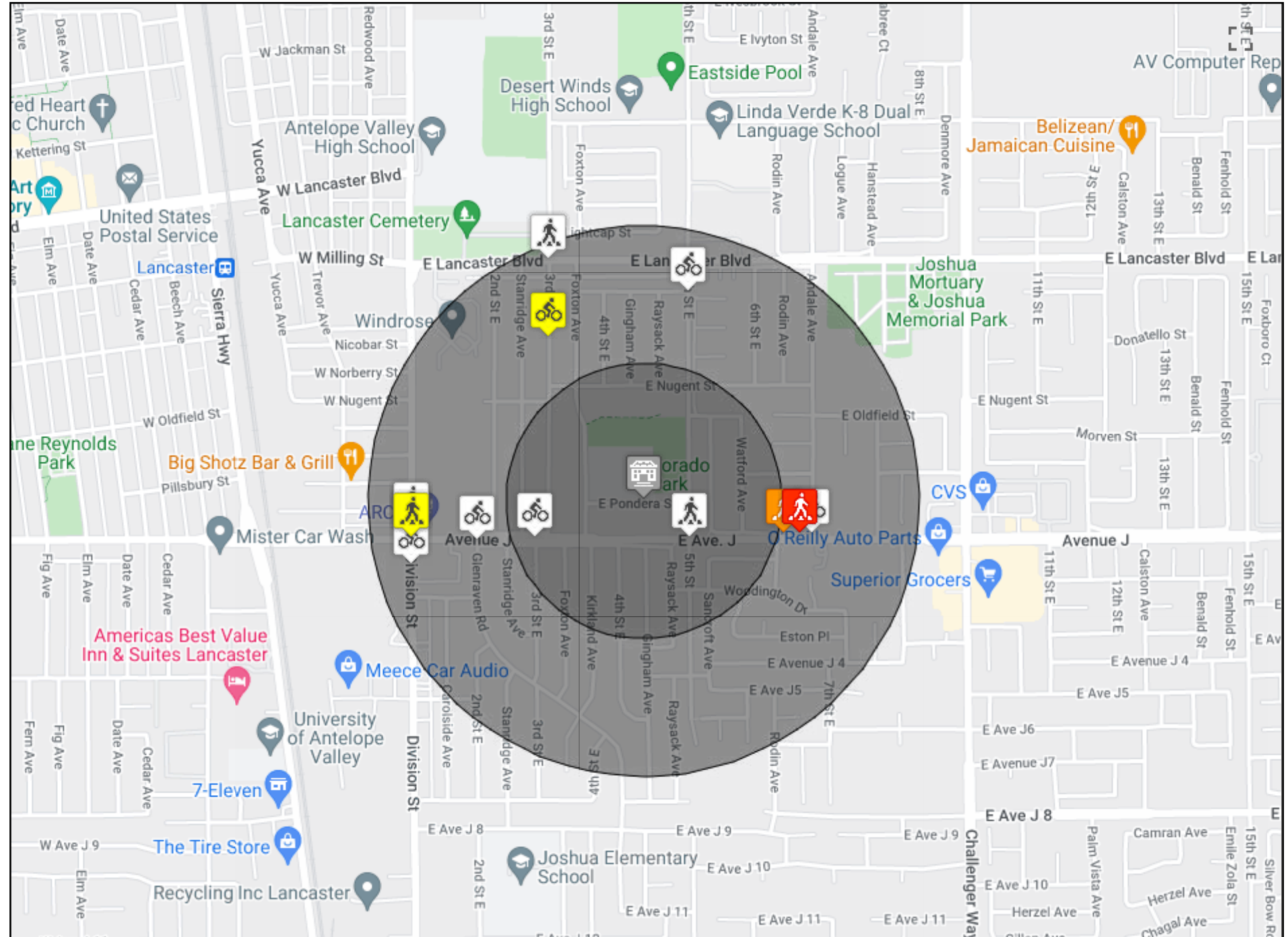
Severe Injury

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	2	1	1	2
1/4-1/2 mi.	1	1	2	8	6	6	12

