



Endeavour Middle School

43755 45th Street West | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Endeavour Middle School

43755 45th Street West

SUMMER 2022

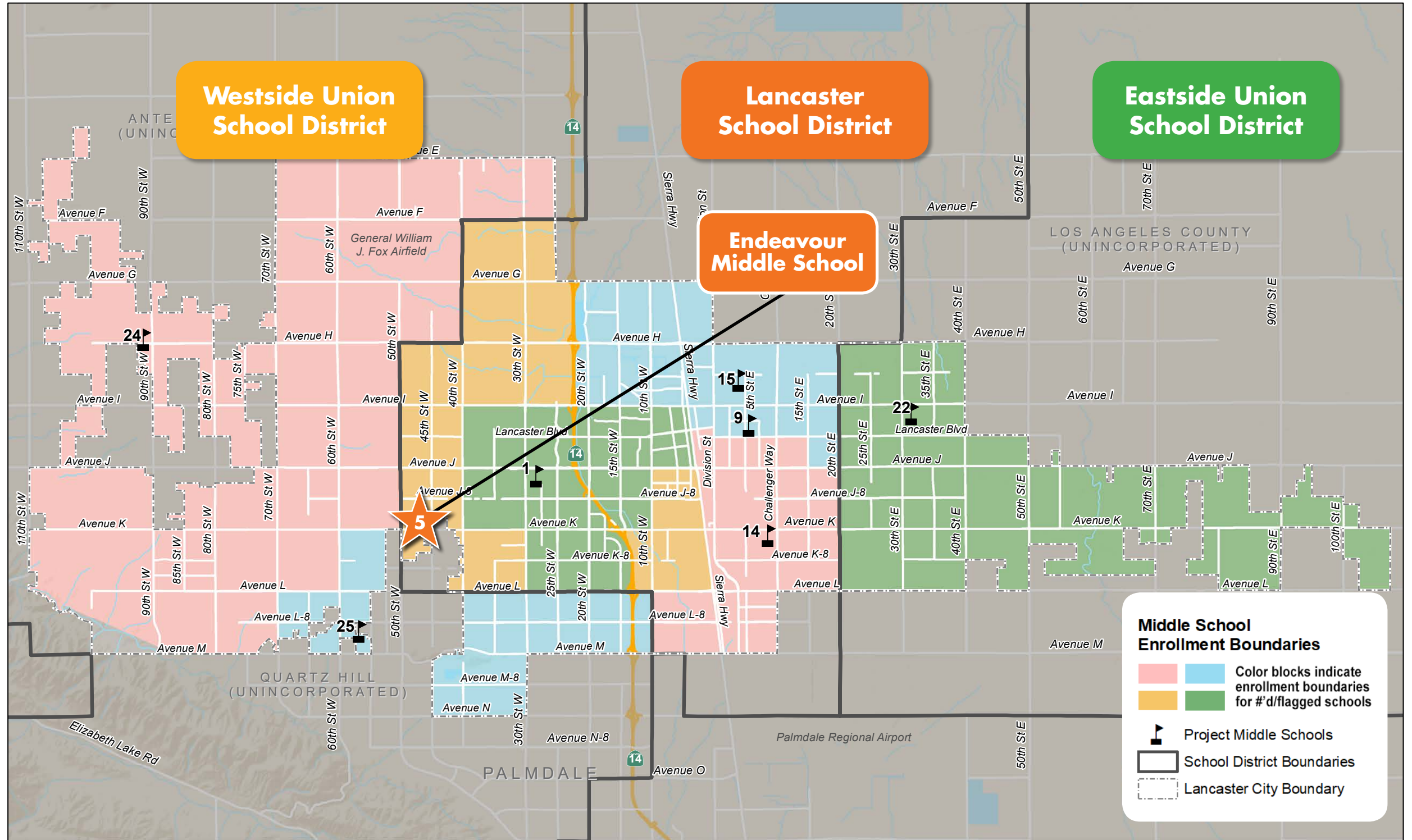


SAFE ROUTES TO SCHOOL

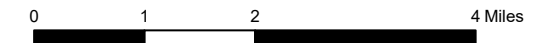


Kimley»Horn

INTRODUCTION Location Map



Middle School Enrollment Boundaries within City of Lancaster



Endeavour Middle School

43755 45th Street West

SUMMER 2022



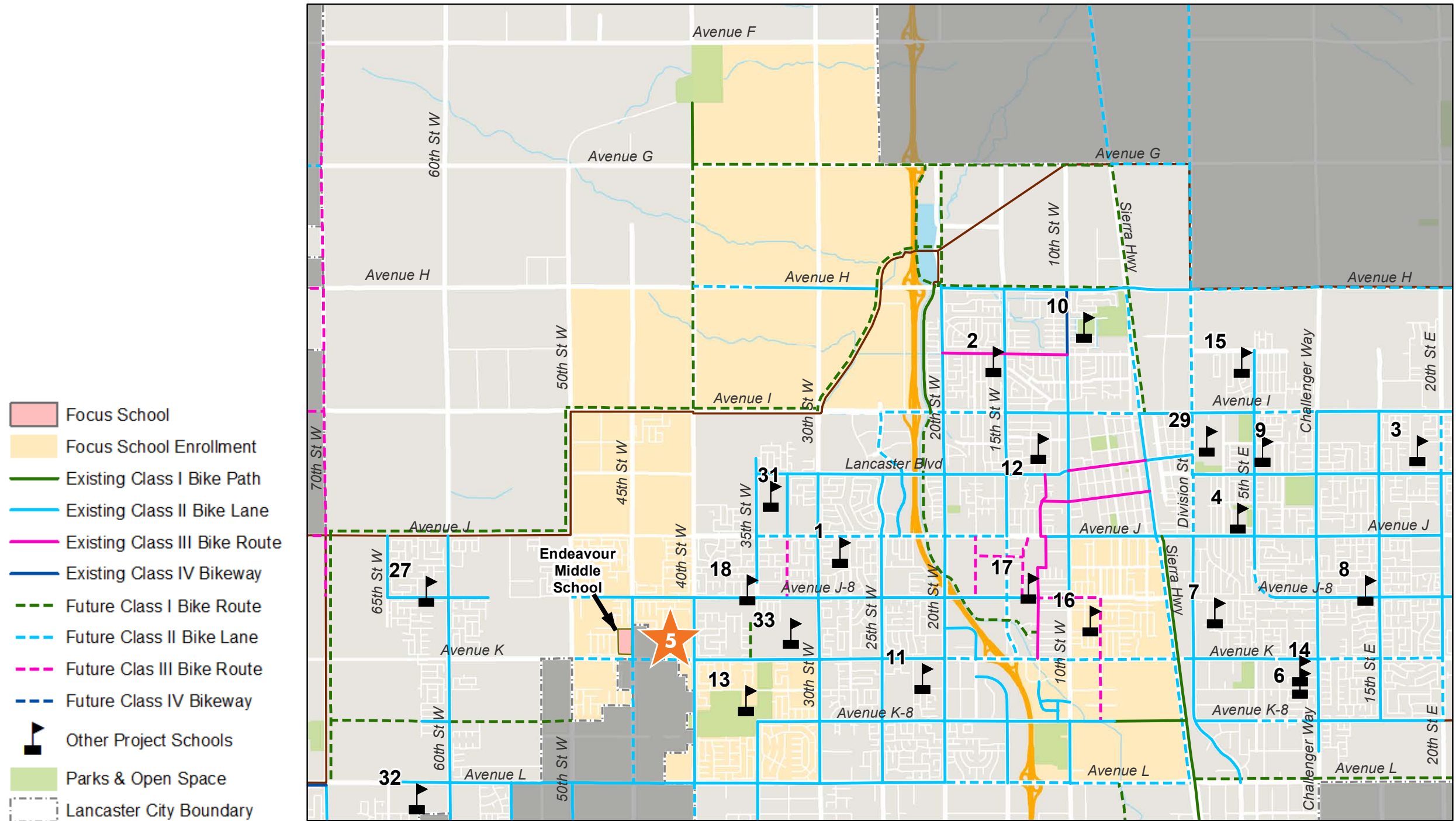
SAFE ROUTES TO SCHOOL



Kimley»Horn

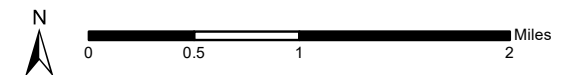
INTRODUCTION

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

Endeavour Middle School - Enrollment Area



Endeavour Middle School

43755 45th Street West

SUMMER 2022



SAFE ROUTES TO SCHOOL

