

DRAFT

Concept A

Programmatic Improvements

Operational Changes



Designated Drop-Off Areas
PADDLE COURTS, LIBRARY, HARTER GATE
A safe, clearly marked space for student loading and unloading.



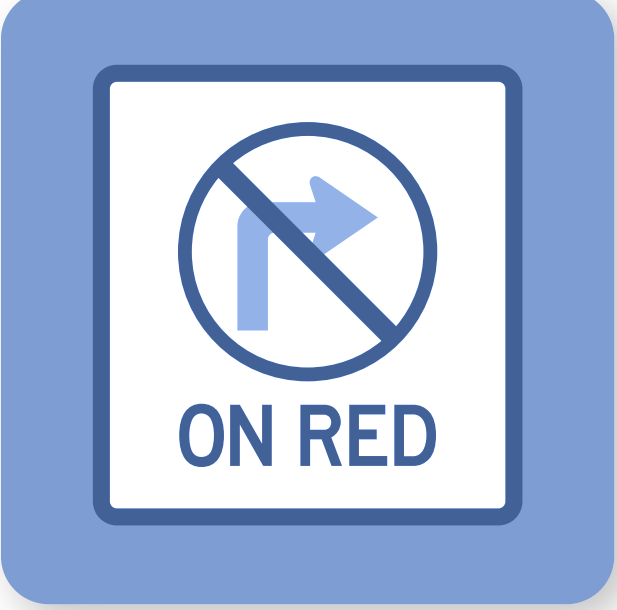
Open Closed Access Gates
HURON, HARTER, LIBRARY
Reopening or adding access points to reduce congestion.



Optimizing Loading Zones
ALONG ELENDA AND FARRAGUT IN FRONT OF SCHOOLS
Improving loading zone design and operation for better flow and safety.



Relocation of Transit Stop
FROM IN FRONT OF CHS TO ELENDA/BRADDOCK
Adjusting transit stop location to improve efficiency.



Timed No-Right-Turn-On-Red
SEPULVEDA/BRADDOCK, OVERLAND/BRADDOCK, OVERLAND/FRANKLIN
Restricts movements for all approaches entering/exiting the Tri School area.

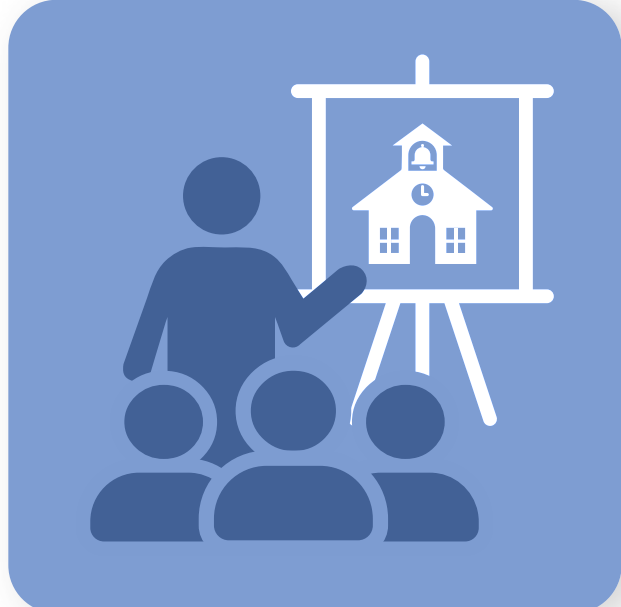
Education and Safety Programs



Enforcement
NOT LOCATION SPECIFIC
Targeted and repeated enforcement of traffic and parking regulations.



