



Lincoln Elementary School

44021 15th Street East | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Lincoln Elementary School

44021 15th Street East

SUMMER 2022

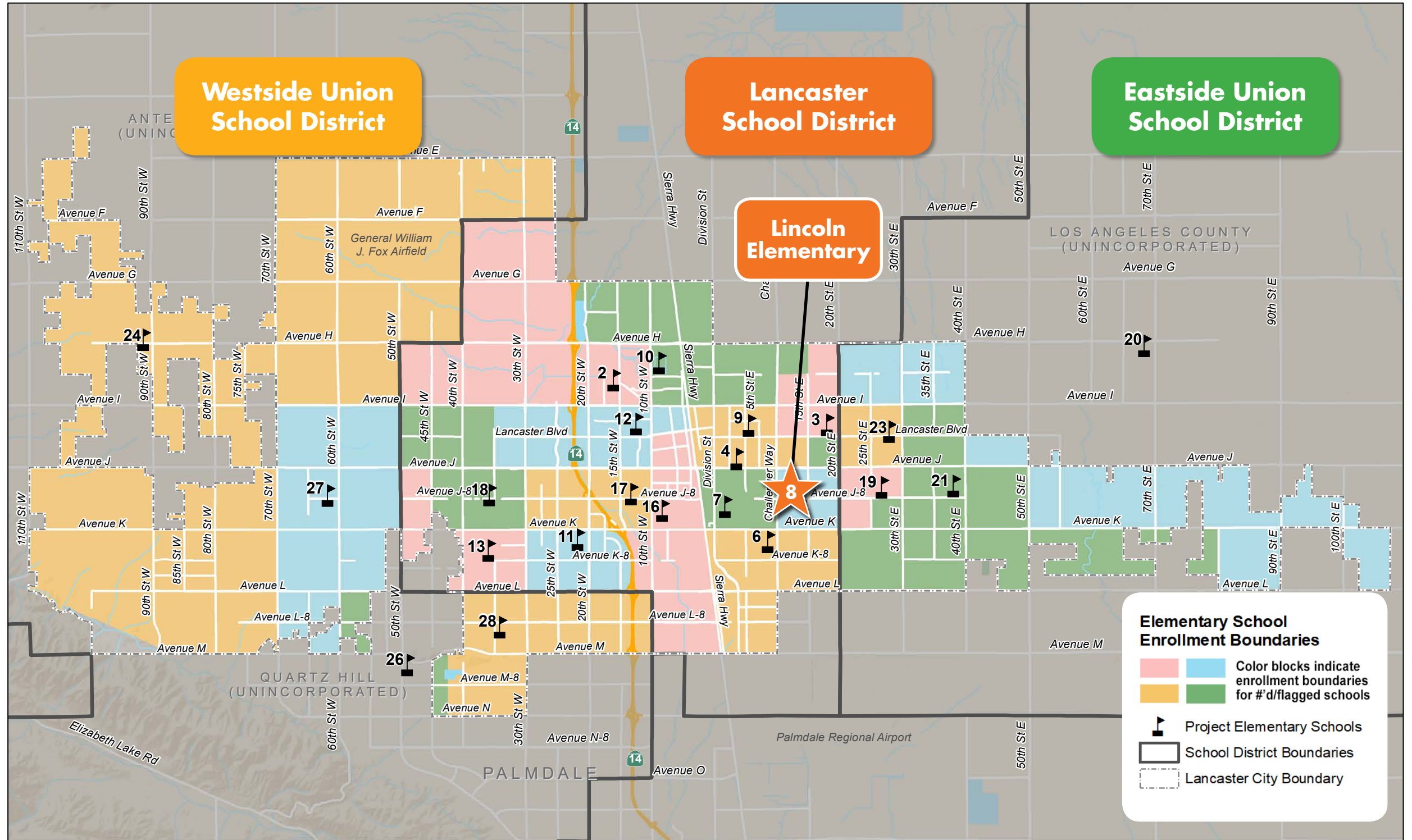


SAFE ROUTES TO SCHOOL

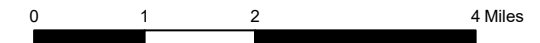


Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster



Lincoln Elementary School

44021 15th Street East

SUMMER 2022



SAFE ROUTES TO SCHOOL

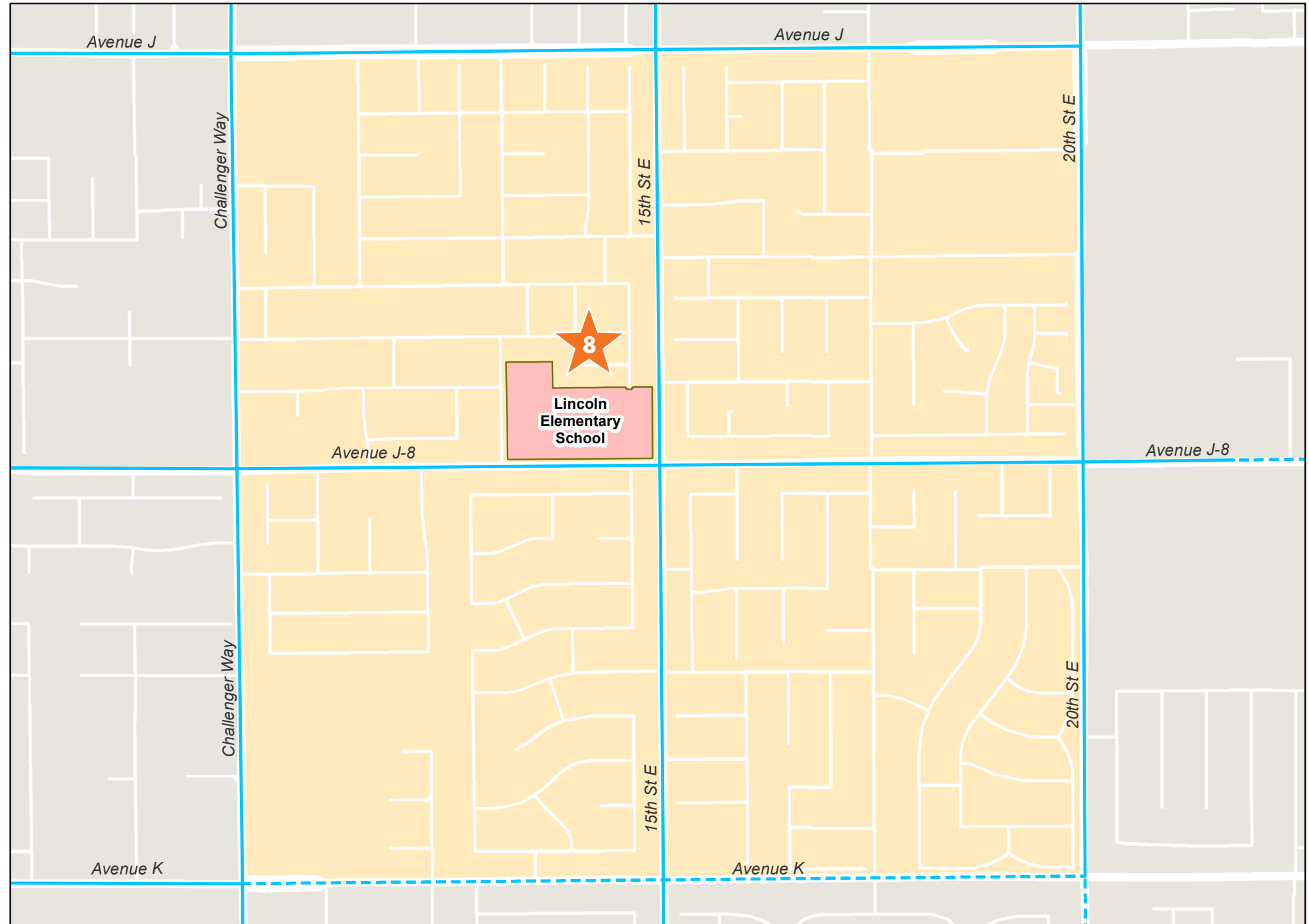


Kimley»Horn

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



Lincoln Elementary School - Enrollment Area

Lincoln Elementary School

44021 15th Street East

SUMMER 2022



