



SAFE
ROUTES
TO
SCHOOL

Joshua Elementary School

43926 2nd Street East | Lancaster School District

SUMMER 2022

Joshua Elementary School

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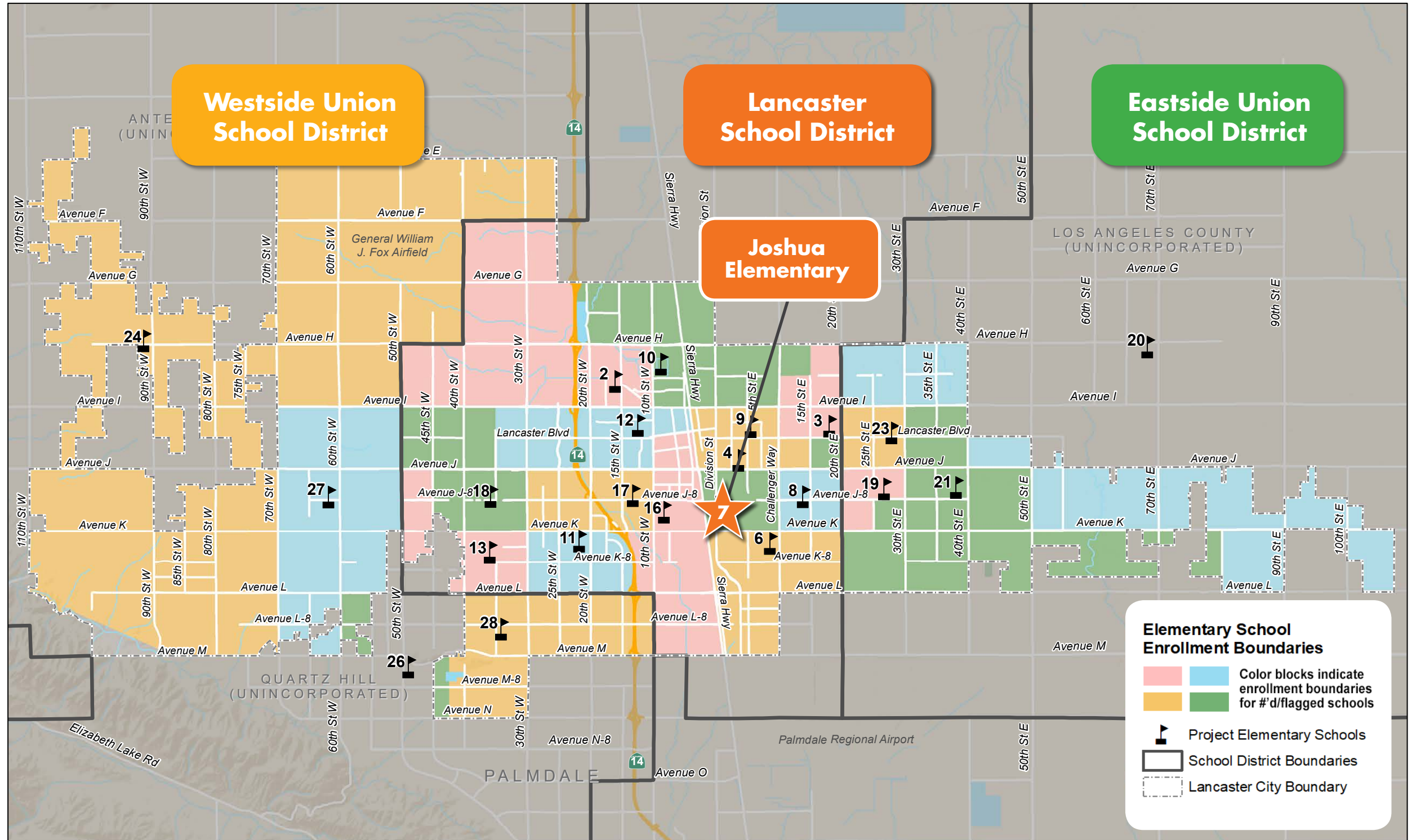