Striving for Excellence Through Personal Responsibility!

Our educational philosophy is simple, ALL students can learn! As an educator my mission is to inspire, support, and guide ALL students to be successful life-long learners.

The mission of the Lancaster School District is to provide a relevant, high quality education within an inclusive and culturally respectful environment, preparing all students for personal and professional success.



INTRODUCTION School Facts

Ravens Protect the Nest!



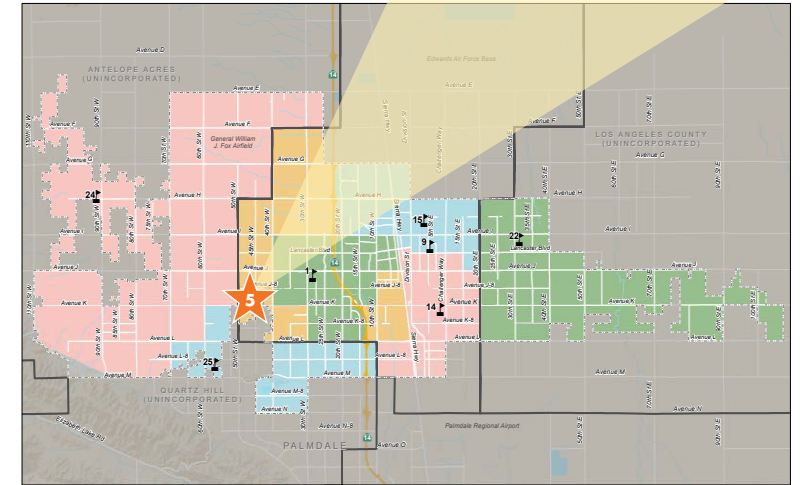
Positive Behavior Interventions and Supports (PBIS) is a proactive approach that we use at Endeavour Middle School to address school safety and climate, promote and teach positive behavior, and acknowledge students for their accomplishments.

