

Sierra Elementary School

747 W Avenue J-12 | Lancaster School District

SUMMER 2022



SAFE
ROUTES
TO
SCHOOL

Sierra Elementary School

747 W Avenue J-12

SUMMER 2022

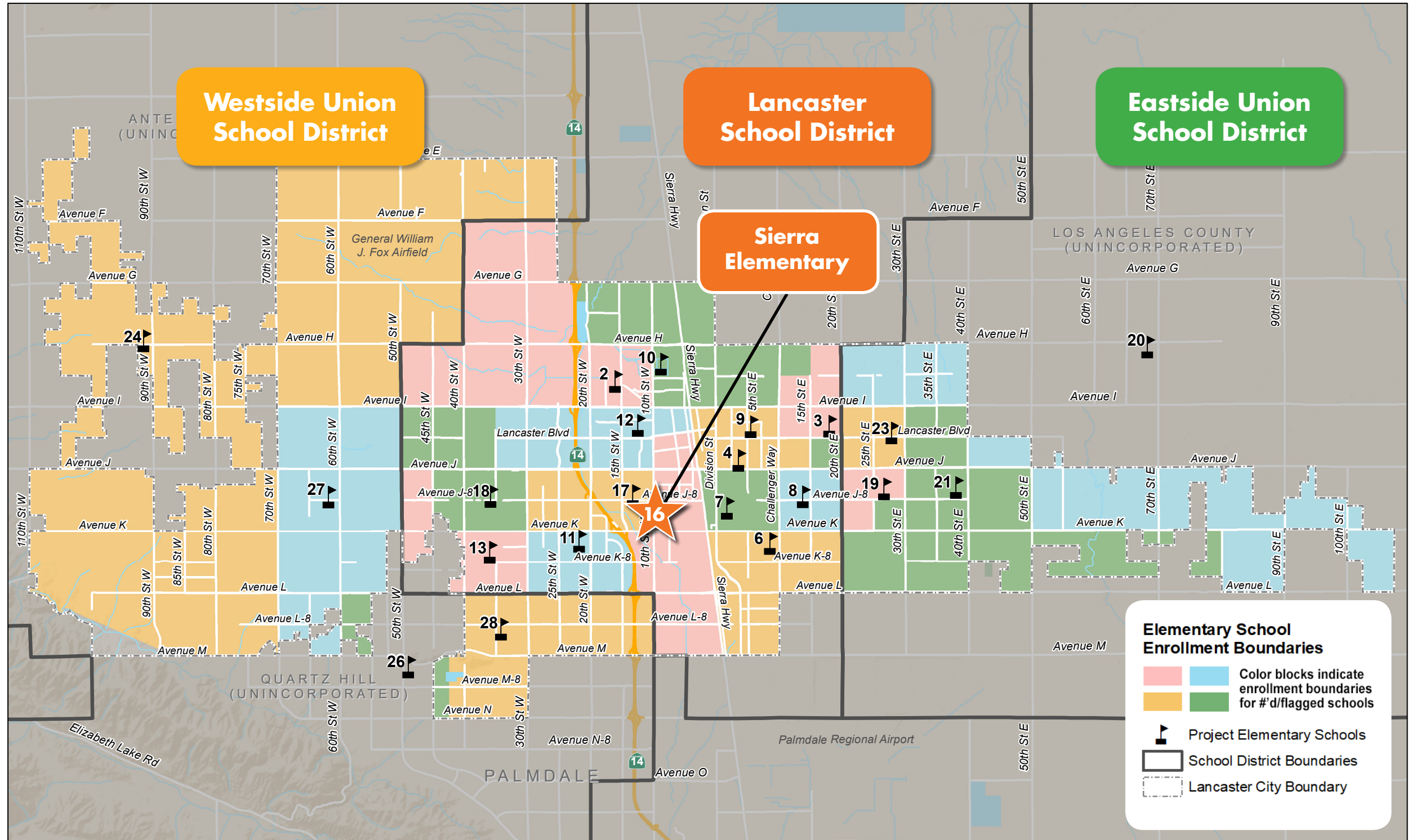


SAFE ROUTES TO SCHOOL

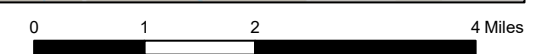


Kimley»Horn

INTRODUCTION Location Map



Elementary School Enrollment Boundaries within City of Lancaster



Sierra Elementary School

747 W Avenue J-12

SUMMER 2022



SAFE ROUTES TO SCHOOL

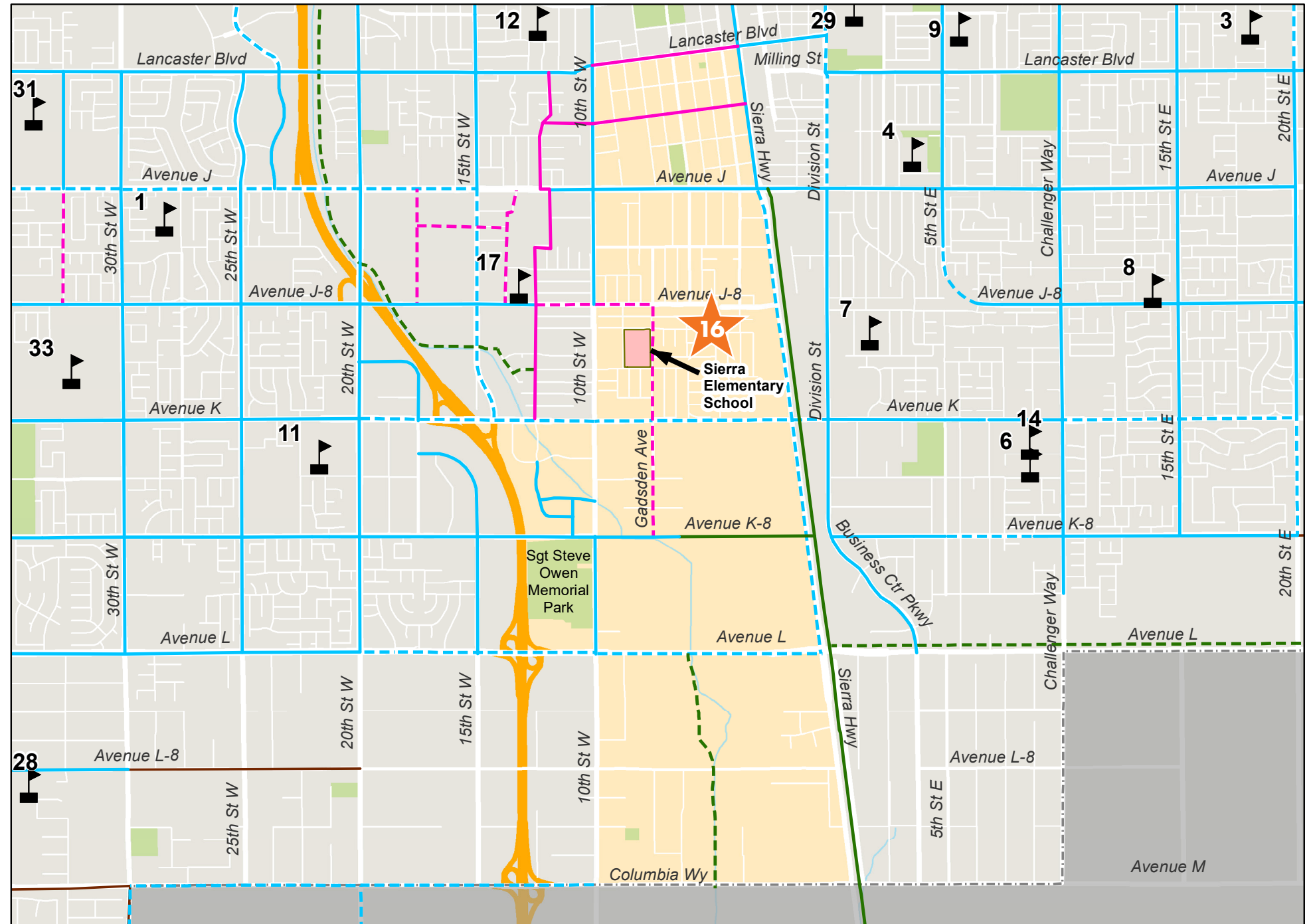


Kimley»Horn

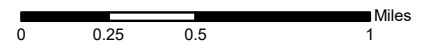
INTRODUCTION

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



Sierra Elementary School - Enrollment Area



Sierra Elementary School

747 W Avenue J-12

SUMMER 2022



SAFE ROUTES TO SCHOOL

Home of the Roadrunners!

Be Safe, Be Respectful, Be Responsible!

At Sierra, we believe in family. Our goal is provide a welcoming environment in which our families feel encouraged to collaborate alongside us, working together to help ensure their students' success.

Sierra has outstanding educators who come to work each day determined to see our students reach their potential. We are committed to providing students with relevant, engaging, standards-based