SAFE ROUTES TO SCHOOL

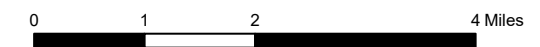


Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster



Joshua Elementary School

43926 2nd Street East

SUMMER 2022



SAFE ROUTES TO SCHOOL

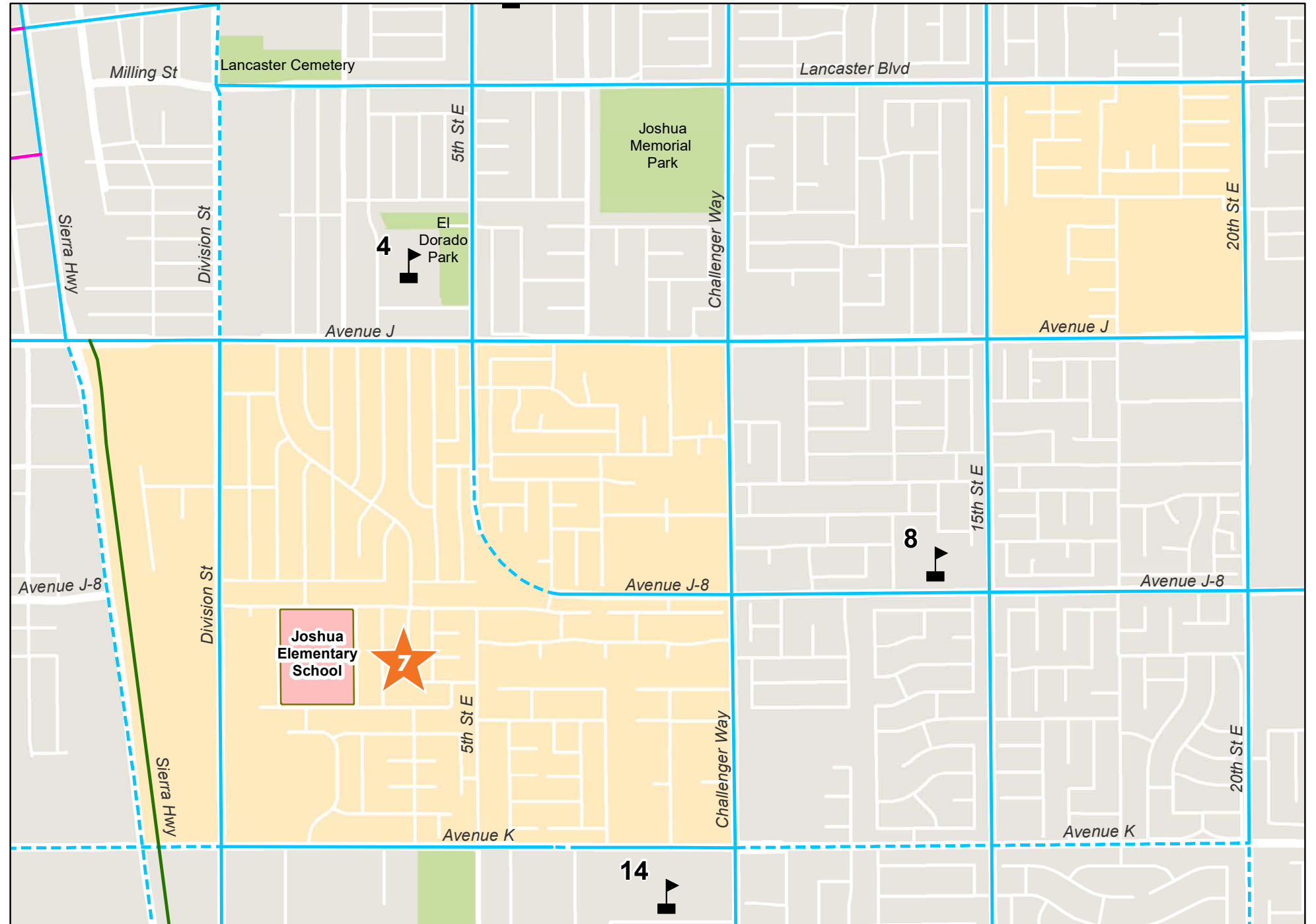


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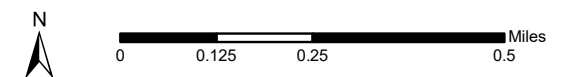
INTRODUCTION

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



Joshua Elementary School - Enrollment Area



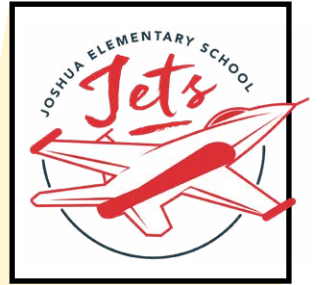
Joshua Elementary School

43926 2nd Street East

SUMMER 2022



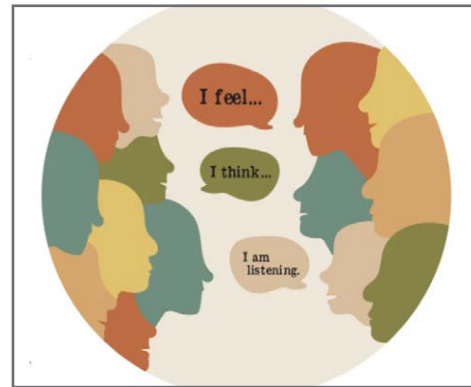
SAFE ROUTES TO SCHOOL



Jets—Soaring to Success! Options and Excellence In Education

Joshua Elementary was founded in 1953 in east Lancaster and serves approximately 600 diverse learners.

We believe in Restorative Justice



2021–22 School Snapshot

473 Student enrollment

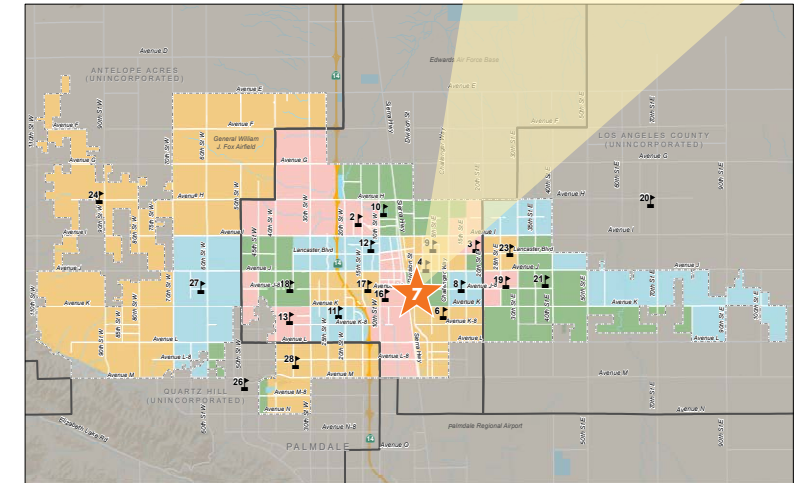
93.9% of students eligible for free or reduced-price meals (FRPM)



Joshua Elementary is a Capturing Kids' Hearts Showcase School!

Because of the everyday efforts of Joshua students and staff, Joshua Elementary has been recognized by the Flippen Group as a National Showcase School. Joshua 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, Joshua Elementary!



Elementary School Enrollment Boundaries within City of Lancaster



How are Joshua Elementary students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
2021	41	609	11%	0%	6%	78%	3%	0%	1%
2013–2015	N/A	N/A	17%	2%	11%	53%	5%	0%	1%



Joshua Elementary School

43926 2nd Street East

SUMMER 2022



SAFE ROUTES TO SCHOOL





EXISTING CONDITIONS


Pedestrian and Bicycle Crashes near Joshua Elementary

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	0	0	1
1/4-1/2 mi.	1	0	7	6	9	9	5

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 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, however, that Joshua had a high walking population and is surrounded by residential neighborhoods. (Joshua's percent of students walking to school dropped by nearly half, from 17 % in 2013–2015 to 11% in 2021.)

A concern for the 5th Street East corridor schools (including Joshua Elementary, El Dorado Elementary, Linda Verde Dual Language, 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

Joshua Elementary School

Teachers have been asked to leave before dark due to problems with crime.

3rd Street East between Avenue J-8 & Avenue J-12

- Long distance between designated crossings.
- Students crossing street outside marked crosswalks to reach parents parked across the street.

Avenue J-8 between 2nd Street East & Stanridge Avenue

- Students crossing street outside marked crosswalks to reach parents parked across the street.