SAFE ROUTES TO SCHOOL

Lincoln is the place to be . . . School Options and Excellence In Education!

We believe each student is a valued individual with a variety of needs. It is our mission to meet these needs by providing a safe and optimal learning environment. This environment will promote and enhance effective collaboration and respect between home and school. These things are essential to student achievement and personal growth.

Vision

Empowering students to reach their full Potential via High Expectations and Excellent Instruction.



INTRODUCTION School Facts



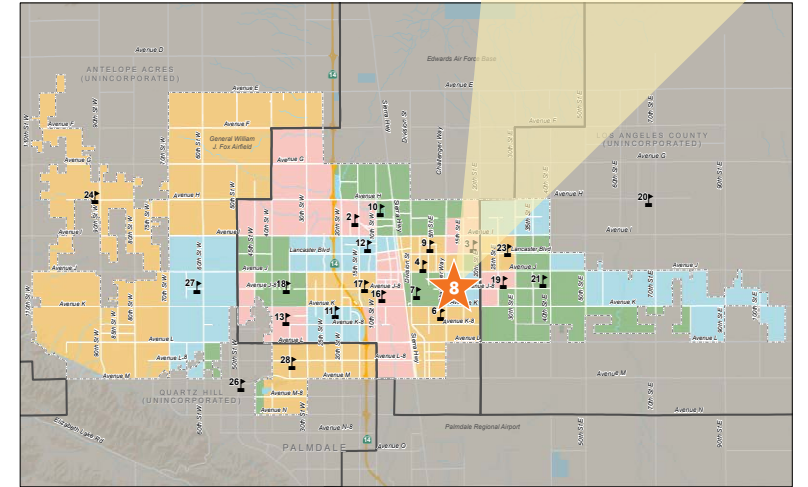
Lincoln is a Capturing Kids' Hearts Showcase School!