instruction on a daily basis. We believe that ALL students have the potential to learn and that it is our responsibility to provide each and every student with the unique support and encouragement needed to achieve success.

Our goal is to provide a physical environment that overcomes obstacles to learning. We strive to provide our students with a safe, clean, and orderly campus with inviting classrooms

INTRODUCTION School Facts

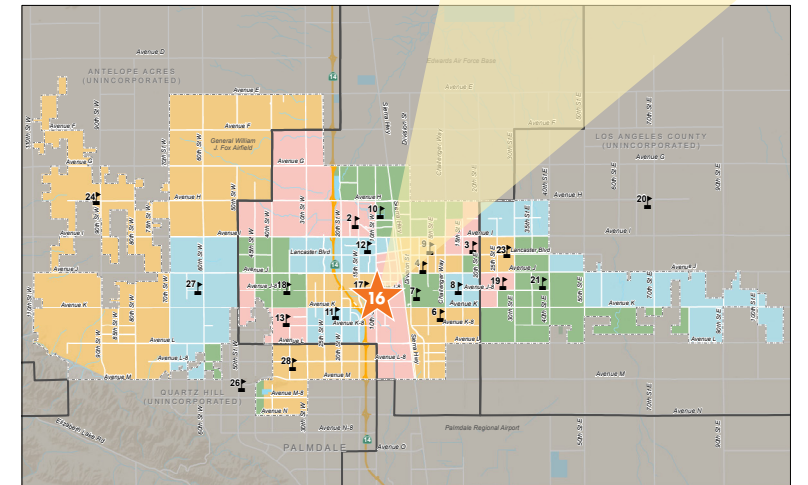
designed to facilitate 21st Century learning. Students are orchestrated in ways that promote communication and collaboration. Our technology, resources, and curriculum are carefully selected to ensure that we're preparing students for college and career. Our procedures, policies, and practices are designed with student's safety and security as the number one priority.

Education is one of life's greatest journeys. We are blessed with immense joy each time we help students to discover the endless opportunities that await them.

2021-22 School Snapshot

598 Student enrollment

92.3% of students eligible for free or reduced-price meals (FRPM)



Elementary School Enrollment Boundaries within City of Lancaster



How are Sierra students getting to school?