SURVEY RESPONSES

One respondent indicated that her first grader's trip to school was "very fun" but also "very unsafe," and noted, *"I don't want to worry about her being snatched away."*

Remembering her own walk to school, she recalled the "nice wind blowing through your hair and on your face." She would be interested in knowing more about enforcement, education, and encouragement activities.

Joshua Elementary School Virtual Walk Audit

Walk audits are used across the nation and were employed 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 Joshua Elementary School virtual walk audit was held on October 8, 2021, via web conference.

Michelle White, Assistant Principal, represented the school; 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:



















- The streets here are not wide—we needed to reduce congestion. We've made changes because we wanted to increase traffic flow and allow dismissal at additional gates to disperse traffic. It has worked well.
 - In the afternoon, Kindergarteners, 1st, and 2nd graders are dropped off, and in the afternoon, 1st and 2nd graders are picked up at 2nd Street East and Avenue J-8.
 - Kindergarteners are dismissed from their building on a little pathway on Avenue J-8. However, Parents pick up kids, walking all over the place, not observing crosswalks.
- Probably less than 10% walk to school. [Fall 2021 student tallies reported 11% walking.]
- We had a bike rack that was hidden by construction for a while. But it's really the scooters that kids use, and they bring them into the classroom.
- Biggest safety concern is 3rd Street East, because the street is narrow, and there's no crosswalk. Parents walk across and bring their kids back to them. Students aren't allowed to cross alone.
- In the fall, it's 106, 107 degrees — we tell the kids being held before dismissal to stay under the shade trees. In the winter it's in the 20s and 30s, and there's crime.

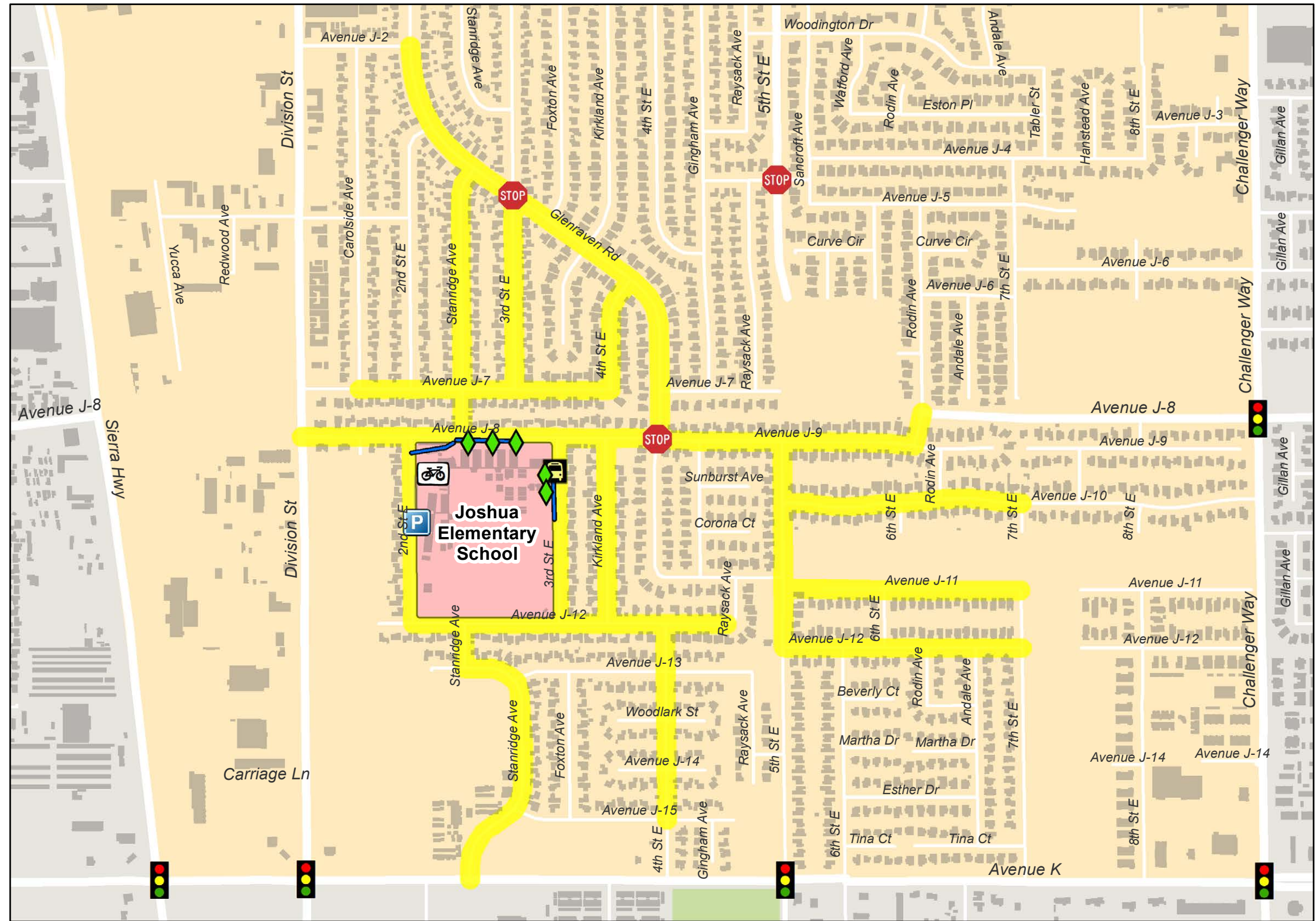


EXISTING CONDITIONS

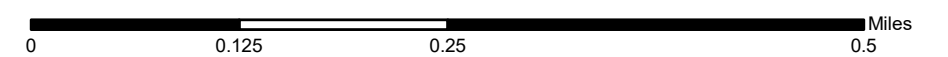
Suggested Routes, Traffic Control, and School Access



-  School Gates
-  Bus Loading
-  Bike Parking
-  Crossing Guards
-  School Parking
-  Parent Dropoff/Pick up
-  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