PBIS is not a curriculum, intervention or practice, but rather a framework or approach for assisting school personnel in adoption and organizing evidence-based behavioral interventions into an integrated continuum that enhances academic and social behavior outcome for all students.

2021-22 School Snapshot

740 Student enrollment

81.6% of students eligible for free or reduced-price meals (FRPM)



Middle School Enrollment Boundaries within City of Lancaster



How are Endeavour students getting to school?

| YEAR STUDENT TALLIES COLLECTED | # OF TALLIES | # OF STUDENTS SURVEYED | WALK | BIKE | SCHOOL BUS | FAMILY VEHICLE | CARPOOL | TRANSIT | OTHER |
|--------------------------------|--------------|------------------------|------|------|------------|----------------|---------|---------|-------|
| 2021 | 6 | 48 | 12% | 0% | 19% | 66% | 2% | 0% | 1% |
| 2013-2015 | N/A | N/A | 8% | 1% | 22% | 49% | 5% | 0% | 1% |



Endeavour Middle School

43755 45th Street West

SUMMER 2022



SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Endeavour

TIMS, 2015–2019

TYPES OF CRASHES

 Pedestrian

 Bicycle

CRASH SEVERITY

 Fatal

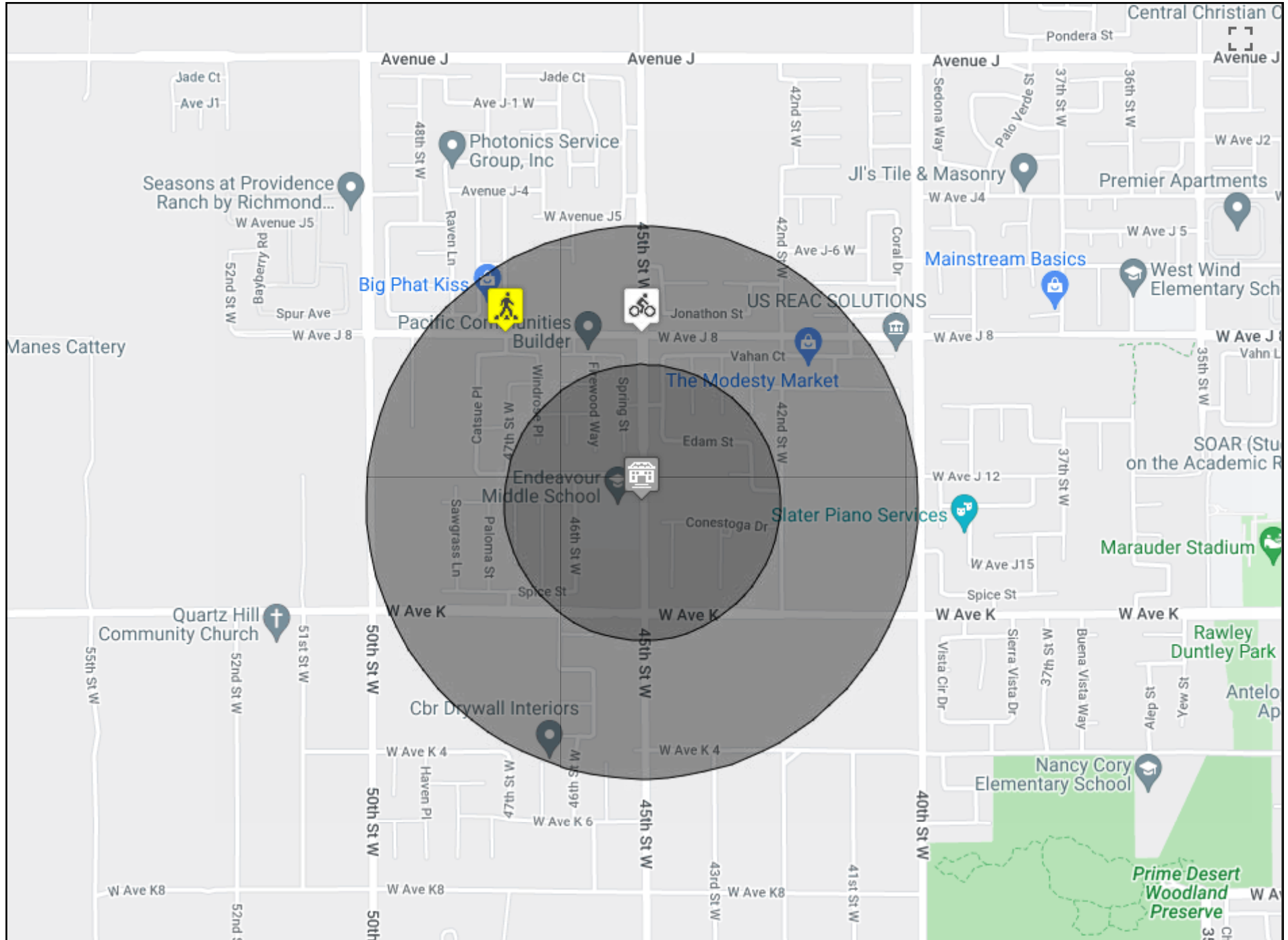
 Severe Injury

 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. | 0 | 0 | 1 | 1 | 1 | 1 | 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 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 Endeavour 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.