YEAR STUDENT TALLIES COLLECTED	# OF TALLIES	# OF STUDENTS SURVEYED	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
2021	24	534	9%	0%	6%	79%	5%	0%	1%
2013-2015	N/A	N/A	14%	1%	3%	71%	5%	0%	0%



Sierra Elementary School

747 W Avenue J-12

SUMMER 2022



SAFE ROUTES TO SCHOOL



EXISTING CONDITIONS

Pedestrian and Bicycle Crashes near Sierra

TIMS, 2015-2019

TYPES OF CRASHES

Pedestrian

Bicycle

CRASH SEVERITY

Fatal

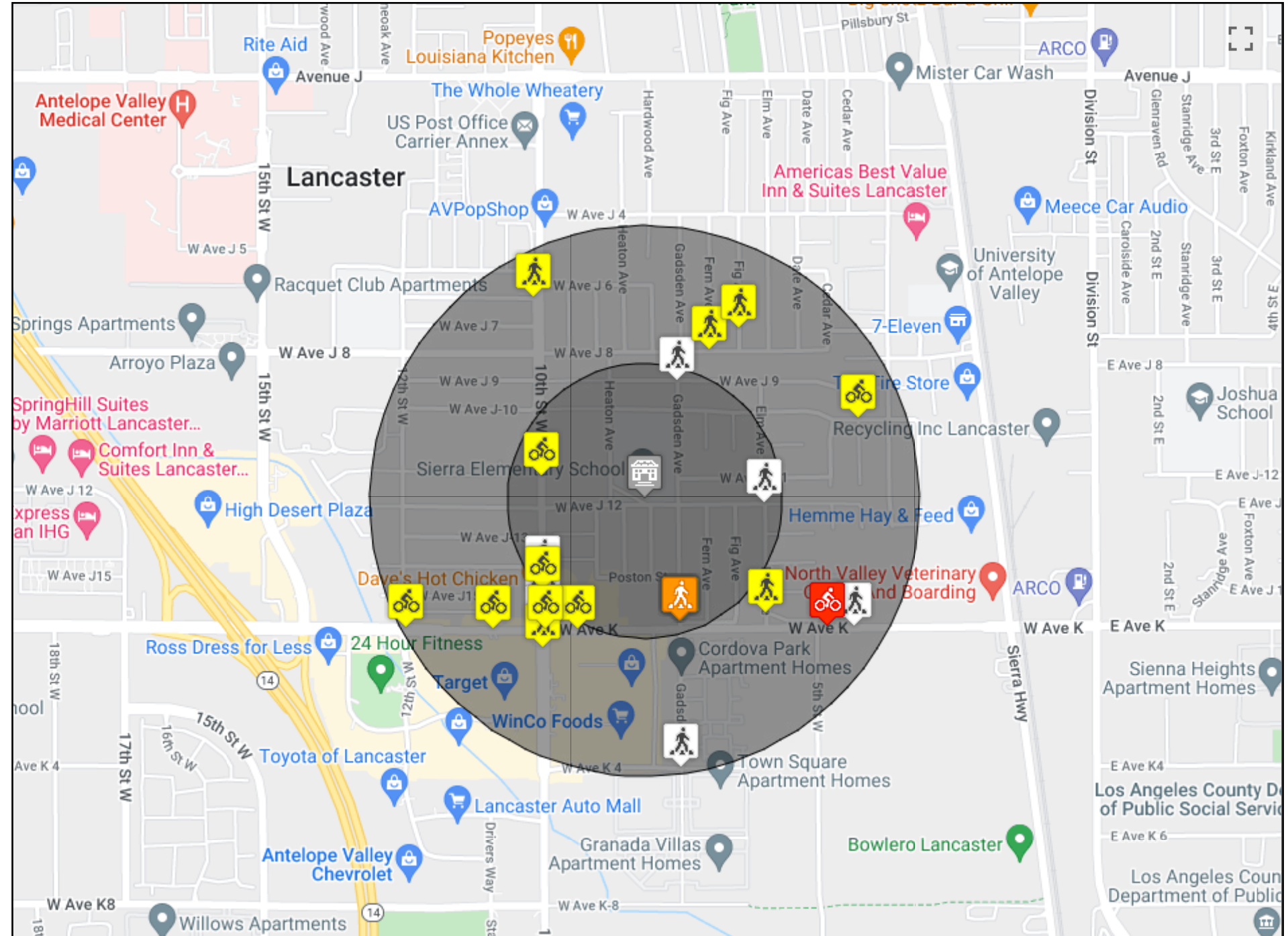
Severe Injury

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	6	6	8	5	13
1/4-1/2 mi.	1	0	10	4	8	7	15

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.



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.

School District staff believed that Sierra Elementary had been a school with a relatively high walking population. [Student tallies from 2013–2015 showed 14% of students walking and 1% biking; in Fall 2021 walking had declined to 9%.]

EXISTING CONDITIONS

Stakeholder and Community Input

Parent Surveys and SRTS Interactive Map Input

Sierra Elementary School

Heaton Avenue north of Avenue J-10

- Lack of dedicated bike facilities.

Avenue J-12 & Heaton Avenue

- Lack of shade/trees where teachers wait with students during pickup and drop-off periods.

Avenue J-12 between Heaton Avenue & Gadsden Avenue

- Lack of shade/trees where teachers wait with students during pickup and drop-off periods.
- Students crossing the street outside of marked crosswalks.
- Congestion and delays caused by the length of time needed to check students in due to COVID-19 protocols.
- Vehicles speeding.
- Vehicles disobeying stop signs.

Heaton Avenue north of Avenue J-12

- Students crossing the street outside of marked crosswalks.
- Conflict between parents and special needs bus loading zone during pickup and drop-off periods.

Avenue K & Gadsden Avenue

- Vehicles speeding.
- Vehicles running red lights or accelerating to make yellow lights.

Heaton Avenue & Avenue J-10

- Vehicles speeding.
- Vehicles disobeying stop signs.



Sierra 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 Sierra Elementary School virtual walk audit was held on October 7, 2021, via web conference.

Campus Supervisor LaTanya Coleman 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 summarized in the SRTS Interactive Map Input section, prior, are summarized below:

- There are crossings guards on Avenue K and at the corner of Avenue J-8 and Heaton Avenue. There are not a lot of students crossing at that location.
- There used to be more walkers. Currently, there's just one bicyclist, and she rides with her mother, coming from the north down Heaton Avenue.
- The crossing guard/campus supervisors are all about kindness, getting to know the parents, establishing relationships, and expressing our care about their kids' safety. It's also good to have the teachers communicate with the parents.