Joshua Elementary School
Traffic Control & School Access



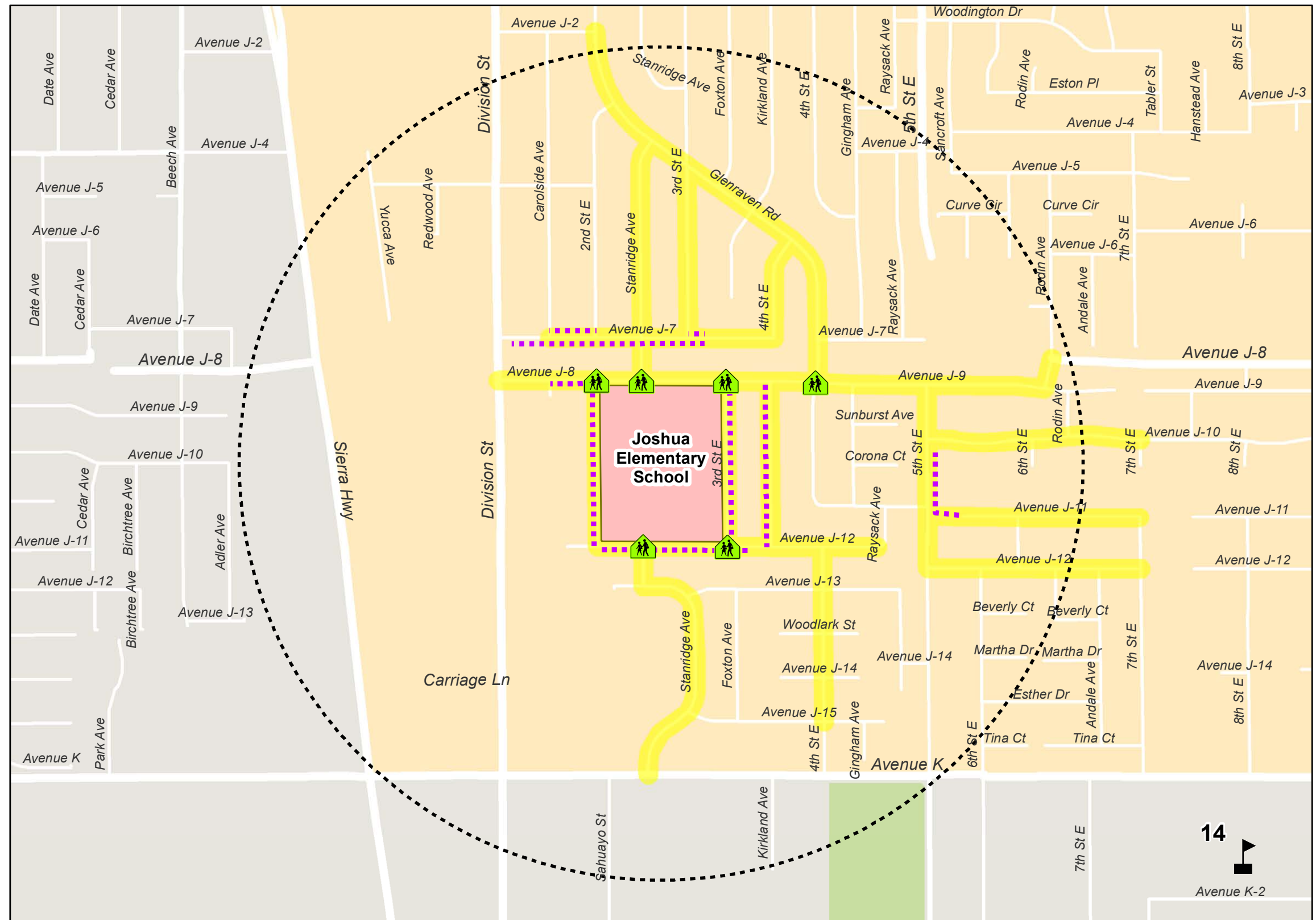
SRTS RECOMMENDATIONS

Suggested Routes and Recommended Improvements

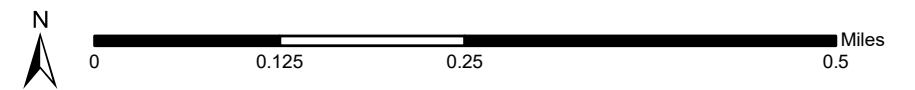


Potential Improvements

- 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



Joshua 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.