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

Endeavour Middle School

45th Street West & Avenue J-10

- Ice cream man sells legal BB guns to students.
 - Request from school staff for minimum mandatory distance allowing sales near school to be extended.

45th Street West in front of School

- Parents illegally park and double park on both sides of street despite lack of a designated pickup/drop-off area.
- Students crossing street outside of marked crosswalks to reach parents illegally parked across street from school.
 - School staff request for a marked, monitored crosswalk.
- There is a lack of signage along west side of street to deter parking.

45th Street West & Avenue J-12

- Vehicles frequently block crosswalk to make eastbound left or right turns.
- Poor visibility makes it difficult to make eastbound left turn onto 45th Street West.
- Poor street/curb design. Many cars drive into curb when entering/exiting 45th Street West.

Avenue K & 45th Street West

- Vehicles speed in both directions.
 - Frequent cause of speeding is to make yellow lights.

Avenue K between 40th Street West & 42nd Street West

- Lack of sidewalks for students walking from eastern residential neighborhoods to school.
 - School staff specifically highlighted this gap as problematic.



Avenue K between 60th Street West & 50th Street West

- Lack of dedicated bike facilities.

SURVEY RESPONSES

Two parents of Endeavour Middle School 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.

What good memories of walking or biking to school would you like your child to enjoy as well?

"Interactuar con amigos, contar chistes, anécdotas—dejar de lado los celulares!"

"Interact with friends, tell jokes and anecdotes—putting cell phones aside!"



Endeavour Middle 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 Endeavour Middle School virtual walk audit was held on October 14, 2021, via web conference.

Dr. Sonia Arnold-DeHay, Principal, and Campus Supervisor Vincent Dominguez 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:

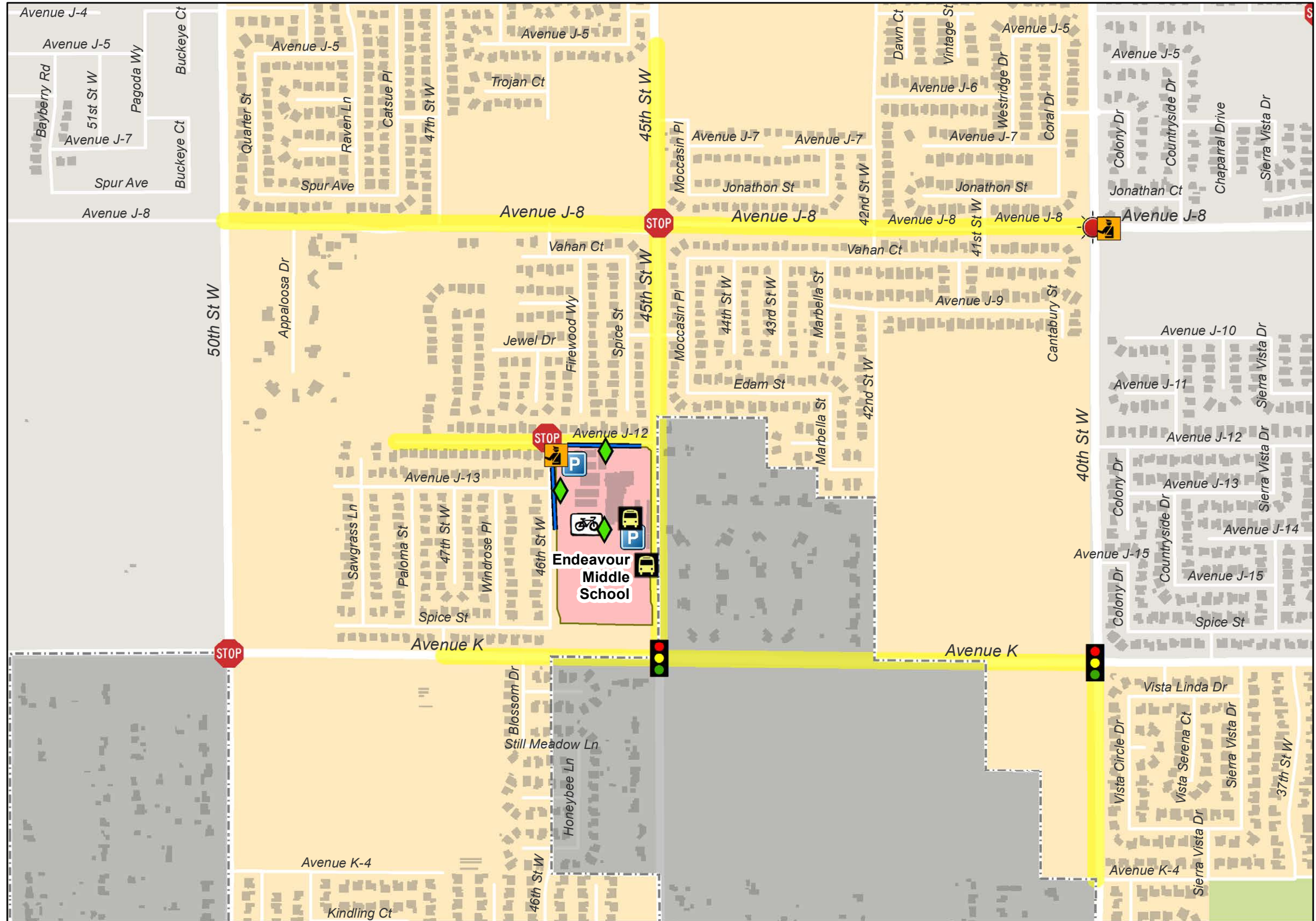
- It was estimated that the number of students walking to school might be 30–35% lower than before the pandemic.
- The school didn't celebrate October 6 Walk Day this year; the School District opted out of sports this year.
- The bike rack has been moved to in front of the school, which is safer for the bikes and keeps bicyclists from riding through campus.