SURVEY RESPONSES

One Sierra Elementary School parent responded to the survey, noting that their student took the family car to make the trip to/from school. This student lived between one and two miles from the school, and the parent felt the journey was somewhat unsafe.

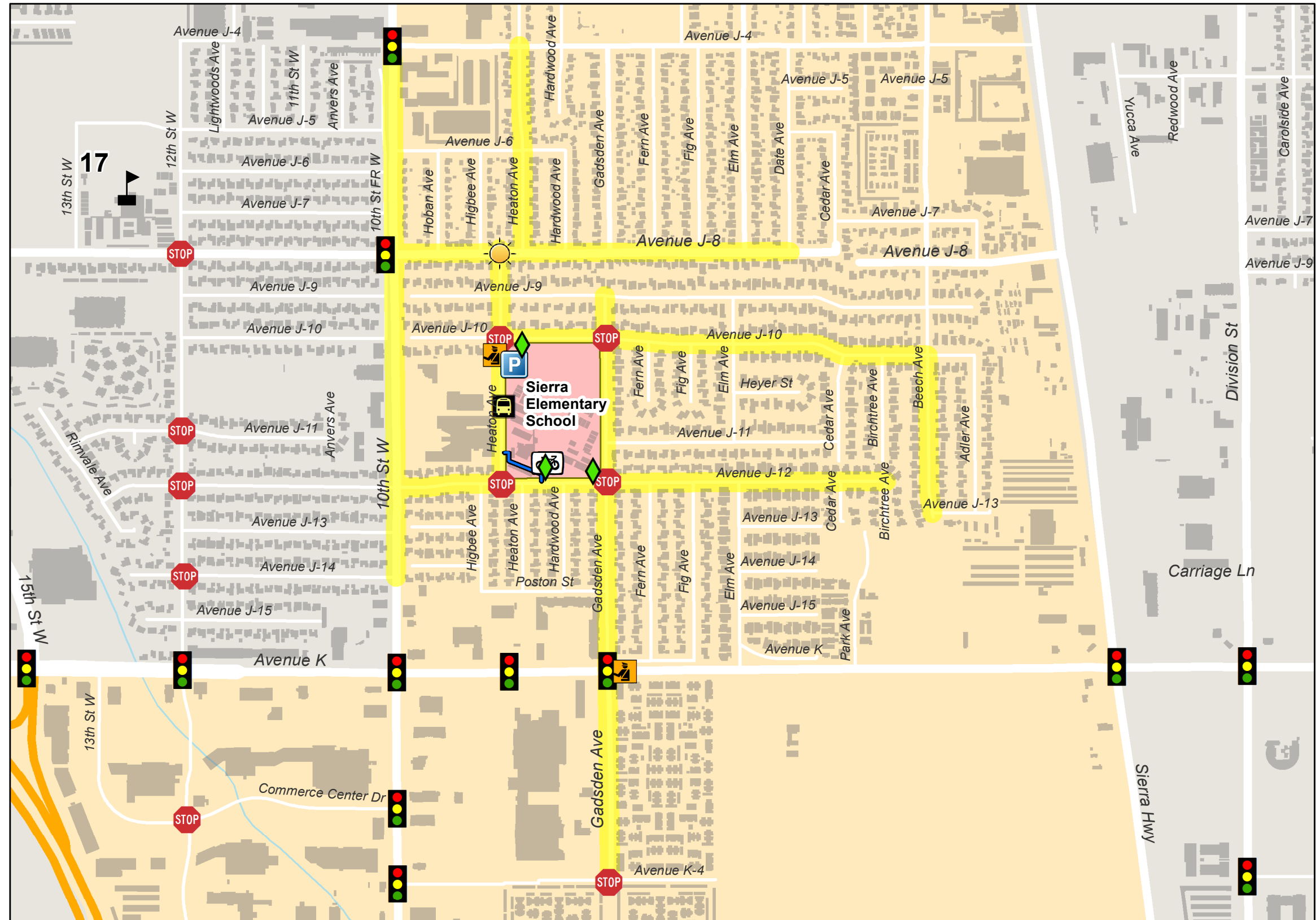


EXISTING CONDITIONS

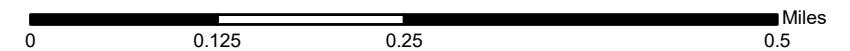
Suggested Routes, Traffic Control, and School Access