El Dorado Elementary School

361 E Pondera Street

SUMMER 2022

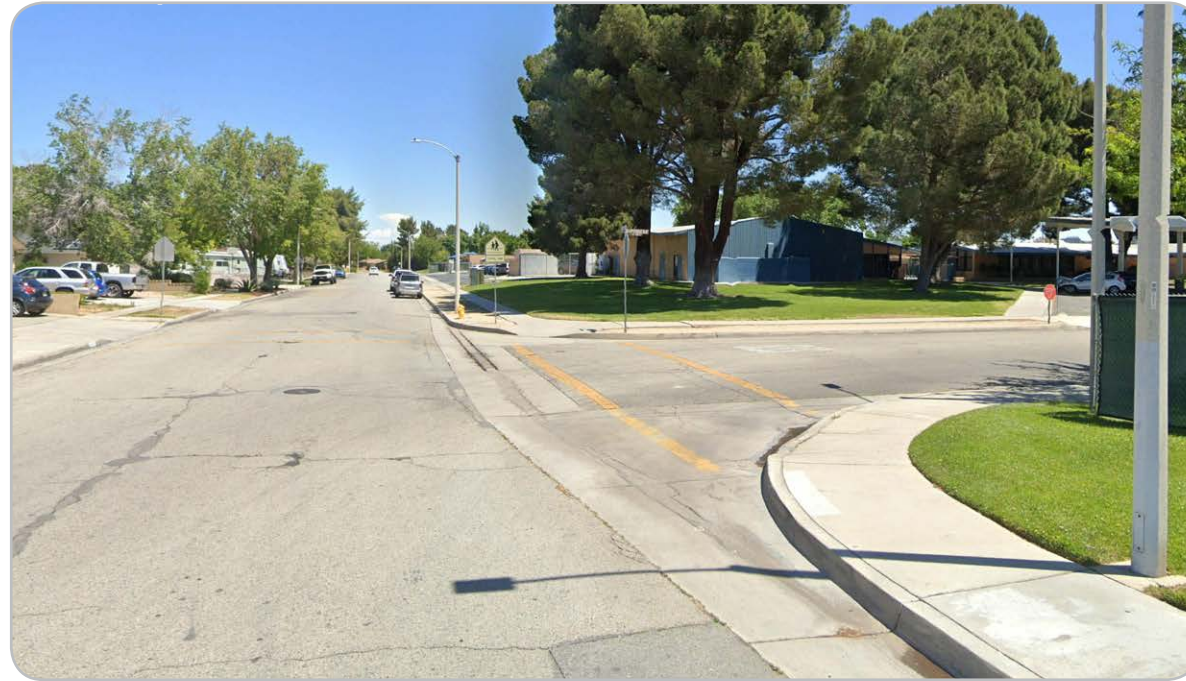


SAFE ROUTES TO SCHOOL



Kimley»Horn

EXISTING CONDITIONS School Area Photographs



Foxton Avenue & Pondera Street northbound
Lack of high visibility crosswalks, advance yield lines, and stop lines.



Nugent Street & Foxton Avenue northbound
Lack of high visibility crosswalks, advance yield lines, stop lines, and sidewalk.



Nugent Street & Foxton Avenue southbound
Lack of high visibility crosswalks, advance yield lines, stop lines, and sidewalks.

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.



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 the capacity to attend to it in a deep and consistent manner, as 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, however, that El Dorado Elementary School has enjoyed relatively high percentages of students walking (28% of students reported walking to school in 2013–2015) and the principal is cooperative and committed.

A concern for the 5th Street East corridor schools (including El Dorado Elementary, Linda Verde Dual Language, Joshua Elementary, and Piute Middle School) is that they fall into a higher-crime area, presenting challenges to active transportation initiatives.

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.



EXISTING CONDITIONS

Stakeholder and Community Input

Parent Surveys and SRTS Interactive Map Input

El Dorado Elementary School

With public engagement constrained by the pandemic, it proved challenging to elicit significant feedback from El Dorado parents. Though several survey opportunities produced only two responses, they provide some insight into parents' concerns and are discussed here. We note that one respondent reported household income of less than \$20,000 and the other reported household income between \$75,000 and \$99,000. Both were English-speaking, identifying as Black or African American.

Both respondents drove their students to school. With residences near Avenue J and Challenger, one parent felt it was "very safe" to walk to school, while the other felt it was "very unsafe." One indicated that their child would be permitted to walk or bike to school without an adult, but with other students, when he reached 8th grade; the other respondent would not allow this at any grade.

One parent was unaware of the school's current efforts to encourage active transportation, while one felt the school discouraged such trips. One of the respondents felt it would be "very helpful" to teach children and parents about walking, biking, and driving safely near schools, to calm traffic, help provide affordable bikes or helmets, position adults along the way to school, enhance law enforcement presence, let everyone know about the health and academic benefits of an active lifestyle, and include the neighborhood in weekend/summer events.

The only Public Coordinate response targeted to El Dorado related to a fatal shooting in El Dorado Park in 2021. This underscores concerns about safety expressed by the School District and the community.

El Dorado Park

- School staff noted there was a shooting at the park in Fall 2021.



El Dorado 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 El Dorado virtual walk audit was held on October 15, 2021, via web conference.

El Dorado campus supervisor Dorla Anderson represented the school; Candice Vander Hyde 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 is no issue with traffic jams, as the school has three pick-up areas. It goes quickly and parents are informed by email about what gate to go to. Release times are staggered, with Kindergarten released first.
- Most students walking to school seem to come from the western residential area, and they don't have to cross the street.
- Ms. Anderson had not seen bicyclists in 2021, after the school reopened.
- Ms. Anderson did not see much crime in the area and noted that there were afternoon Zumba classes at the park. She acknowledged a recent shooting in the park (not during school hours) but indicated that parents trusted the school to do the right thing.
- Still, it appears to be the parents who don't want their kids walking to school.