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

2021-22 School Snapshot

582 Student enrollment
91.1% of students eligible for free or reduced-price meals (FRPM)



Elementary School Enrollment Boundaries within City of Lancaster



How are Lincoln students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
2021	22	550	15%	1%	5%	73%	6%	0%	1%
2013-2015	N/A	N/A	27%	2%	2%	58%	8%	0%	4%



Lincoln Elementary School

44021 15th Street East

SUMMER 2022



SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Lincoln Elementary

TIMS, 2015–2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

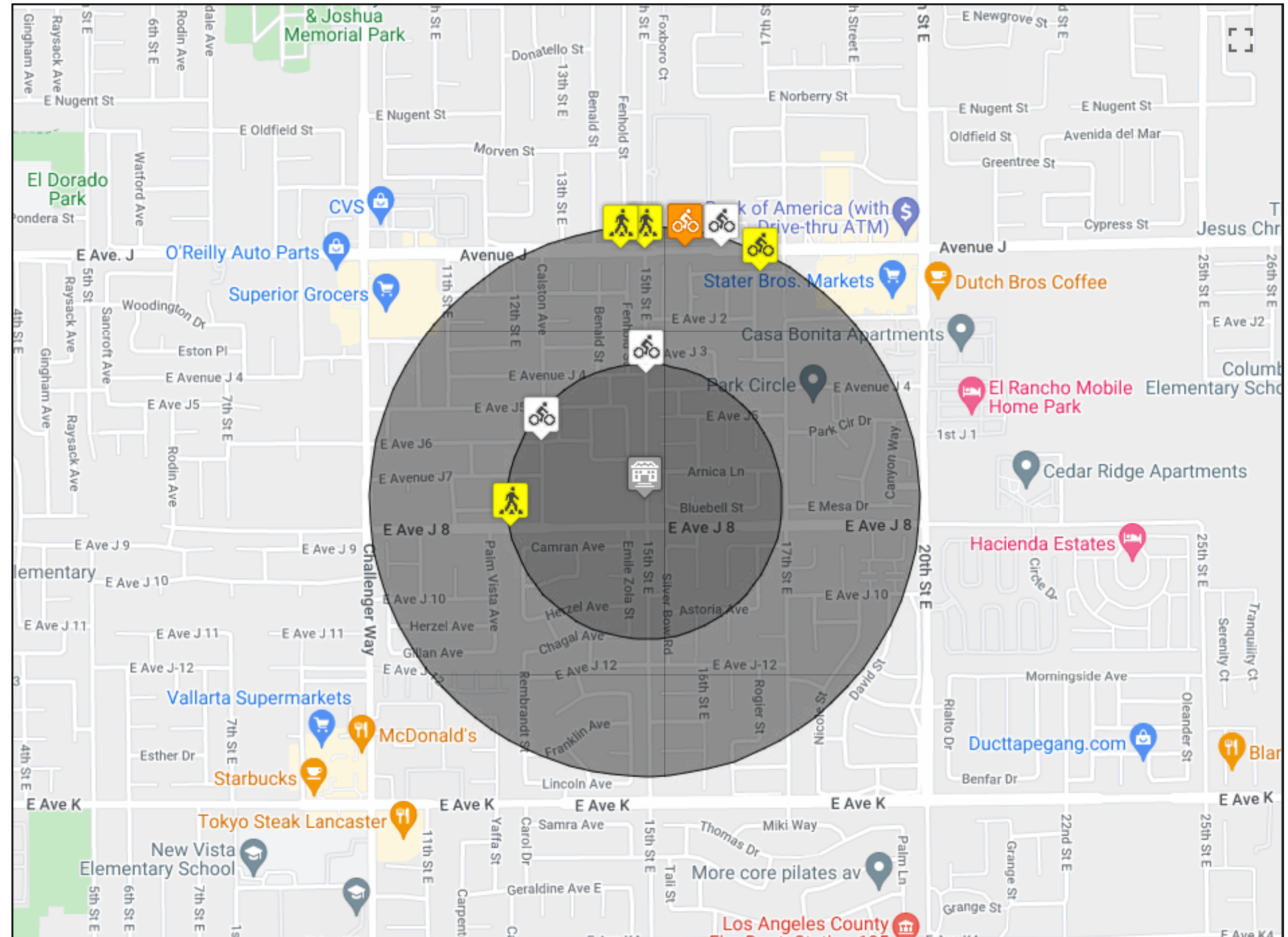
Severe Injury

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	2	1	2	3
1/4-1/2 mi.	0	1	3	2	3	3	6

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.

Jullie and Jennifer indicated that Lincoln Elementary is, or was, an all-walking school, with the enrollment area drawn from the densely populated city block surrounding it. In fact, in 2013–2015, the school saw 27% of students walking and 2% bicycling to school. However, in 2021, Student Tallies showed no bicyclists, and walking participation had fallen to 15%.



EXISTING CONDITIONS

Stakeholder and Community Input

Parent Surveys and SRTS Interactive Map Input

Lincoln Elementary School

15th Street East & Arnica Lane

- Long distance between designated crossings.
- Students crossing street outside marked crosswalks.