- 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



Sierra Elementary School
Traffic Control & School Access

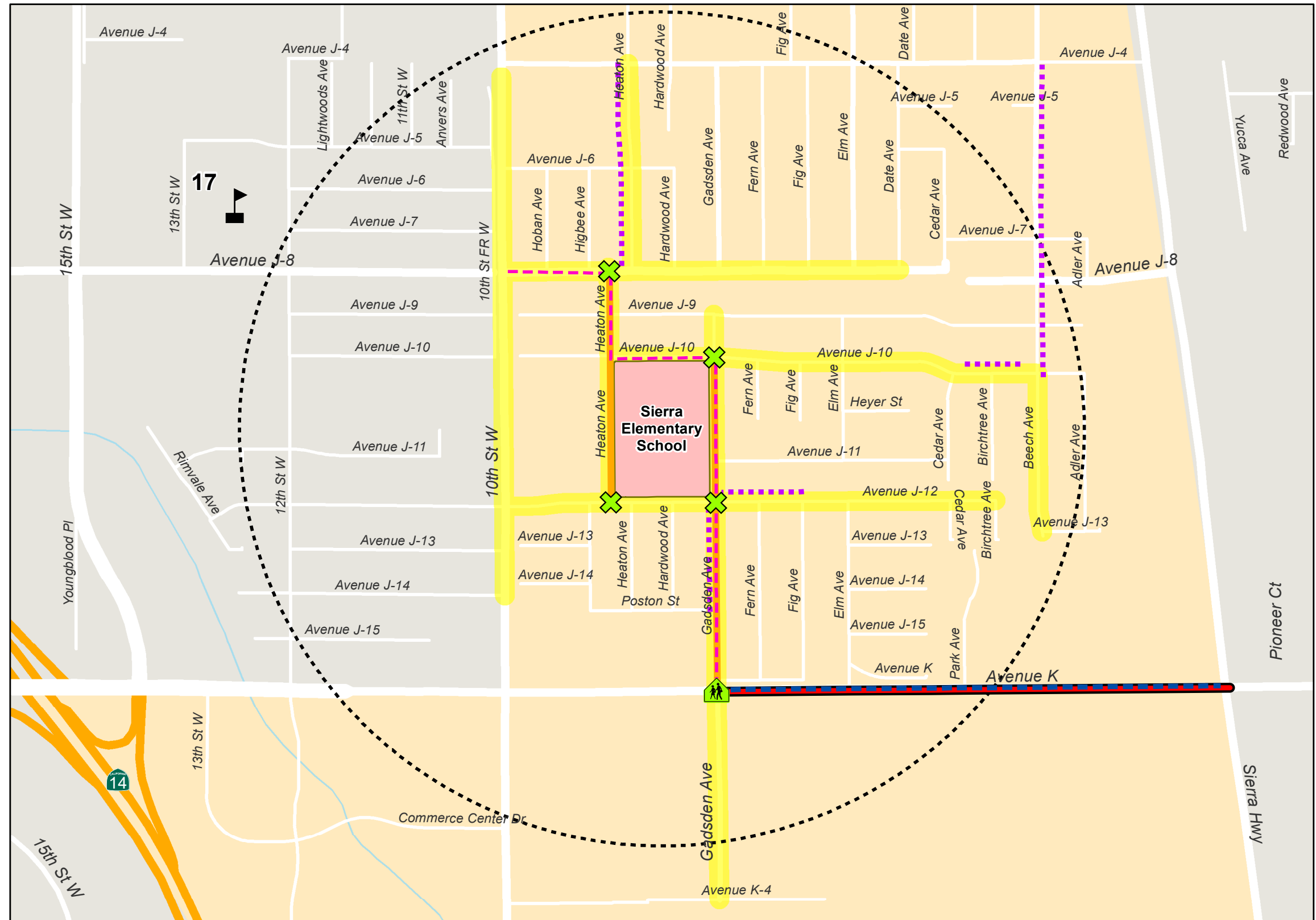


SRTS RECOMMENDATIONS

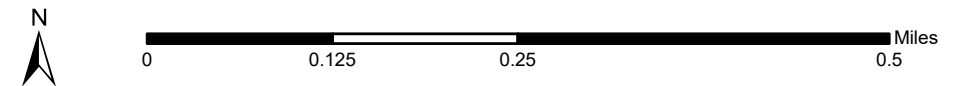
Suggested Routes and Recommended Improvements



- Potential Improvements**
- Bike Route
 - 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



Sierra 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.

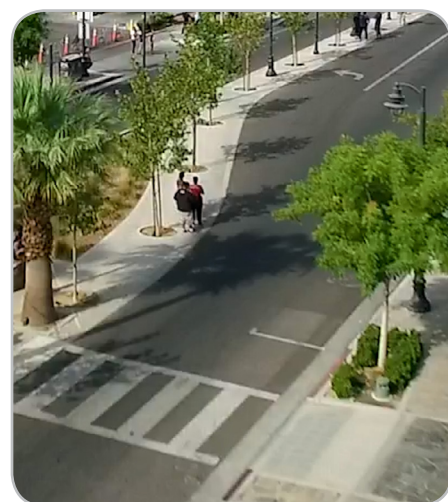
- Community events, family fun days
- Annual parent/guardian surveys



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.