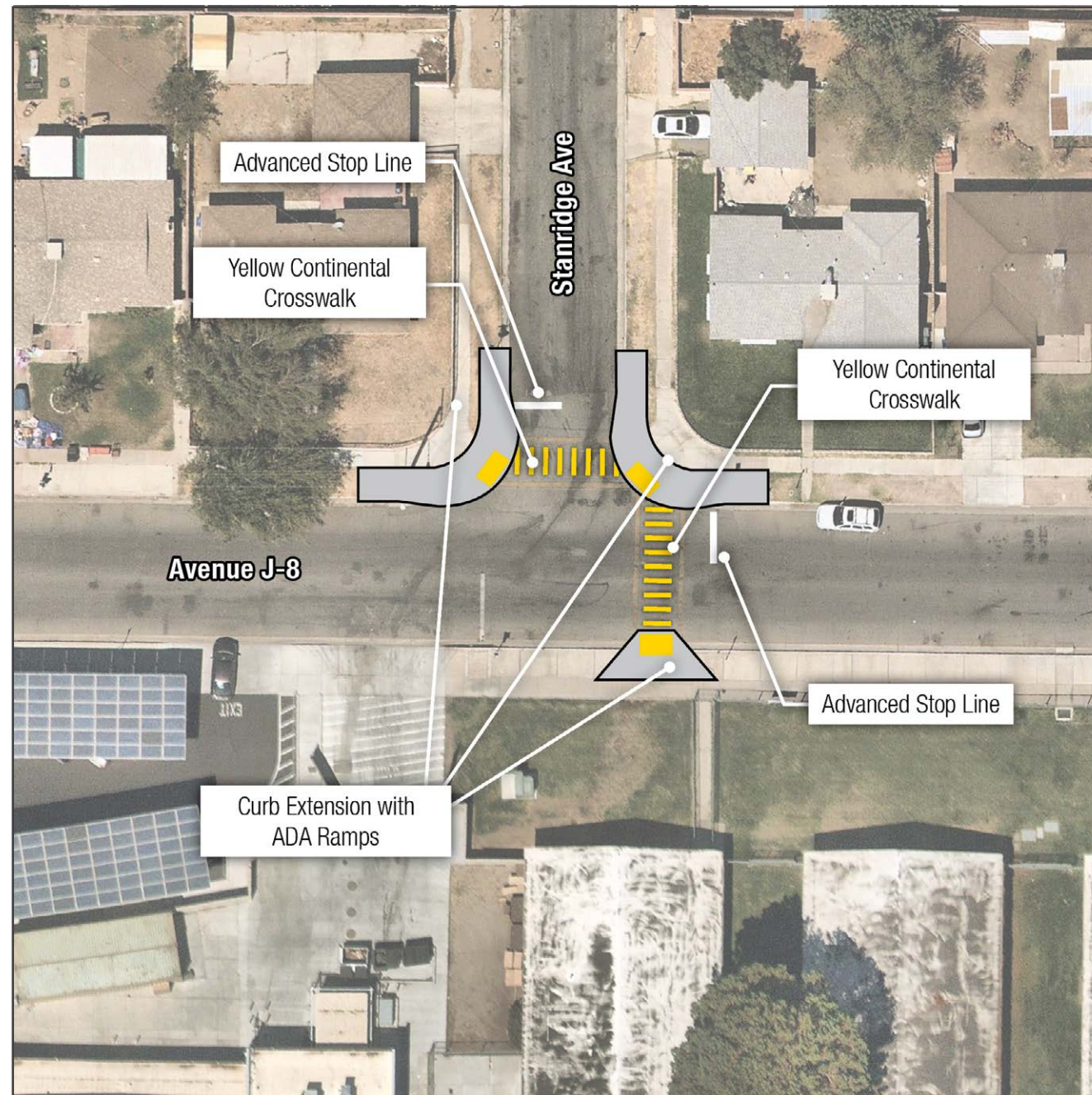


**See SRTS Master Plan Introduction:
Menu of Best People Strategies**

PROJECT IMPROVEMENTS

Recommendations

Avenue J-8 and Stanridge Avenue



POTENTIAL IMPROVEMENTS

Existing

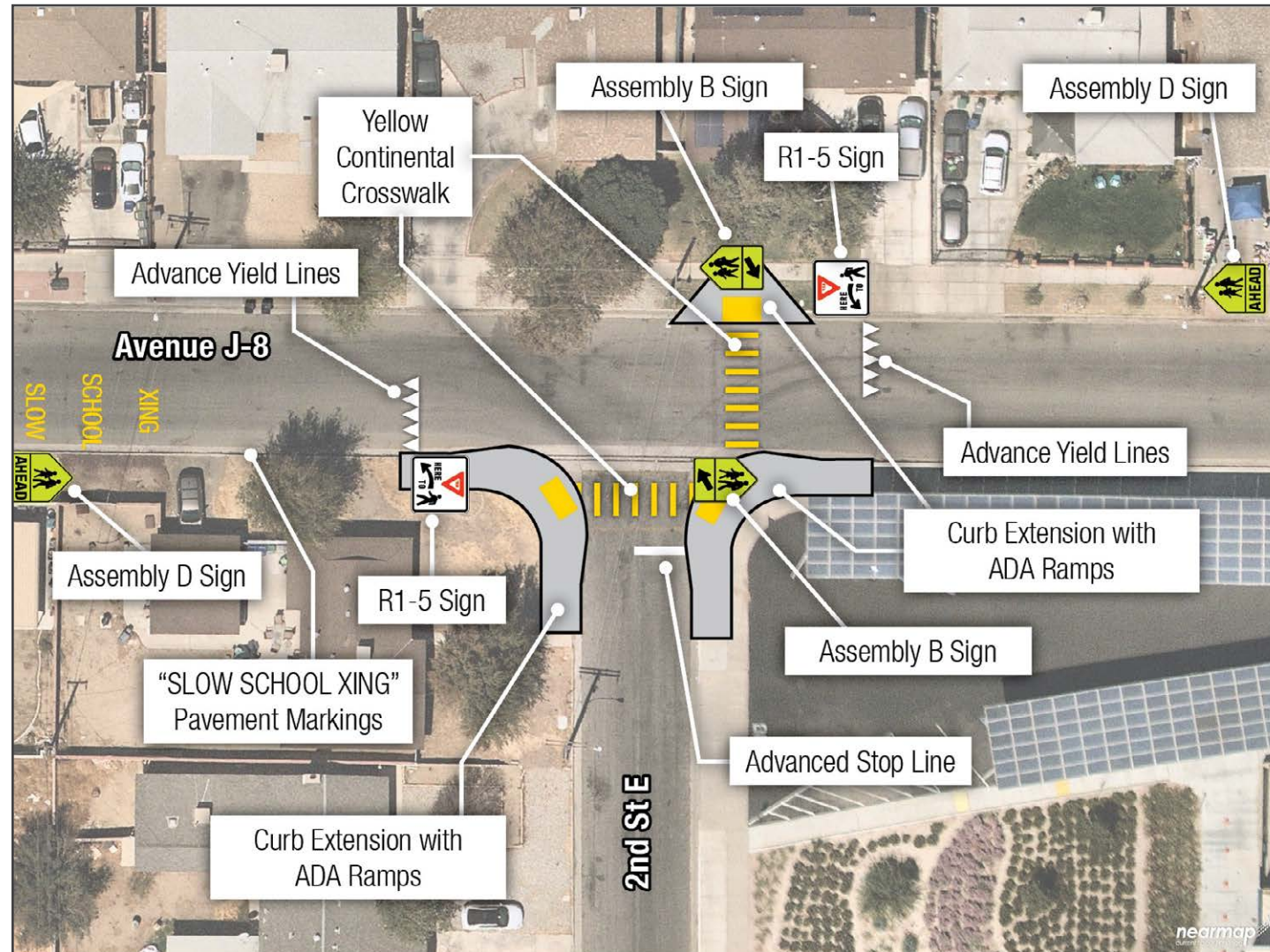
- T – intersection.
- All-way stop control.
- All stop signs have LED lights.
- Yellow transverse crosswalks on the north and east legs.

Proposed

- Add curb extensions to the north and east legs.
- Add ADA-compliant truncated dome curb ramps to all legs.
- Add advanced stop line to the north and east legs.
- Add yellow continental crosswalks to the north and east legs.