EXISTING CONDITIONS

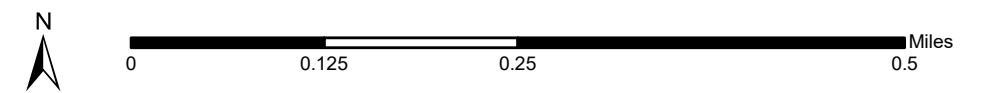
Suggested Routes, Traffic Control, and School Access



- 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



Endeavour Middle School
Traffic Control & School Access

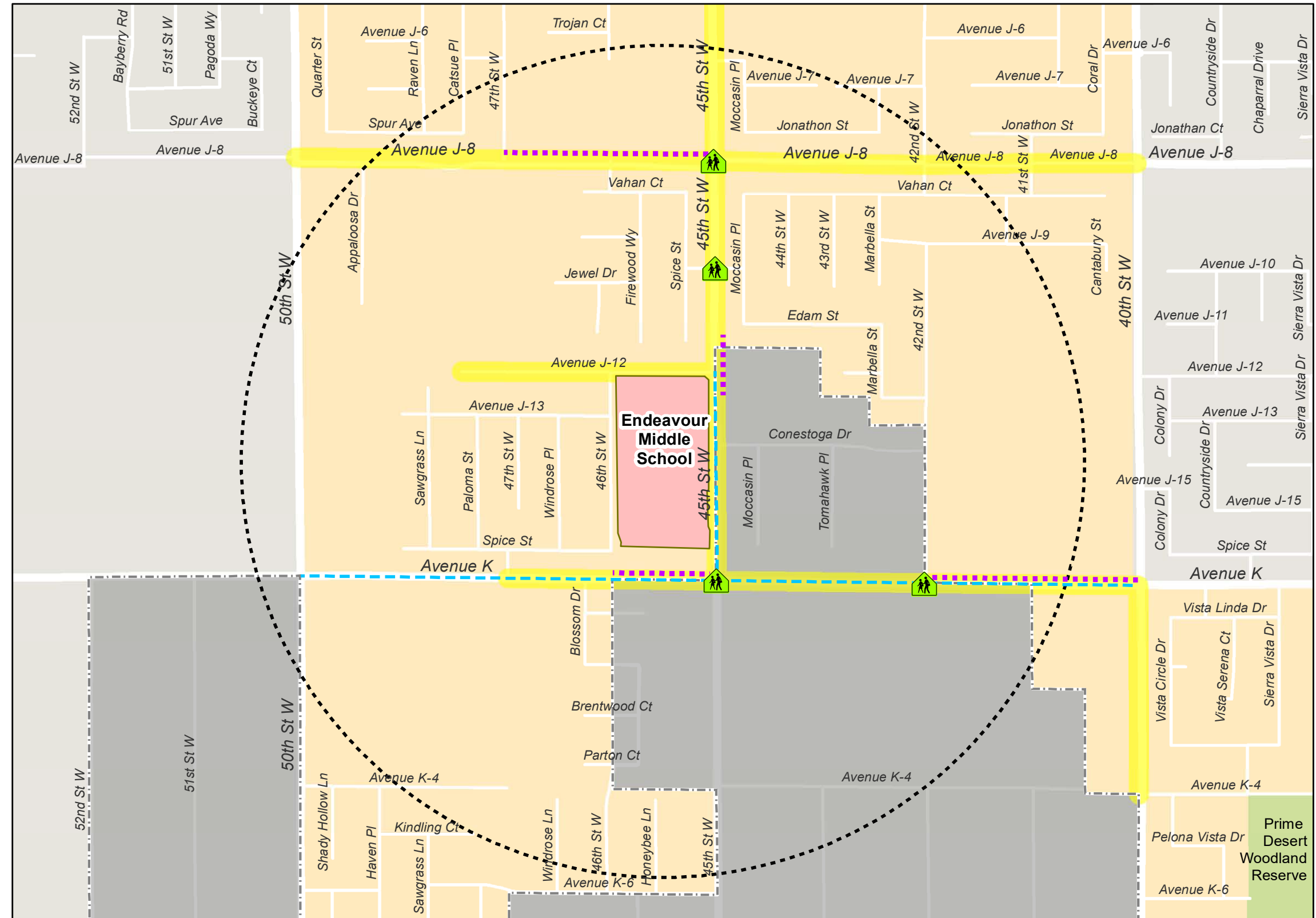


SRTS RECOMMENDATIONS

Suggested Routes and Recommended Improvements