SITE SPECIFIC FEEDBACK

5th Street East & Olfield Street

- Marked crosswalk added with advance yield lines.

Foxtan Avenue in front of School

- Parents cross street outside of marked crosswalks.

Pondera Street in front of School

- Parents cross street outside of marked crosswalks.

El Dorado Park

- Crime—shooting reported shortly before virtual walk audit.

SURVEY RESPONSES

"I remember walking with friends. Things are a lot different from when I was going to school."

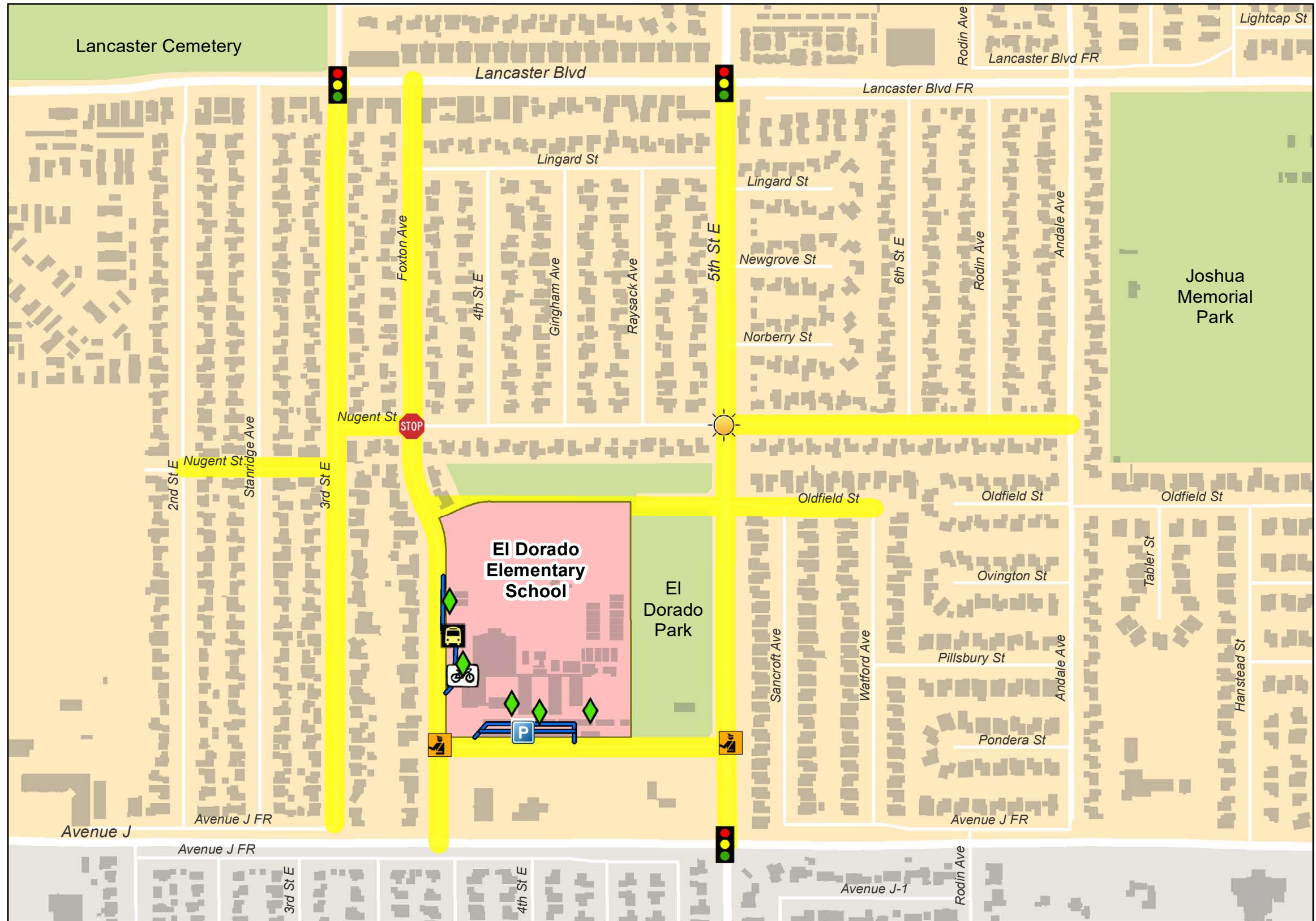
"The weather is either too hot or too cold."