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

Avenue J-8 and 2nd Street East

Existing

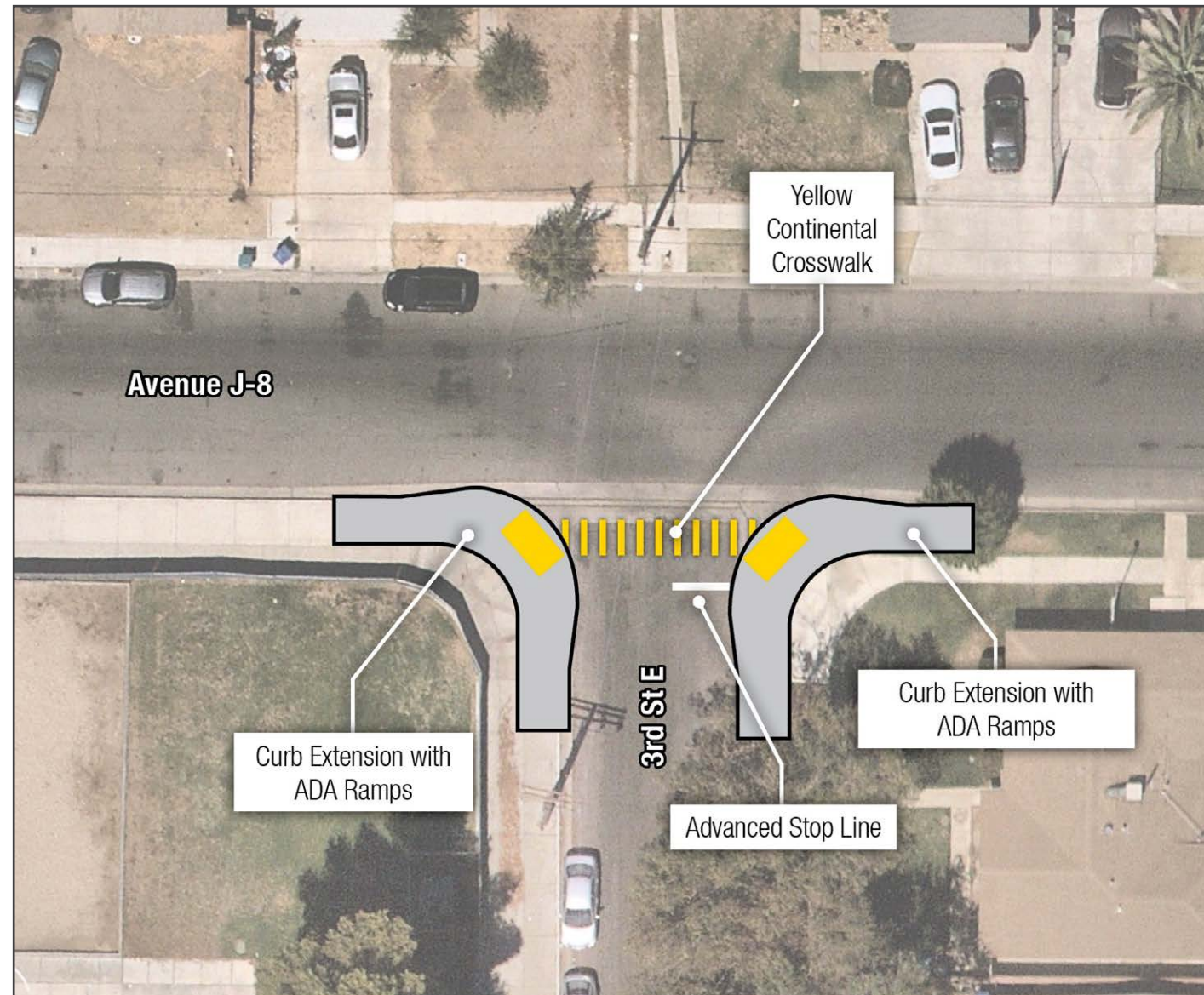
- T – intersection.
- Stop-controlled at 2nd Street East.
- All stop signs have LED lights.
- Yellow standard crosswalk on the south leg.
- No sidewalk on Avenue J-8 on the south side.
- Crossing guard.

Proposed

- Add curb extensions to the east and south legs.
- Add advanced stop line to the south leg.
- Add yellow continental crosswalks to the south and east legs.
- Add advanced yield lines to both approaches to the east leg crosswalk.
- Add "SLOW SCHOOL XING" pavement markings upstream of the yield line on west leg.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines, as shown.

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

Avenue J-8 and 3rd Street East

Existing

- T – intersection.
- Stop-controlled at 3rd Street East.
- Yellow standard crosswalk on the south leg.