Avenue J-8 between Calston Avenue & 15th Street East

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

15th Street East & School Driveway

- Despite driveway being right turn-only, parents will make illegal left turns.

15th Street East, north of Avenue J-8

- Vehicles speeding.

SURVEY RESPONSES

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

"It was a great way to feel a part of your community and enjoy riding through a great neighborhood filled with loving people."

What other ideas, programs or projects would you like to see, in order to make it safe and fun for kids to walk, bike, skate, scoot, or roll to school?

"Once a month, when appropriate, organize group cycling events to encourage the community to come out and safely use

the bike lanes. There are many people interested in biking around the community but are afraid because of the high speeds in our community and minimal speed bumps in the residential streets. Many drivers disregard the bike lanes because they don't see them used, but if many more people were to come out and use them, I'd imagine people would be more mindful of the bike lanes and not drive through them."

Lincoln Elementary 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 Lincoln Elementary School virtual walk audit was held on October 15, 2021, via web conference.



Jill Culver, Assistant Principal, and Campus Supervisor Anquasha Carter 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:

- Lincoln has a lot of walkers, generally. During the warmer periods, maybe 40–50% of students walk home. More are dropped off by car in the morning, however.
- There is more jaywalking when kids are with their parents. Parents will park on 15th Street East, on the west side of the school, and kids run across Avenue J-8 when they see their parents.
- We have the Promise Academy on our site as well, and we have two special education buses serving that facility that follow a morning drop-off route on Avenue J-8, but even when it's coned for buses only, parents try to get in there.
- Speeding is a problem—even into the parking lots. Parents drop their kids off and speed away. Campus supervisors continually have to advise people to slow down. When a deputy is there, parents don't fuss at the crossing guards and campus supervisors.
- We have two bike racks, but there are only three students who ride bikes presently, and one scooter. They all wear helmets. However, kids aren't using the bike lanes—they're riding on the sidewalks. If we didn't have the speeding problem, they might be safe in the bike lanes.