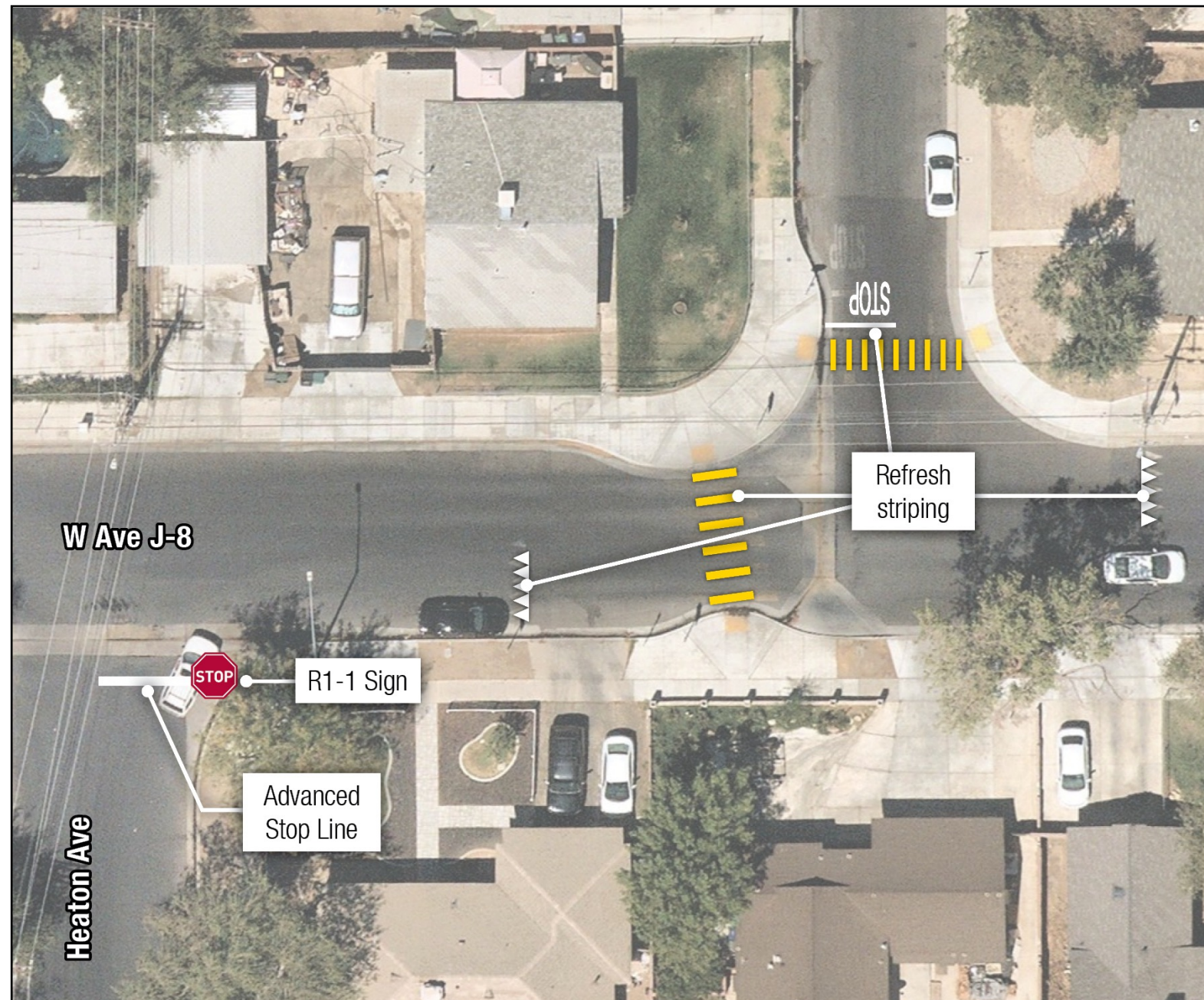


**See SRTS Master Plan Introduction:
Menu of Best People Strategies**

PROJECT IMPROVEMENTS

Recommendations

Heaton Avenue and Avenue J-8



POTENTIAL IMPROVEMENTS

Existing

- Offset intersection.
- Stop control on southbound Heaton Avenue (north leg).
- Northbound Heaton Avenue and Avenue J-8 approaches are uncontrolled.
- Yellow continental crosswalks on west and north legs.
- Pedestrian flashing beacon with Assembly D signs.
- Curb extension at west leg.

Potential Improvements

- Refresh continental crosswalks, advanced yield lines, "STOP" pavement marking, and advanced stop line.
- Investigate adding stop control to northbound Heaton Avenue approach.