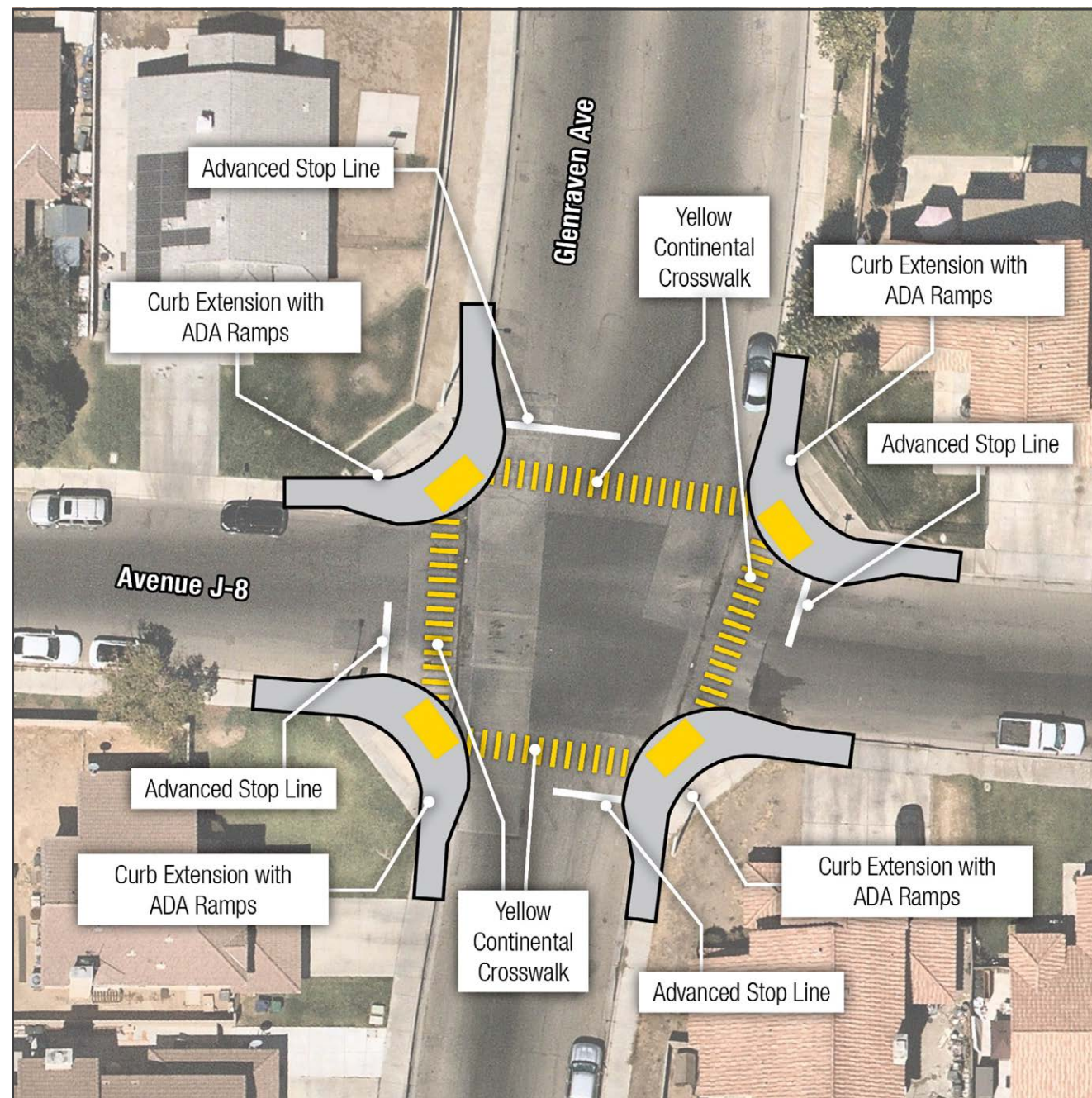
Proposed

- Add curb extension to the south leg.
- Add advanced stop line to the south leg.
- Add yellow continental crosswalk to the south leg.

PROJECT IMPROVEMENTS

Recommendations

Avenue J-8 and Glenraven Avenue



POTENTIAL IMPROVEMENTS

Existing

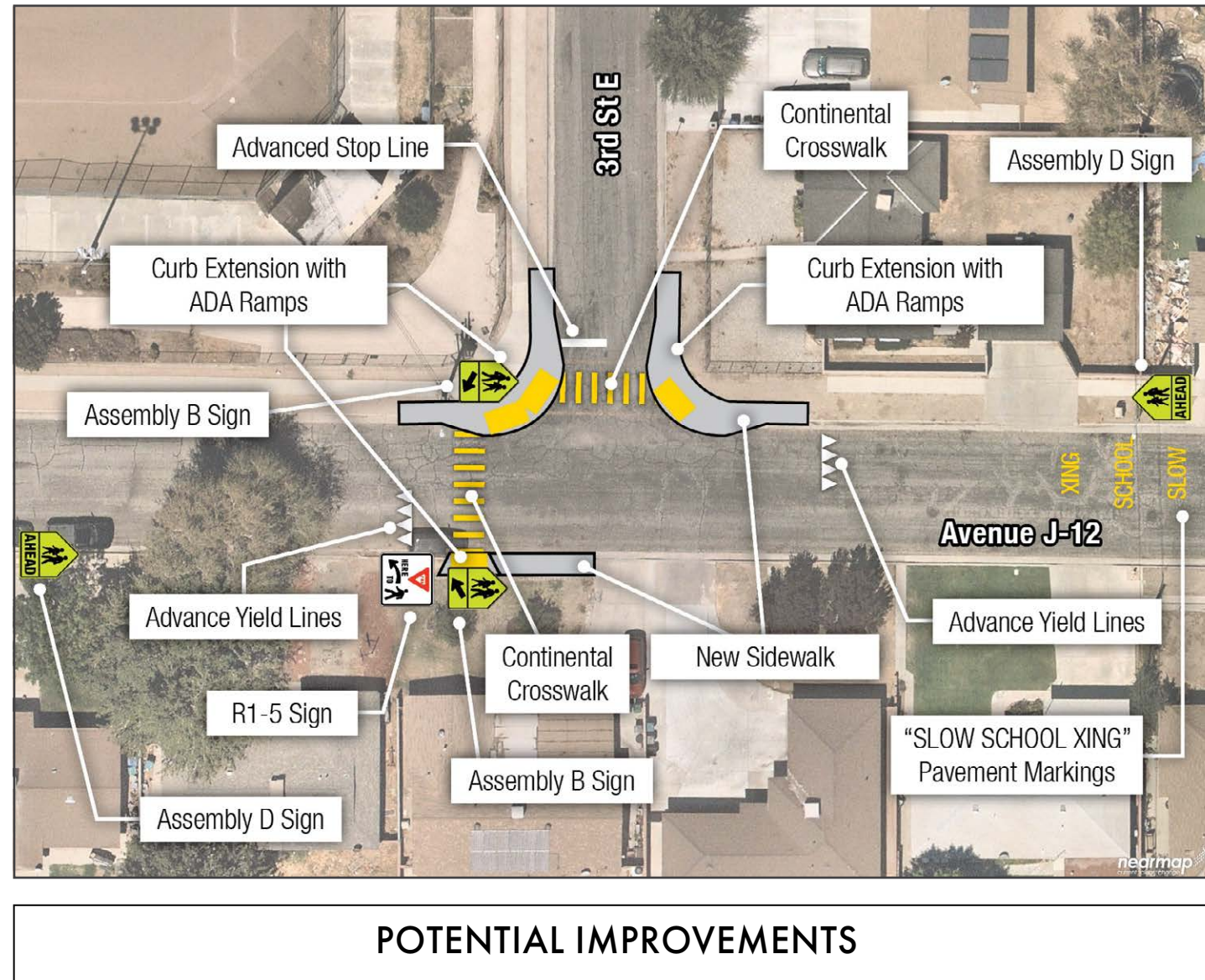
- All-way stop control.
- All stop signs have LED lights.
- No marked crosswalks.