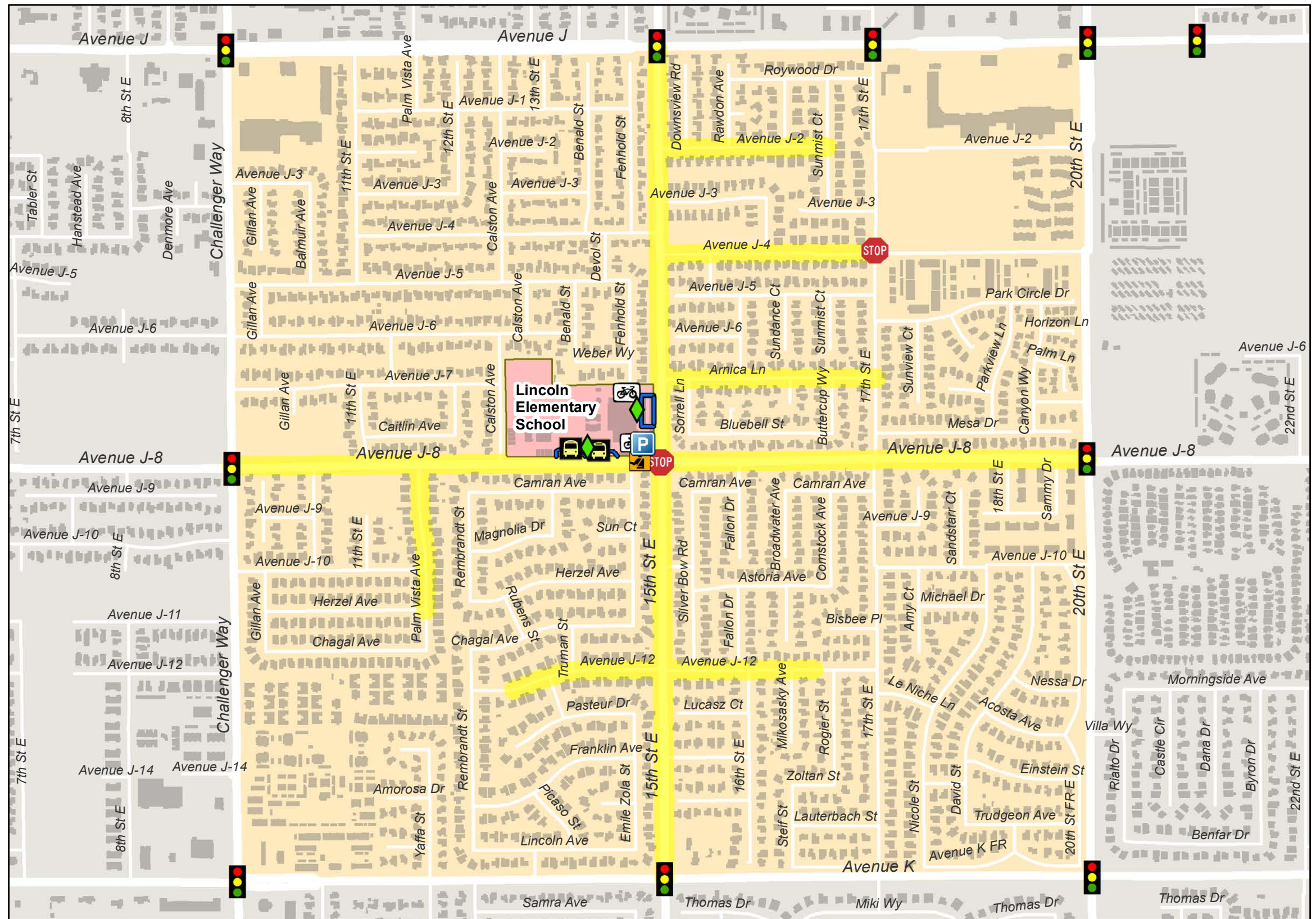


EXISTING CONDITIONS

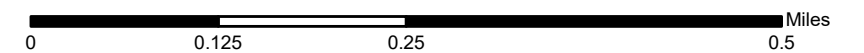
Suggested Routes, Traffic Control, and School Access



- 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



Lincoln Elementary School
Traffic Control & School Access



SRTS RECOMMENDATIONS

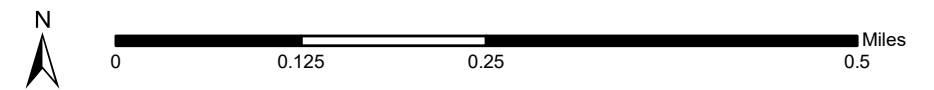
Suggested Routes and Recommended Improvements



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



Lincoln 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

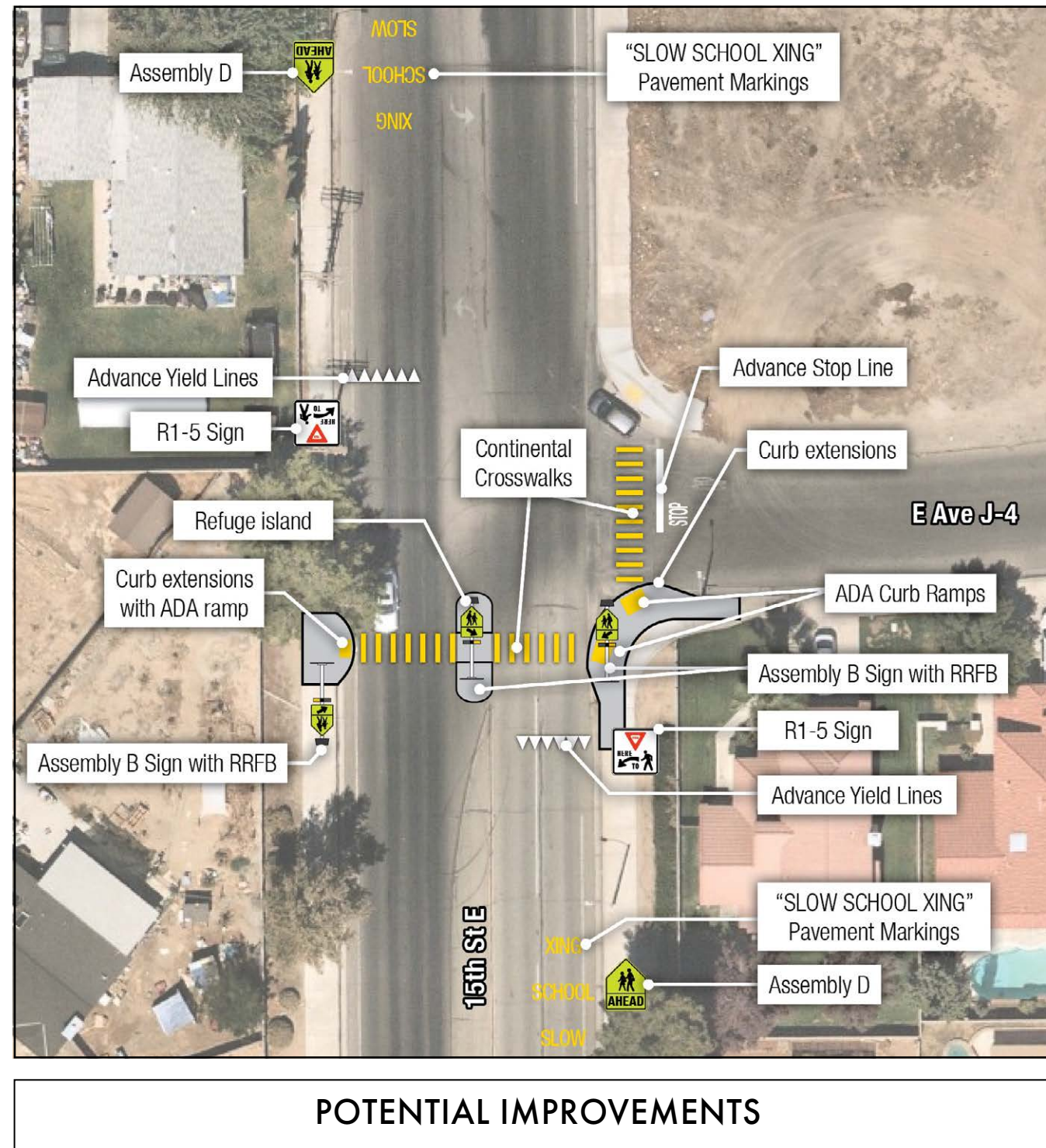
15th Street East and Avenue J-4

Existing

- T-intersection.
- Stop control on Avenue J-4 approach.
- No marked crosswalk.