EXISTING CONDITIONS

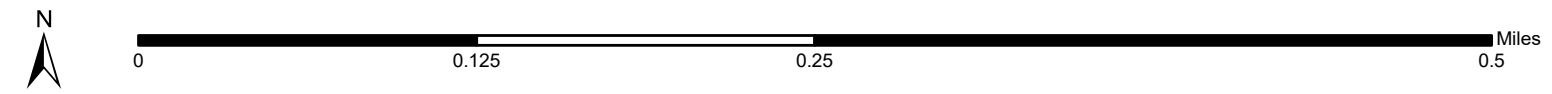
Suggested Routes, Traffic Control, and School Access



- 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

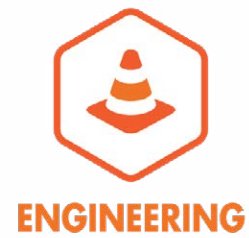


El Dorado Elementary School
Traffic Control & School Access

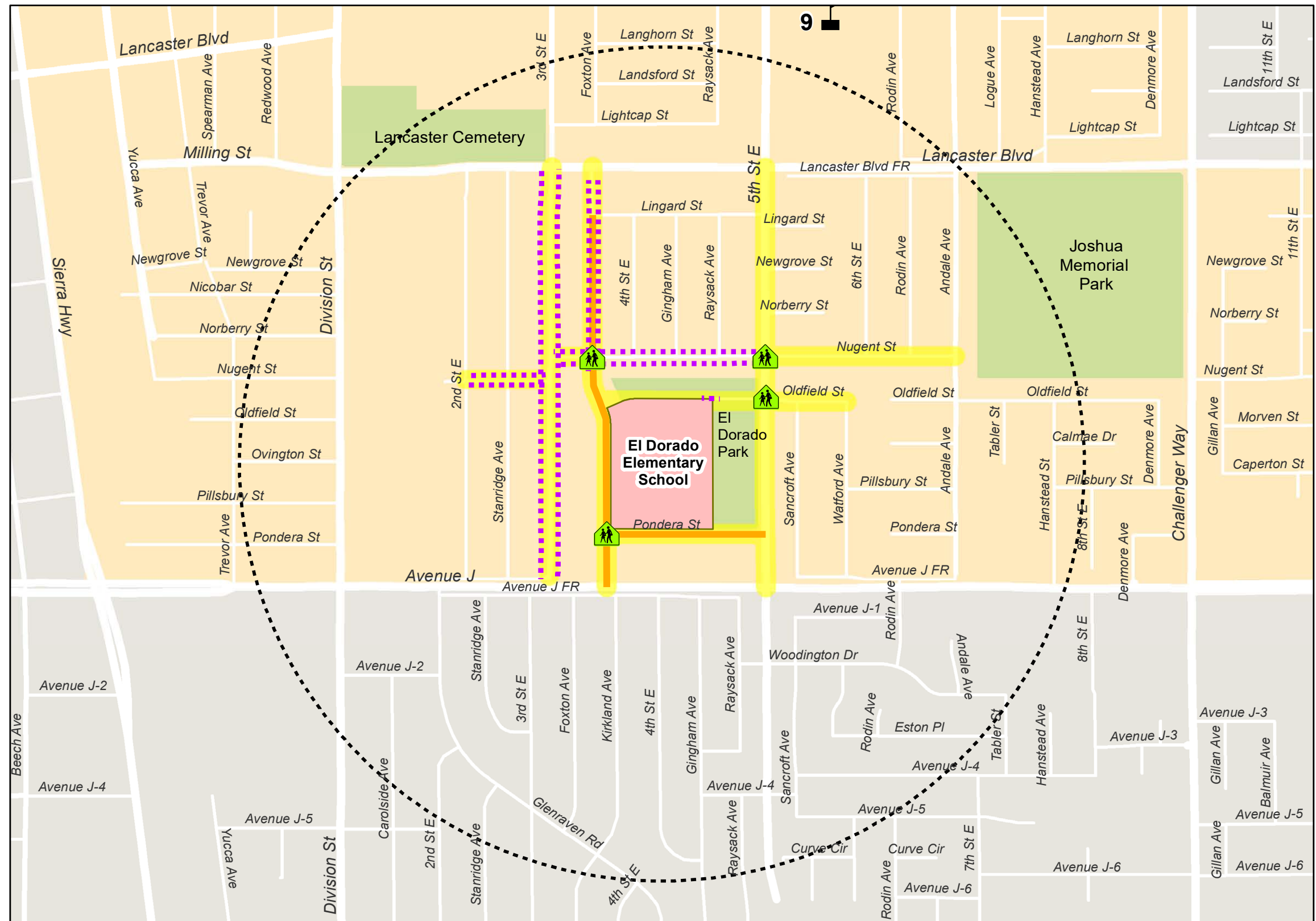


SRTS RECOMMENDATIONS

Suggested Routes and Potential Improvements



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



El Dorado 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.