Proposed

- Add curb extensions at all legs.
- Add advanced stop line to all legs.
- Add yellow continental crosswalk to all legs.

PROJECT IMPROVEMENTS

Recommendations



Avenue J-12 and 3rd Street East

Existing

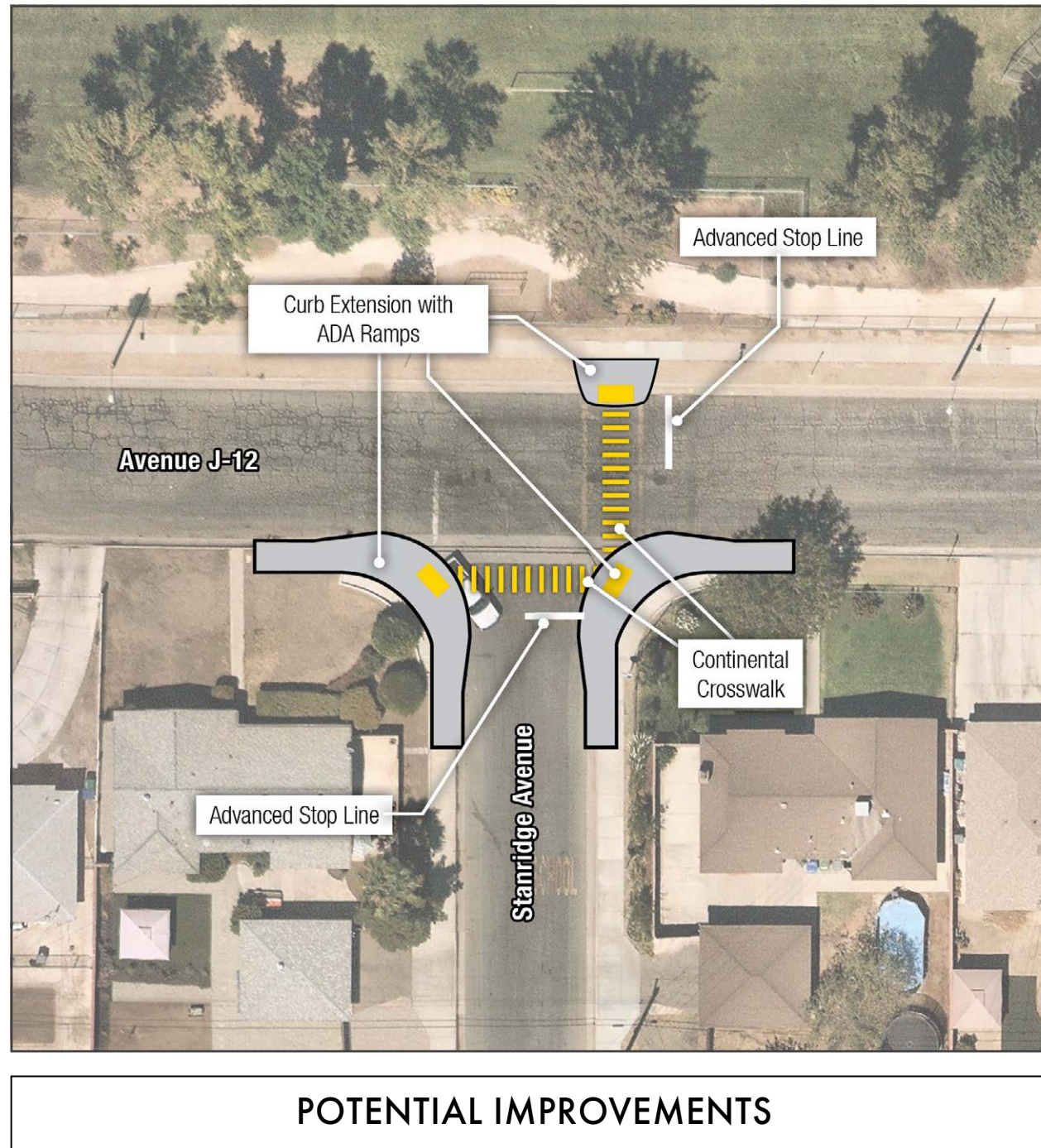
- T – intersection.
- Stop controlled at 3rd Street East.
- Yellow standard crosswalk on the north leg.
- No sidewalk on Avenue J-12 east of 3rd Street East on the north side for approximately 40’.

Proposed

- Install sidewalk to south side of Avenue J-12 and east side of 3rd Street East.
- Add curb extensions to the north and west legs.
- Add advanced stop line to the north leg.
- Add yellow continental crosswalk to the north and west leg.
- Add advanced yield lines to both approaches to the west leg crosswalk.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines, as shown.

PROJECT IMPROVEMENTS

Recommendations



Avenue J-12 and Stanridge Avenue

Existing

- T – intersection.
- All-way stop control.
- All stop signs have flashing LED lights.
- Yellow standard crosswalks on the east and south legs.

Proposed

- Add curb extensions to the east and south legs.
- Add advanced stop line to the east and south legs.
- Add yellow continental crosswalk to the east and south legs.

Summary of Engineering Strategies, by Type

Crossing Improvements

- **Avenue J-8 & Stranridge Avenue:** Pavement markings; curb extensions/ramps
- **Avenue J-8 & 2nd Street East:** Pavement markings & signage; curb extensions/ramps
- **Avenue J-8 & 3rd Street East:** Pavement markings; curb extensions/ramps
- **Avenue J-8 & Glenraven Avenue:** Pavement markings; curb extensions/ramps
- **Avenue J-12 & 3rd Street East:** Pavement markings & signage; curb extensions/ramps
- **Avenue J-12 & Stanridge Avenue:** Pavement markings; curb extensions/ramps

Sidewalks

- **Avenue J-7** between 3rd Street East & existing sidewalk (north side)
- **Avenue J-7** between Carolside Avenue & 2nd Street East (north side)
- **Avenue J-7** between Division Street & existing sidewalk east of 3rd Street East (south side)
- **Avenue J-12** between 2nd Street East & 3rd Street East (south side)
- **2nd Street East** between Avenue J-8 & Avenue J-12 (west side)
- **3rd Street East** between Avenue J-8 & Avenue J-12 (east side)
- **4th Street East** between Avenue J-8 & Avenue J-12 (west side)
- **5th Street East** south of Avenue J-10 & Avenue J-11 (east side)