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



Endeavour Middle 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

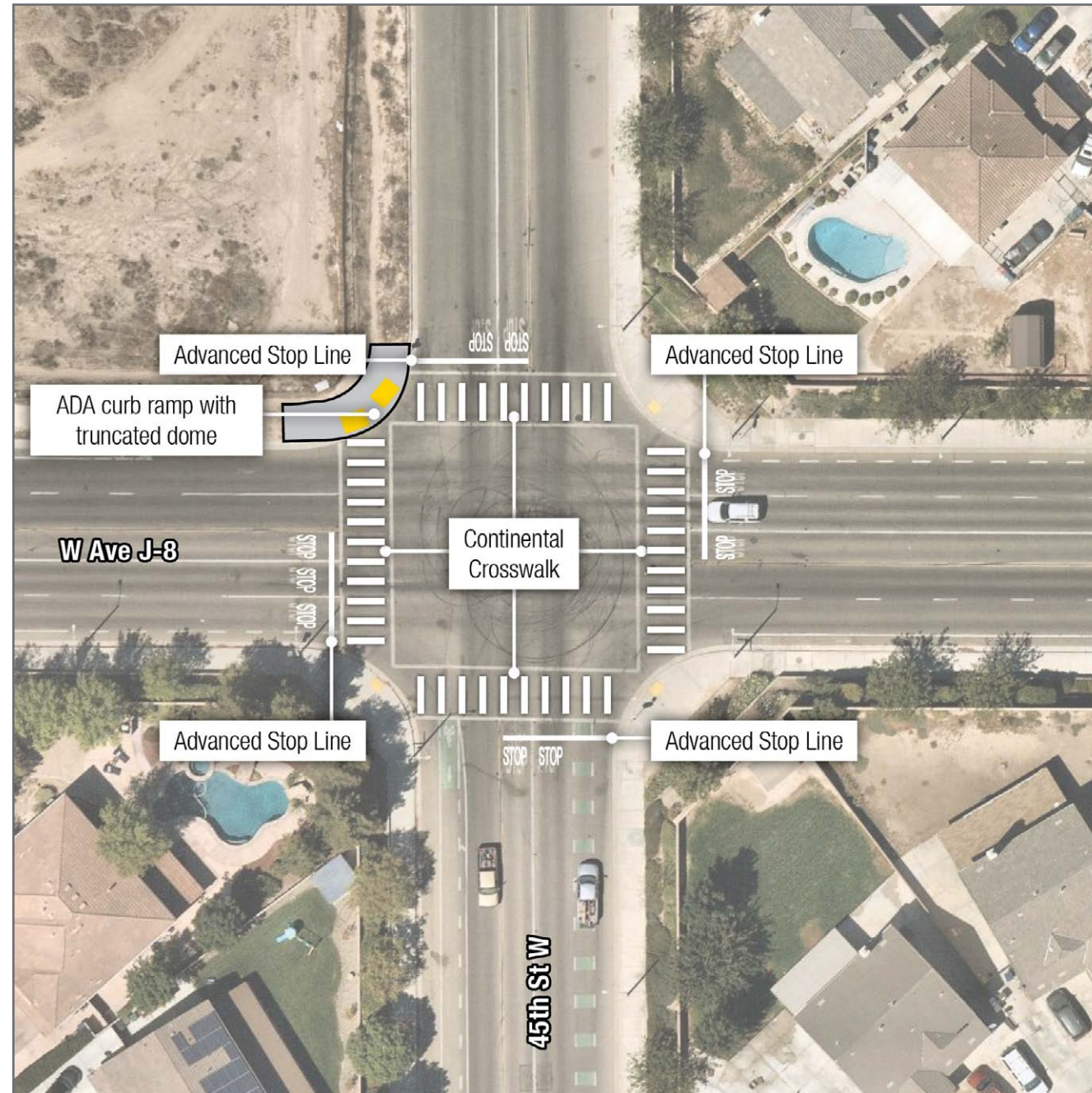
45th Street West and Avenue J-8

Existing

- All-way stop control.
- All stop signs have flashing LED lights.
- Transverse-line crosswalks on all legs.