PROJECT IMPROVEMENTS

Recommendations

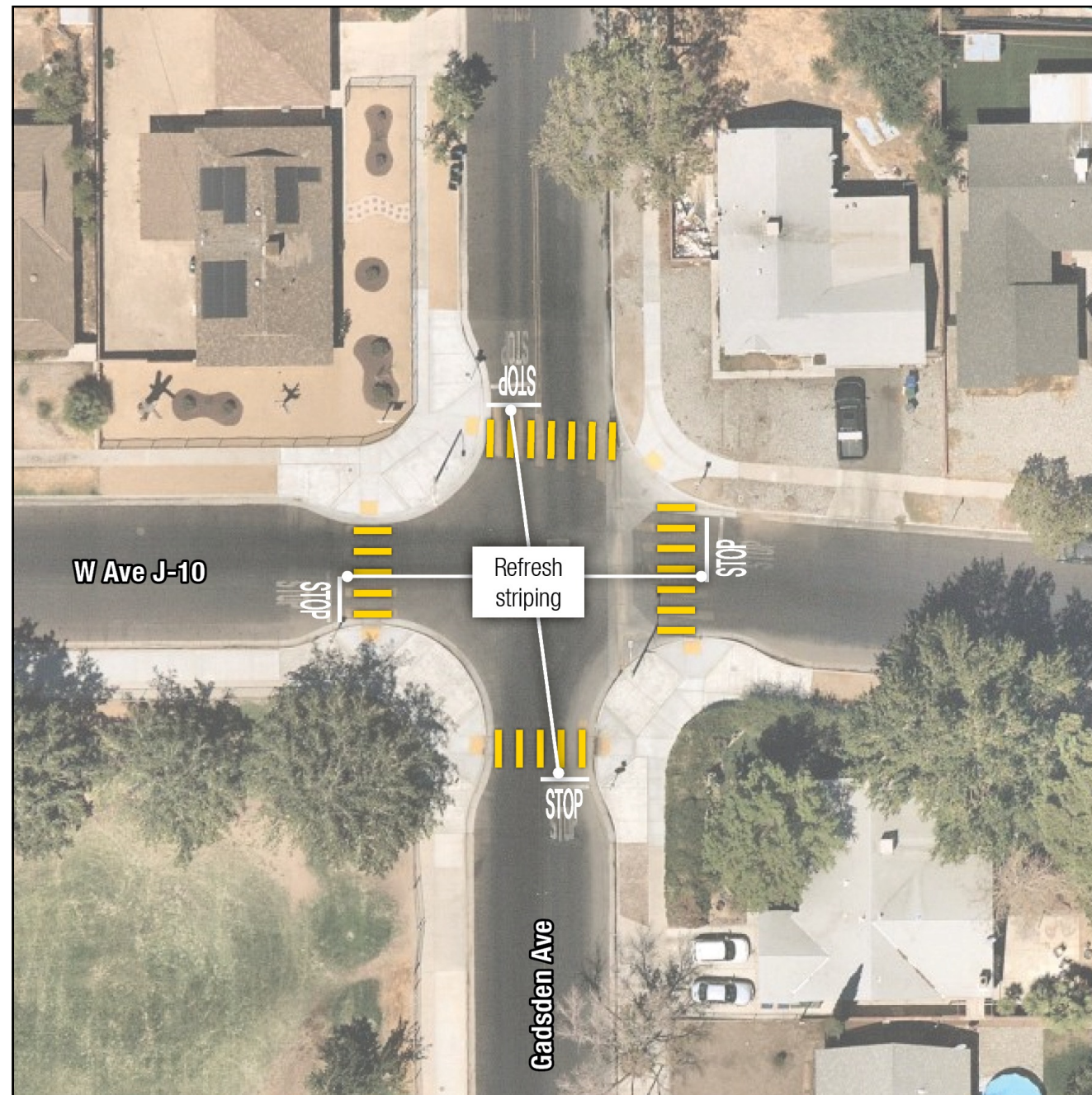
Gadsden Avenue and Avenue J-10

Existing

- All-way stop control.
- All stop signs have LED lights.
- Yellow continental crosswalks on all legs.
- Advanced stop lines on all legs.
- Curb extensions at northwest, southwest and southeast corners.

Potential Improvements

- Refresh continental crosswalks, advanced stop lines, and "STOP" pavement markings.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations

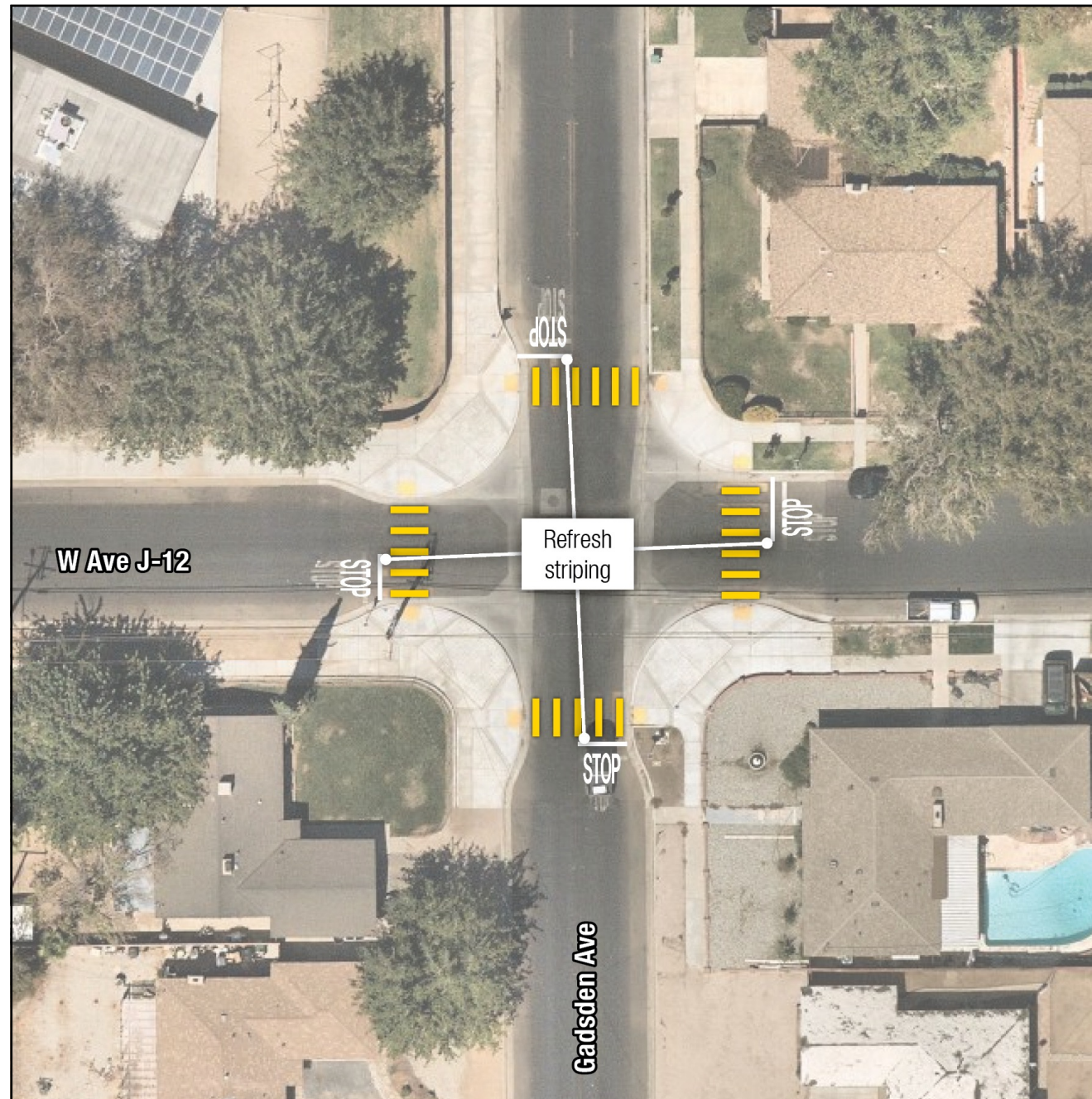
Gadsden Avenue and Avenue J-12

Existing

- All-way stop control.
- All stop signs have LED lights.
- Yellow continental crosswalks on all legs.
- Advanced stop lines on all legs.
- Curb extensions at northwest, southwest and southeast corners.

Potential Improvements

- Refresh continental crosswalks, advanced stop lines, and "STOP" pavement markings.