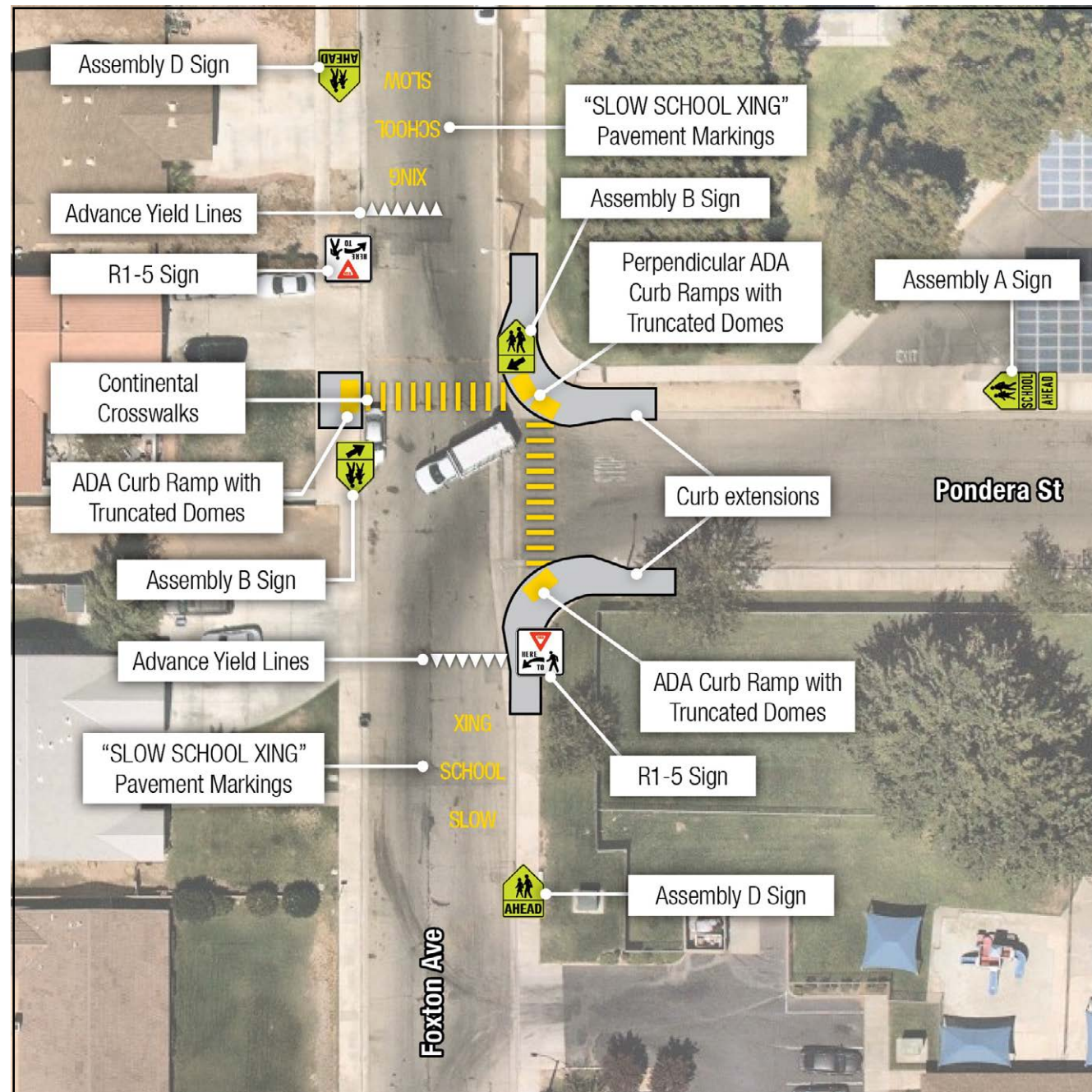


**See SRTS Master Plan Introduction:
Menu of Best People Strategies**

PROJECT IMPROVEMENTS

Recommendations

Foxton Avenue and Pondera Street



POTENTIAL IMPROVEMENTS

Existing

- T-Intersection.
- Stop-controlled at Pondera Street.
- Foxton Avenue and Pondera Street are two-lane local streets with on-street parking.
- Yellow transverse-line crosswalks on north and east legs.
- No ADA-compliant curb ramps.
- West side of north leg crosswalk has no curb ramp.
- School Xing sign upstream from north leg crosswalk.
- Out-of-compliance School Xing sign at north leg crosswalk.
- "SLOW SCHOOL XING" pavement markings upstream of both approaches to north leg crosswalk.