Potential Improvements

- Investigate installing pedestrian-activated rectangular rapid-flashing beacons (RRFB) at the south leg crosswalk.
- Add yellow continental crosswalks to south and east legs.
- Add advanced yield lines to both approaches at the south leg crosswalk.
- Add pedestrian refuge island at the south leg crosswalk.
- Add curb extensions to the south leg crosswalk.
- Add advanced stop line to east leg.
- Add "SLOW SCHOOL XING" pavement markings.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines.



PROJECT IMPROVEMENTS

Recommendations

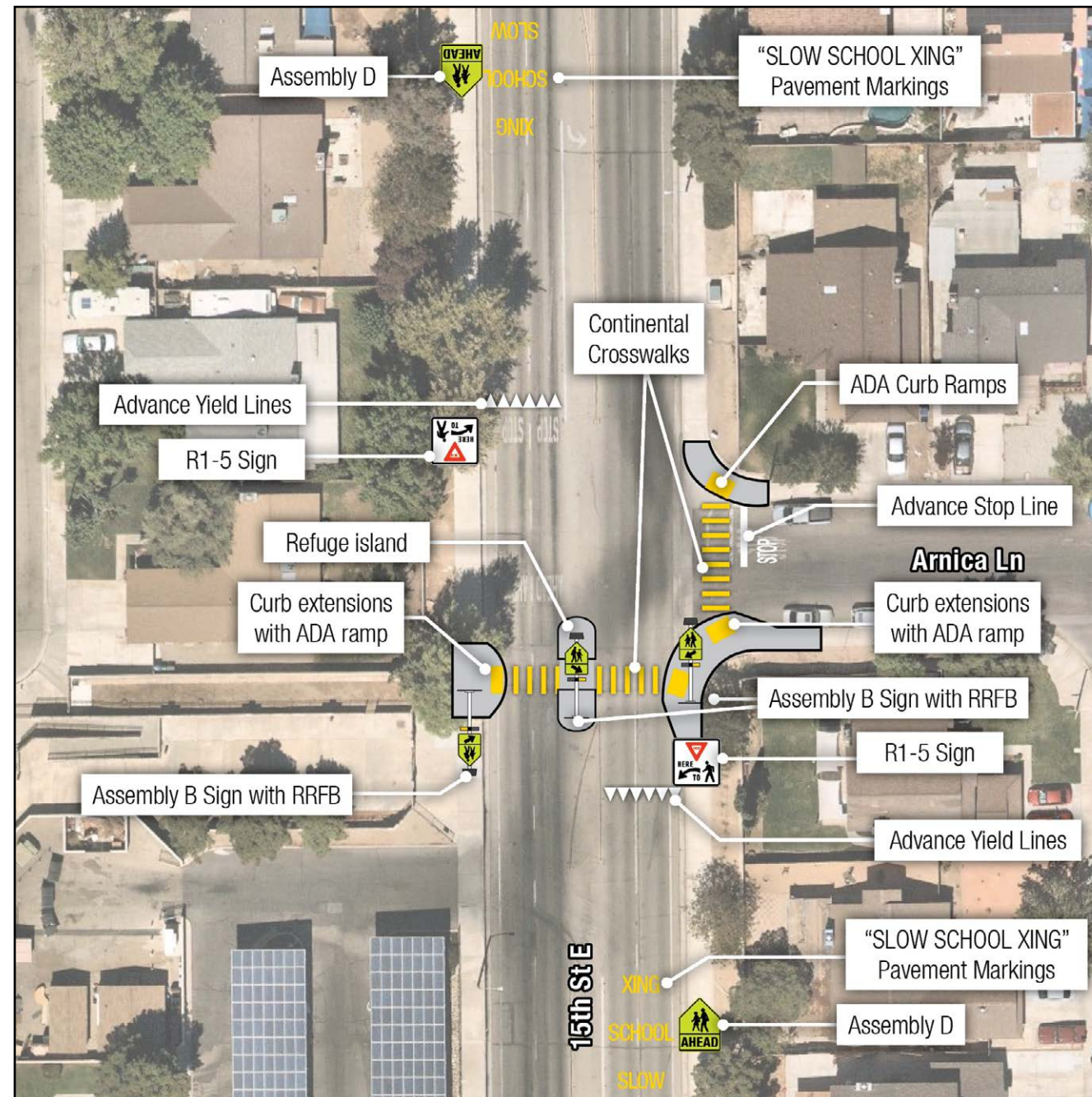
15th Street East and Arnica Lane

Existing

- T-intersection.
- Stop control on Arnica Lane approach.
- No marked crosswalk.