Potential Improvements

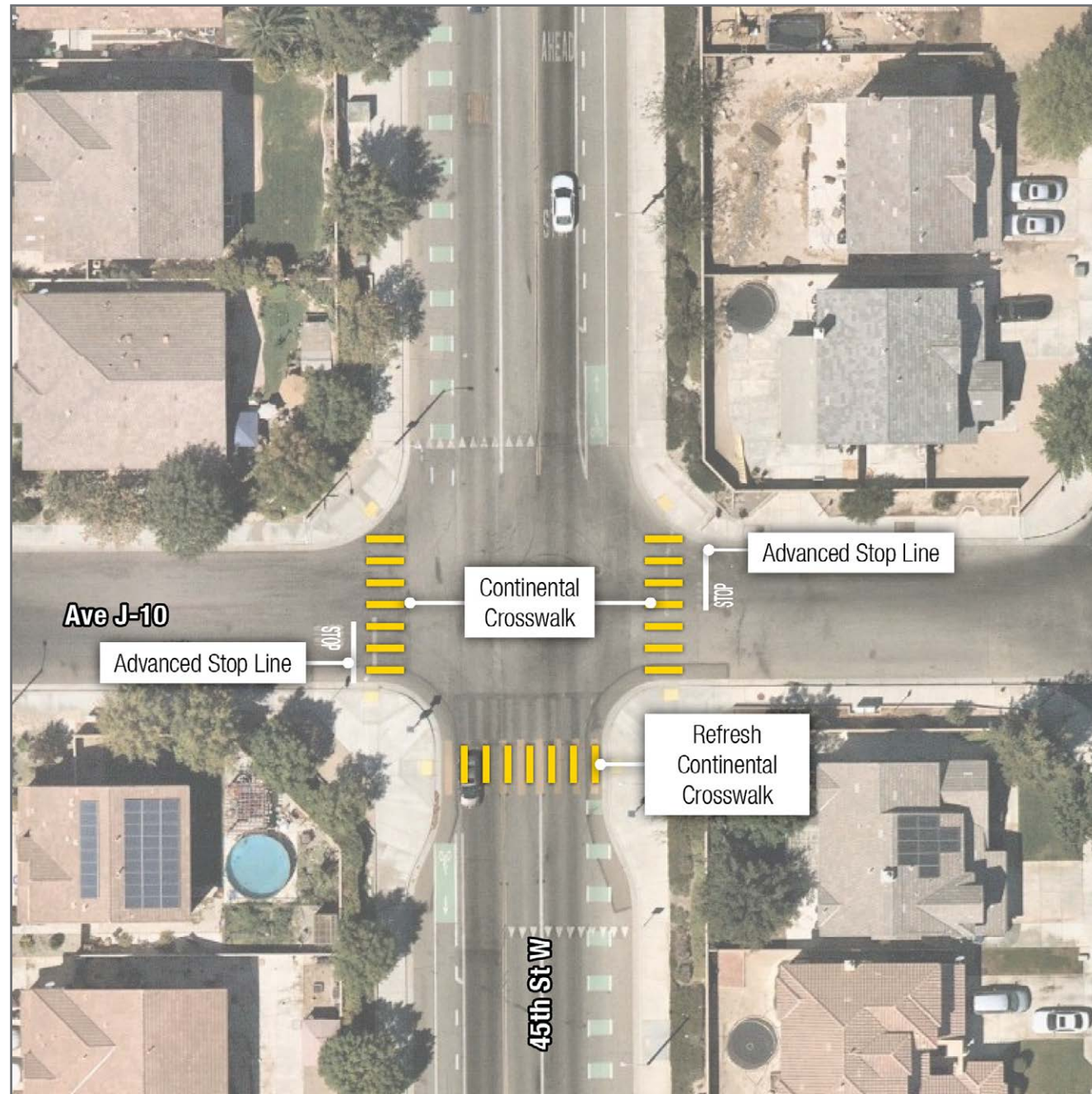
- Add white continental crosswalks to all legs.
- Add advance stop lines to all legs.
- Add ADA curb ramp with truncated dome at northwest corner.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

45th Street West and Avenue J-10

Existing

- Stop control on Avenue J-10 approaches.
- Yellow continental crosswalk on south leg.
- Pedestrian-activated rectangular rapid-flash beacons at the south leg crosswalk.
- Advance yield lines on north and south legs.
- Bike lanes along 45th Street West.
- Curb extensions on the south corners.
- Curb ramps with truncated domes on all corners.

Potential Improvements

- Add yellow continental crosswalks on east and west legs.
- Add advanced stop lines on east and west legs.
- Refresh continental crosswalk striping on south leg.

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

42nd Street West and Avenue K

Existing

- T-intersection.
- Stop-control on 42nd Street West approach.
- No existing crosswalks.
- No curb ramp on northeast corner.

Potential Improvements

- Add continental crosswalks on north leg.
- Add advanced stop line on north leg.
- Add ADA curb ramps with truncated domes at northwest and northeast corners.
- Install sidewalk on the north side of Avenue K, between 42nd Street West and 40th Street West.