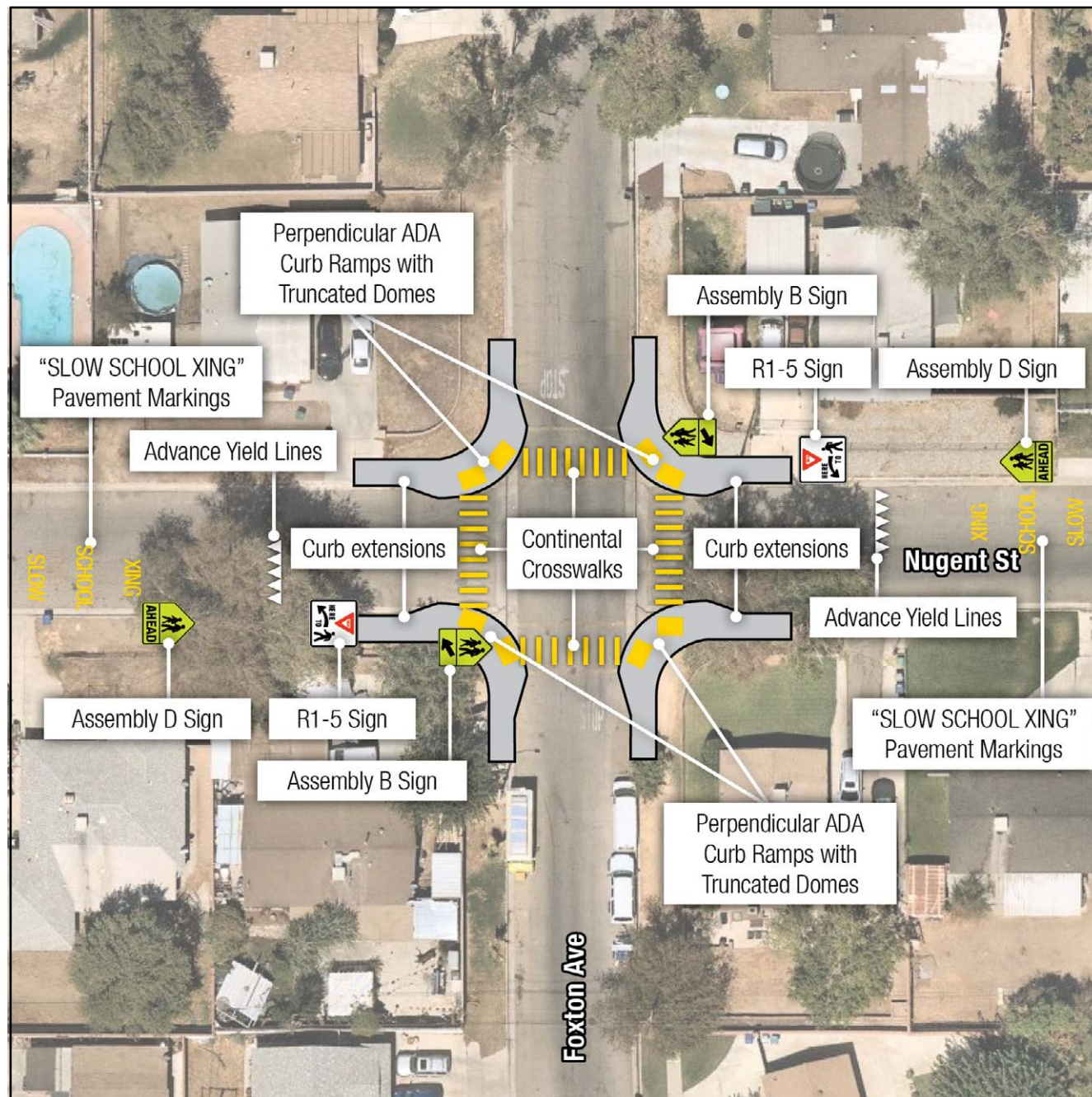
Potential Improvements

- Add curb extensions on northeast and southeast corners.
- Realign north leg crosswalk to terminate south of residential driveway.
- Add yellow continental crosswalks to north and east legs.
- Add ADA-compliant truncated dome curb ramps on all legs.
- Refresh "SLOW SCHOOL XING" pavement markings upstream of both approaches to north leg crosswalk.
- Add advance yield line pavement markings upstream of both approaches to north leg crosswalk.
- Add signs approaching school crosswalk(s) per CA MUTCD guidelines, where missing (as shown).

PROJECT IMPROVEMENTS

Recommendations

Foxton Avenue and Nugent Street



POTENTIAL IMPROVEMENTS

Existing

- TWSC Intersection.
- Stop-controlled on Foxton Avenue.
- Foxton Avenue and Nugent Street are two-lane local streets with on-street parking.
- Yellow transverse crosswalks on north, south, and east legs.
- No sidewalks or curb ramps.
- Assembly A signage upstream of north and south leg crosswalks.
- "SLOW SCHOOL XING" pavement markings upstream of both approaches to east leg crosswalk.
- Out-of-compliance school crossing sign upstream from east leg crosswalk.

Potential Improvements

- Add curb extensions to all legs.
- Add ADA-compliant truncated dome curb ramps to all legs.
- Add yellow continental crosswalks to all legs.
- Add advance stop lines to north and south leg crosswalks.
- Refresh "SLOW SCHOOL XING" pavement markings upstream of approaches to east and west leg crosswalks.
- Add advance yield line pavement marking upstream of east and west leg crosswalks.
- Add signs approaching school crosswalk(s) per CA MUTCD guidelines, where missing (as shown).