Potential Improvements

- Investigate installing pedestrian-activated rectangular rapid-flashing beacons (RRFB) at the south leg crosswalk.
- Add yellow continental crosswalks to south and east legs.
- Add advanced yield lines to both approaches at the south leg crosswalk.
- Add pedestrian refuge island at the south leg crosswalk.
- Add curb extensions to the south leg crosswalk.
- Add advanced stop line to east leg.
- Add "SLOW SCHOOL XING" pavement markings.
- Add signs approaching crosswalk(s) per CA MUTCD guidelines.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

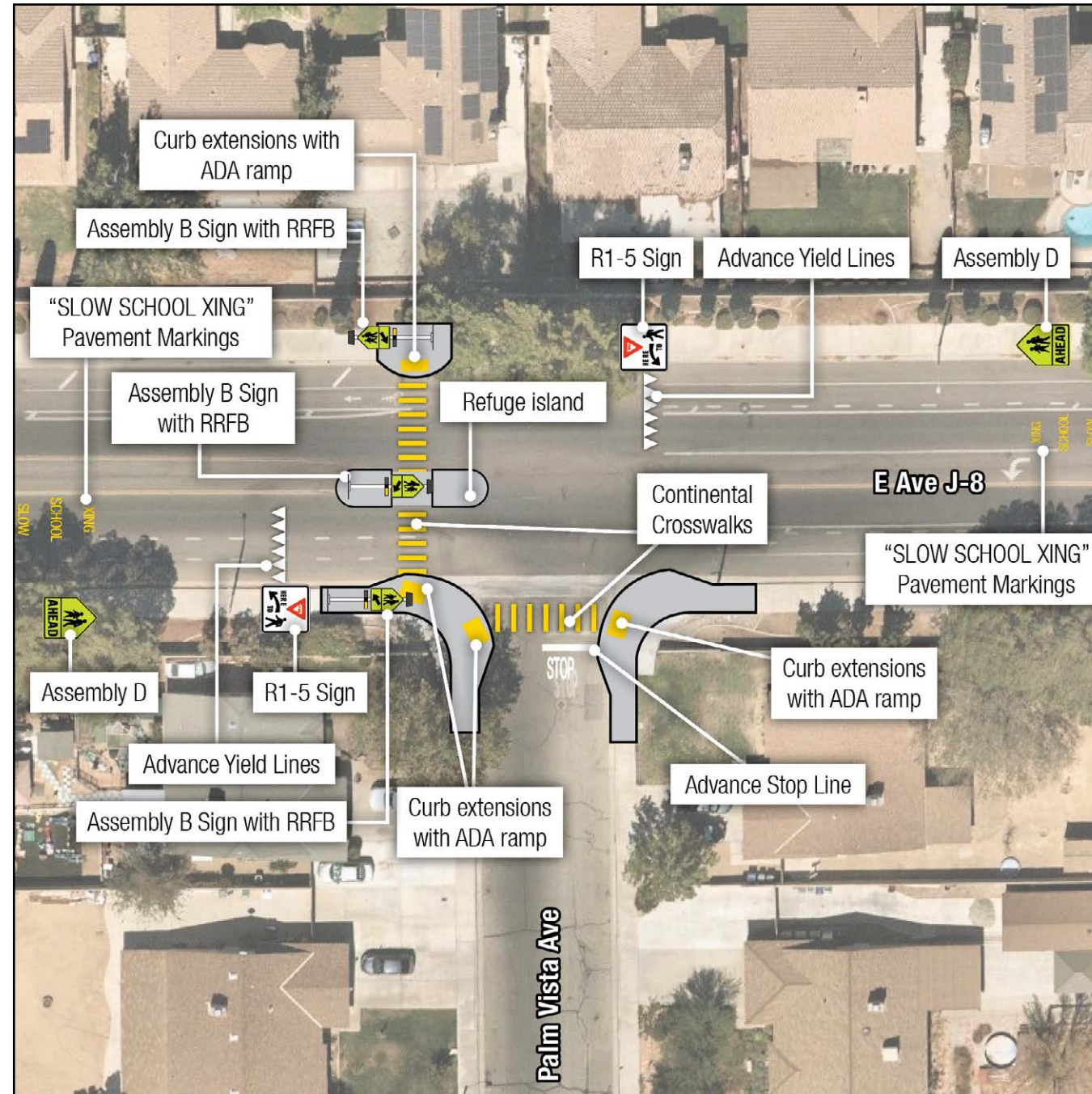
Palm Vista Avenue and Avenue J-8

Existing

- T-intersection.
- Stop control on Palm Vista Avenue approach.
- No marked crosswalks.