POTENTIAL IMPROVEMENTS

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

Heaton Avenue and Avenue J-12

Existing

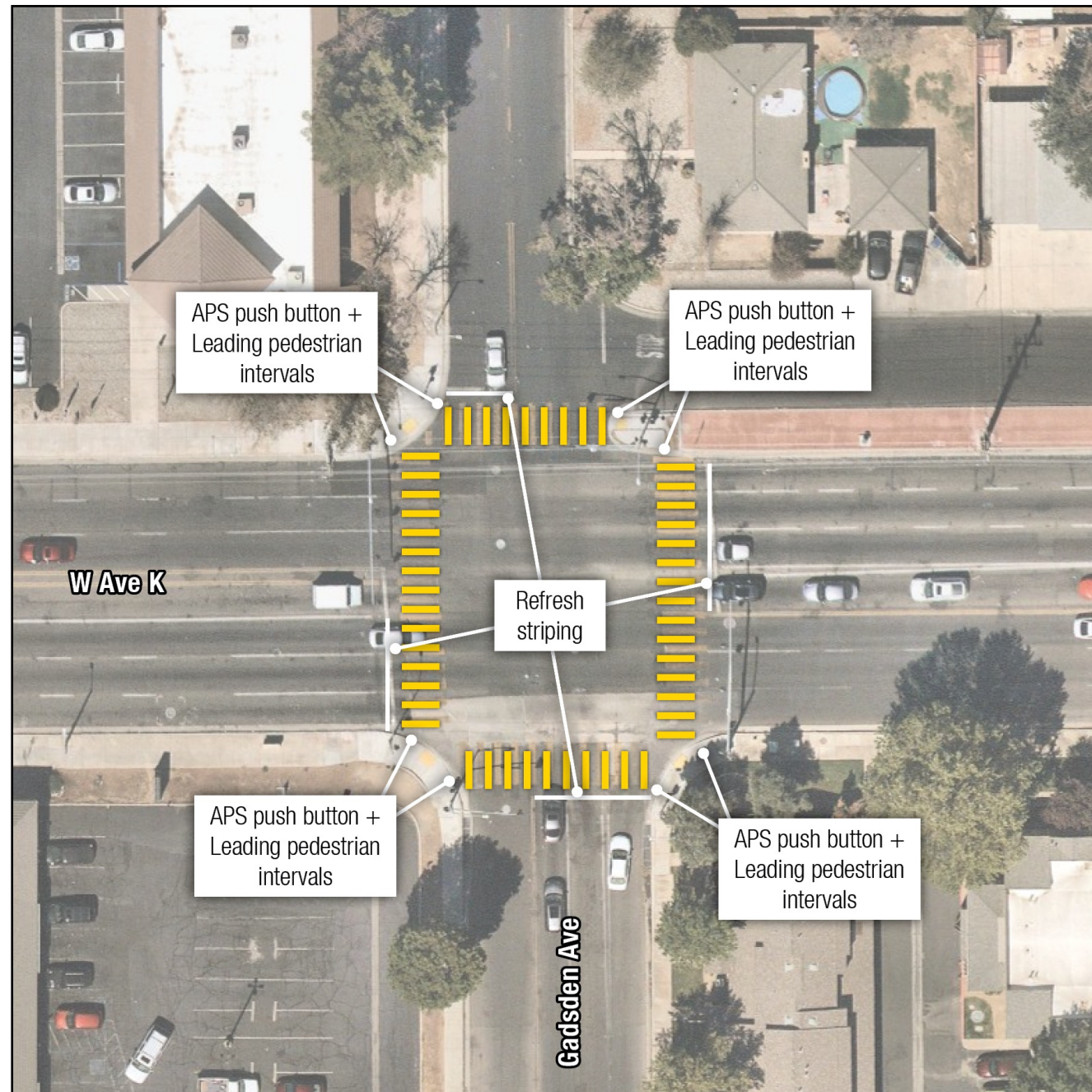
- T-intersection.
- All-way stop control.
- All stop signs have LED lights.
- Yellow continental crosswalks on all legs.
- Advanced stop lines on all legs.
- Curb extensions on all corners of the intersection.

Potential Improvements

- Refresh continental crosswalks, advanced stop lines, and "STOP" pavement markings.

PROJECT IMPROVEMENTS

Recommendations



POTENTIAL IMPROVEMENTS

Gadsden Avenue and Avenue K

Existing

- Signalized intersection.
- Yellow continental crosswalks on all legs.
- Protected left-turn signals phasing along Avenue K.
- Advanced stop lines on all legs.

Potential Improvements

- Refresh continental crosswalks and advanced stop lines.
- Add a leading pedestrian interval to cross all legs.
- Add accessible pedestrian signal (APS) push buttons to cross all legs.

PROJECT & PROGRAM IMPLEMENTATION

Strategy Packages

Summary of Engineering Strategies, by Type

Crossing Improvements

- Heaton Avenue & Avenue J-8: Pavement markings
- Gadsden Avenue & Avenue J-10: Pavement markings
- Gadsden Avenue & Avenue J-12: Pavement markings
- Heaton Avenue & Avenue J-12: Pavement markings
- Gadsden Avenue & Avenue K: Pavement markings; APS push buttons and leading pedestrian intervals

Bikeways

- Avenue K between Sierra Highway & Gadsden Avenue: Lane reductions & Class II buffered bike lanes
- Avenue J-8 between Heaton Avenue & 10th Street West: Class III bike route
- Heaton Avenue between Avenue J-8 & Avenue J-10: Class III bike route
- Avenue J-10 between Gadsden Avenue & Heaton Avenue: Class III bike route
- Gadsden Avenue between Avenue J-10 & Avenue K: Class III bike route

Sidewalks

- Avenue J-10 between Beech Avenue & Cedar Avenue (north side)
- Avenue J-12 between Fig Avenue & Gadsden Avenue (north side)
- Beech Avenue between Avenue J-4 & Avenue J-10 (east side)
- Heaton Avenue between Avenue J-4 & Avenue J-8 (west side)
- Gadsden Avenue between Avenue J-12 & Poston Street (west side)

Traffic Calming

- Heaton Avenue between Avenue J-8 & Avenue J-12: Speed humps
- Gadsden Avenue between Avenue J-10 & Avenue K: Speed humps