PROJECT IMPROVEMENTS

Recommendations

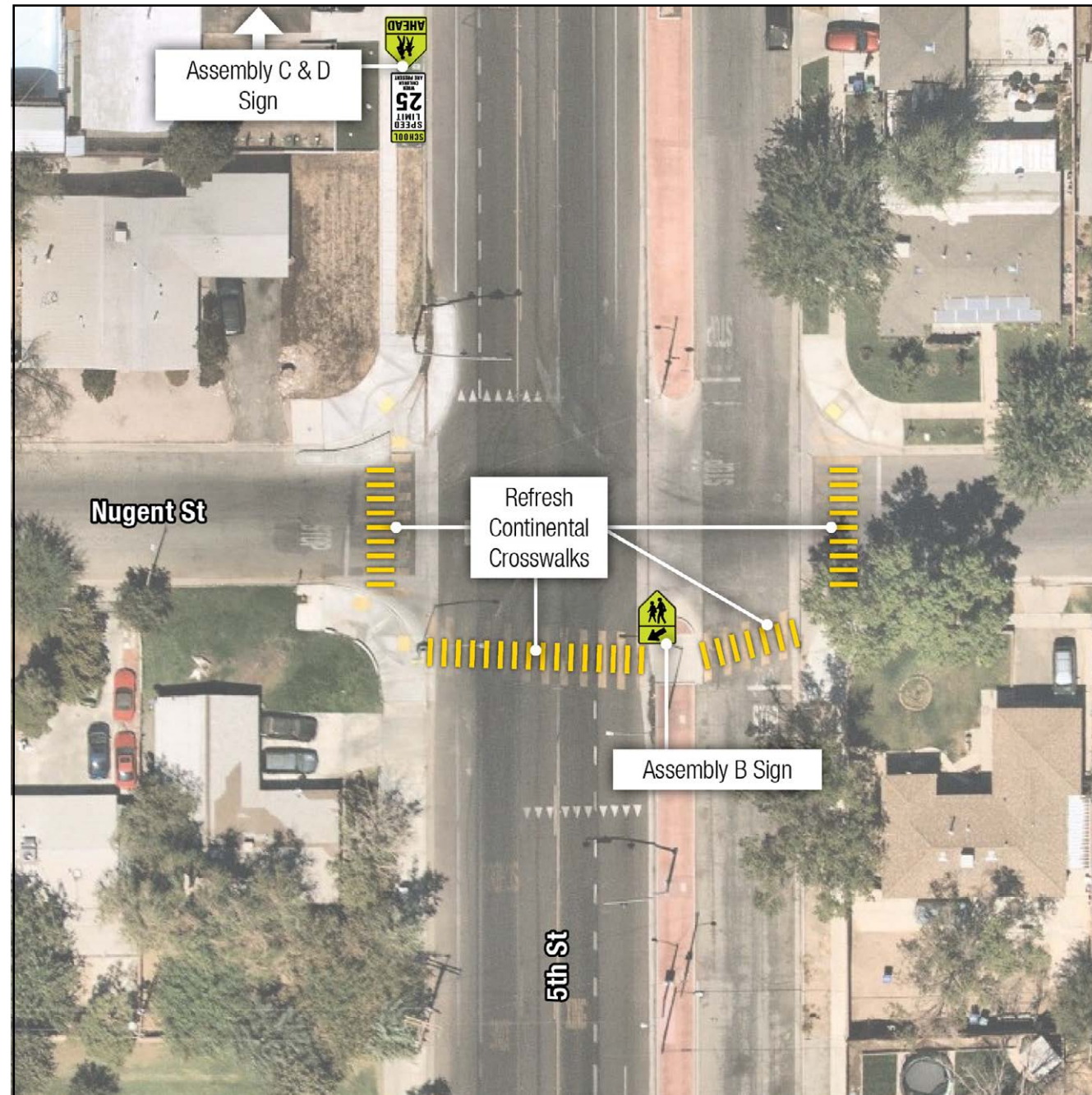
5th Street East and Nugent Street

Existing

- TWSC Intersection.
- Stop-controlled on Nugent Street.
- Yellow north leg continental crosswalk with overhead flashing beacon and advance yield lines.
- Yellow continental crosswalks on east and west legs.
- Frontage Road parallel to 5th Street East on east side.
- 5th Street East is a collector divided by a striped median with three travel lanes and buffered bike lanes.

Potential Improvements

- Refresh continental crosswalk markings.
- Add signs approaching school crosswalk per CA MUTCD guidelines, where missing (as shown).



