

# STAFF REPORT

## City of Lancaster

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10/11/2022
JC

Date: October 11, 2022

To: Mayor Parris and City Council Members

From: Jeff Hogan, Senior Director - Development Services  
Larissa De La Cruz, Senior Manager - Community Development  
Candice Vander Hyde, Analyst - Community Development

Subject: Update to the Safe Routes to School Master Plan

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### Recommendation:

Adopt **Resolution No. 22-52**, approving the Updated Lancaster Safe Routes to School Master Plan.

### Fiscal Impact:

None.

### Background:

In 2017, the City Council adopted Resolution No. 17-27, approving the City of Lancaster Safe Routes to School (SRTS) Master Plan. During the process of City staff working on an Active Transportation Program Cycle 5 (2020) application for a Safe Routes to School capital improvement project, it was determined that due to significant changes to the built environment, school attendance zones, the economy, local work, travel patterns, and demographics, the City's Safe Routes to School Master Plan needed to be updated.

In June 2021, City staff began a strategic public engagement effort supported by Redman Consulting, LLC., and Kimley-Horn, comprised of virtual walk audits for 28 elementary and middle schools, multi-lingual online and paper surveys in English and Spanish, English and Spanish social media campaigns, public outreach using City and school district electronic newsletters, consultation with a Stakeholder Advisory Team, including the involvement of the Los Angeles County Sheriff's Department. The City also leveraged popular events sponsored through the SEE AND BE SEEN partners, such as the Tour de Luke, in order to encourage public input into the update of the SRTS Master Plan.

The results of the public engagement process revealed that community concerns about safety, vehicle speeding, crime, weather, distance, and the need for more enforcement of motorist roadway

behavior were key factors in determining whether parents allowed their children to walk or roll to school. School districts, campus supervisors, and crossing guards alike noted the need for more parent volunteers to support safe active transportation trips to school. All cited sidewalk gaps and lack of buffered bike lanes as reasons not to walk, bike, skate, scoot, or roll to school.

Finally, the special chaos occurring during drop-off and pick-up periods was called out as potentially dangerous and requiring targeted attention through a collaboration between the City, all four school districts, and the school communities at each campus, to address this.

The recommendations for projects and strategies included in the 2022 update to the SRTS Master Plan are directly responsive to these community concerns, in light of City guidelines and related plans, including the adopted Local Road Safety Plan and Program (LRSP). Both the SRTS Plan and the LRSP identify the need to continue developing the bicycle and pedestrian network in the City to reduce the number of vulnerable user injuries, while also increasing active transportation participation citywide. The LRSP was developed to be consistent with the Federal Highway Administration's (FHWA) safe systems approach and relies heavily on "countermeasures that work." The potential effectiveness of countermeasures was derived from the Local Road Safety Manual and the FHWA Crash Modification Factors (CMF) clearinghouse. Going forward, the projects identified in each plan will be developed in consultation with other plans, to ensure effective implementation of both systemic and hot-spot improvements.

The SRTS Master Plan update embodies the City's maturing vision for safe and connected multimodal transportation networks. The SRTS Master Plan is an important component of the City's Vision Zero Policy (Resolution No. 22-48), establishing a policy to work towards zero traffic deaths and severe injuries in the City of Lancaster by 2050.

The City's update of the SRTS Master Plan is designed to:

- Help Lancaster think more broadly, more effectively, and in a more direct way about how to make the best investments of time and money into active transportation programs and infrastructure.
- Help the City and area school districts, students, families, and the wider community prioritize the bike/pedestrian safety and accessibility needs at individual schools.
- Identify what has worked and not worked elsewhere in the state and nation, and offer the best evidence-based strategies for local consideration.
- Pair needs to potential solutions based on the likely benefit and effectiveness of specific projects, an informed understanding of opportunities, and in light of local values, needs, desires, and concerns.
- Ensure that the diverse communities and stakeholders throughout Lancaster are effectively engaged and can easily note their concerns and offer their ideas for improvement.
- Identify strategies that accomplish multiple objectives and promote transportation solutions that improve mobility and health equity.
- Allow the City to deliver needed projects and programs by competing effectively for a range of federal, state, and regional discretionary grant programs, notably California's

Active Transportation Program (ATP), signed into law in 2013 to create a single program focusing on active transportation.

CVH/hb

**Attachments:**

Resolution No. 22-52

Updated Safe Routes to School Master Plan