Potential Improvements

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



PROJECT IMPROVEMENTS

Recommendations

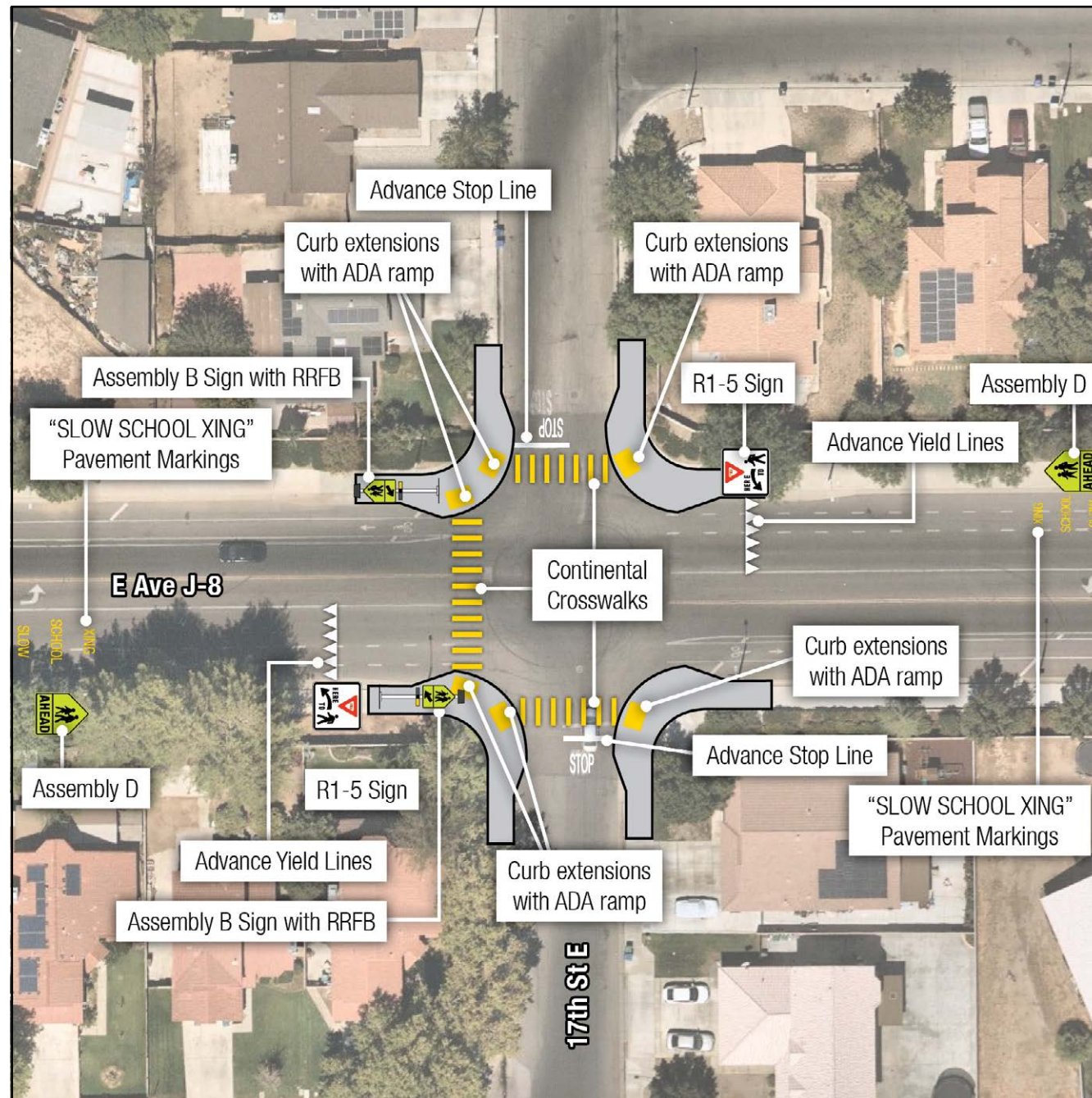
17th Street East and Avenue J-8

Existing

- TWSC Intersection.
- Stop-controlled on 17th Street East approaches.
- Avenue J-8 is uncontrolled.
- No marked crosswalks.

Potential Improvements

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



POTENTIAL IMPROVEMENTS

Summary of Engineering Strategies, by Type

Crossing Improvements

- **15th Street East & Avenue J-4:** Pavement markings & signage; curb extensions/ramps; pedestrian refuge island; rectangular rapid-flashing beacon (RRFB)
- **15th Street East & Arnica Lane:** Pavement markings & signage; curb extensions/ramps; pedestrian refuge island; rectangular rapid-flashing beacon (RRFB)
- **Palm Vista Avenue & Avenue J-8:** Pavement markings & signage; curb extensions/ramps; pedestrian refuge island; rectangular rapid-flashing beacon (RRFB)
- **17th Street East & Avenue J-8:** Pavement markings & signage; curb extensions/ramps; rectangular rapid-flashing beacon (RRFB)

Bikeways

- **Challenger Way between Avenue J & Avenue J-8:** Class II buffered bike lanes
- **15th Street East between Avenue J & Avenue K:** Class II bike lane Improvements

Sidewalk

- **Avenue J-4** between Avenue 15th Street East & 16th Street East (north side)

Traffic Calming

- **Avenue J-8 between Palm Vista Avenue & east of 15th Street East:** Speed feedback signs
- **15th Street East between north of Avenue J-4 and south of Avenue J-8:** Speed feedback signs