PROJECT IMPROVEMENTS

Recommendations

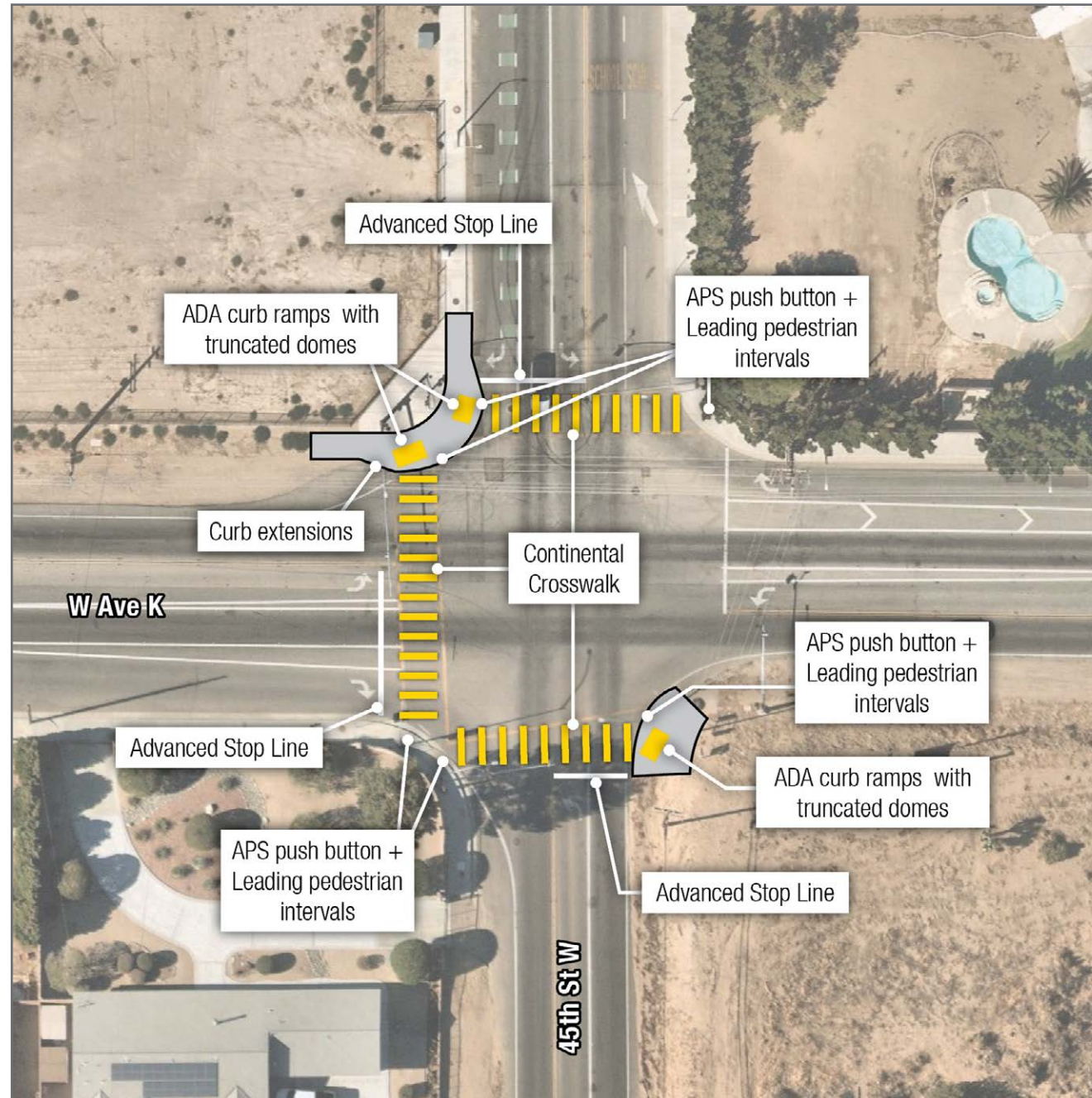
45th Street West and Avenue K

Existing

- Signalized intersection.
- Yellow transverse-line crosswalks on the north, south, and west legs.
- Countdown signals.

Potential Improvements

- Add yellow continental crosswalks to north, west, and south legs.
- Add advanced limit lines to north, west, and south legs.
- Add a leading pedestrian interval to cross north, west, and south legs.
- Add accessible pedestrian signal (APS) push buttons to cross north, west, and south legs.
- Add ADA ramps with truncated dome at northwest and southeast corners.
- Add curb extensions on the northwest corner.
- Crossing guard stationed for student arrivals/departures.



POTENTIAL IMPROVEMENTS

Summary of Engineering Strategies, by Type

Crossing Improvements

- **45th Street West & Avenue J-8:** Pavement markings; curb ramps
- **45th Street West & Avenue J-10:** Pavement markings
- **42nd Street West & Avenue K:** Pavement markings; curb ramps
- **45th Street West & Avenue K:** Pavement markings, APS push buttons and leading pedestrian intervals; curb extensions/ramps

Bikeways

- **45th Street West between Avenue J-12 & Avenue K:** Class II bike lanes (northbound only)
- **Avenue K between 40th Street West & 50th Street West:** Class II bike lanes (portions of roadway may require widening)

Sidewalks

- **Avenue J-8** between 45th Street West & 47th Street West (north side)
- **Avenue K** between 40th Street West & 42nd Street West (north side)
- **Avenue K** between 45th Street West & 46th Street West (north side)
- **45th Street West** between existing sidewalks across from Avenue J-12 (east side)