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

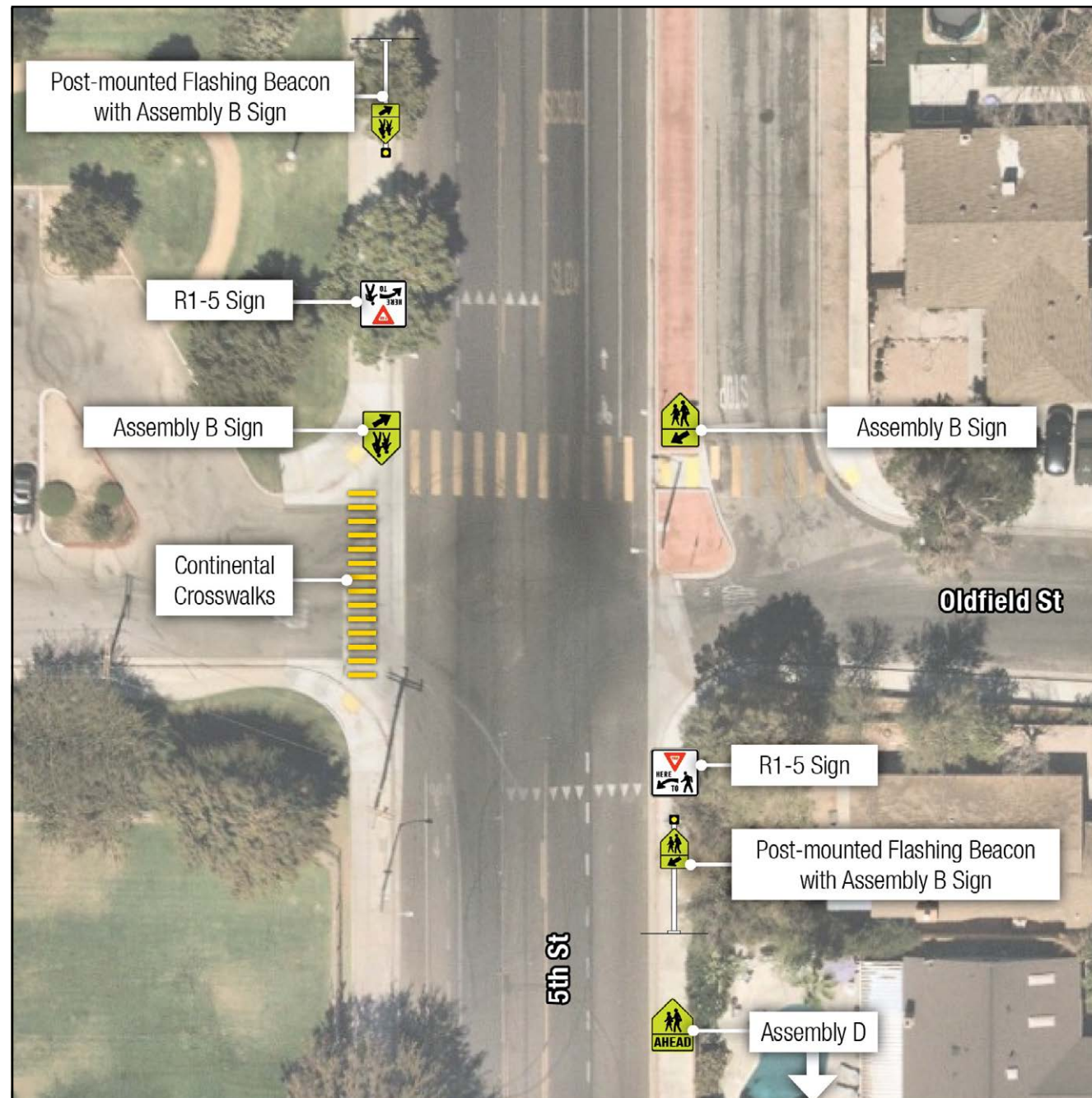
5th Street East and Oldfield Street

Existing

- TWSC Intersection.
- Stop-controlled on Oldfield Street and El Dorado Park lot driveway.
- Yellow north leg continental crosswalk with advance yield lines.
- Frontage Road parallel to 5th Street East on east side.
- 5th Street East is a collector divided by a striped median with three travel lanes and buffered bike lanes.

Potential Improvements

- Add continental crosswalk to west leg at El Dorado Park lot driveway.
- Add post-mounted flashing beacons upstream of north leg crosswalk in both directions.
- Add signs approaching school crosswalk(s) per CA MUTCD guidelines, where missing (as shown).



POTENTIAL IMPROVEMENTS

Summary of Engineering Strategies, by Type

Crossing Improvements

- **Foxton Avenue & Pondera Street:** Pavement markings & signage; Curb extensions/ramps
- **Foxton Avenue & Nugent Street:** Pavement markings & signage; Curb extensions/ramps
- **5th Street East & Nugent Street:** Pavement markings & signage
- **5th Street East & Oldfield Road:** Pavement markings & signage

Sidewalks

- **3rd Street East** between Lancaster Boulevard & Avenue J (both sides)
- **Foxton Avenue** between Lancaster Boulevard & south of Nugent Street (both sides)
- **Nugent Street** between Foxton Avenue & 5th Street East (both sides)
- **North of El Dorado Park** between parking lot & existing sidewalk
- **Foxton Avenue** between Lingard Street & Lancaster Boulevard

Traffic Calming

- **Foxton Avenue between Lingard Street & Lancaster Boulevard:** Speed humps
- **Pondera Street between Foxton Avenue & 5th Street East:** Speed humps