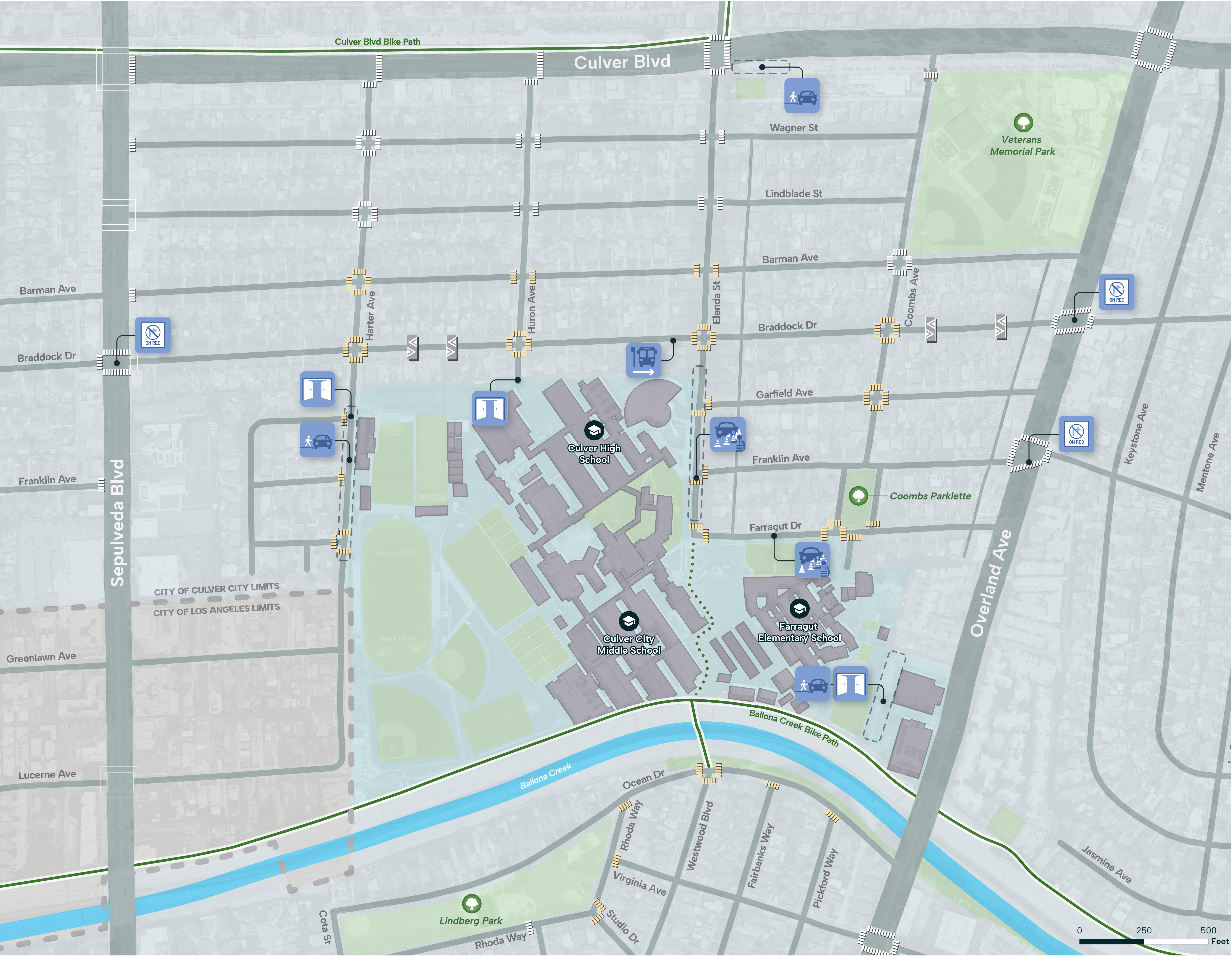
Incentives to Walk/Bike from School
NOT LOCATION SPECIFIC
Increase support for incentive programs to increase participation, especially among middle and high school students.



Crossing Safety Education for Students
NOT LOCATION SPECIFIC
Continue bike and pedestrian safety lessons for elementary school students and provide safety lessons for middle and high school students in after-school and summer programs.



Website with Preferred Routes to School
NOT LOCATION SPECIFIC
Provide school route and travel safety materials at registration and on school websites promoting preferred routes for walking, biking, transit, and driving.



DRAFT

Concept B

Programmatic Improvements, Traffic Calming, and Access Management

PROPOSED IN PREVIOUS CONCEPT

Concept A

Operational Changes



Designated Drop-Off Areas
PADDLE COURTS, LIBRARY, HARTER GATE
A safe, clearly marked space for student loading and unloading.



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HURON, HARTER, LIBRARY
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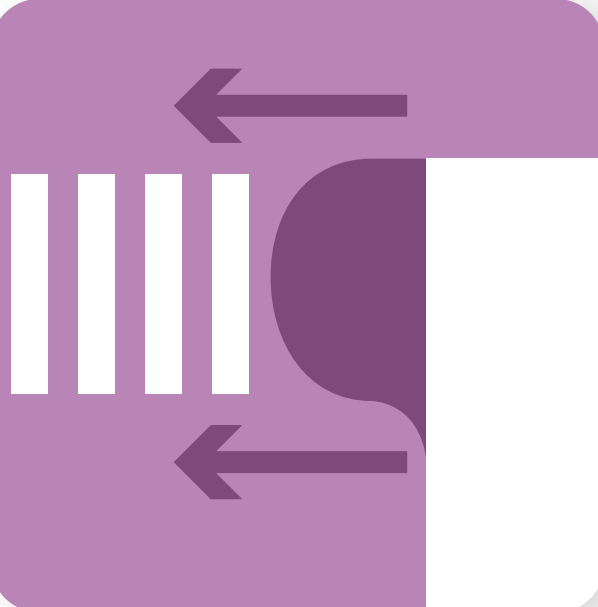


Timed No-Right-Turn-On-Red
SEPULVEDA/BRADDOCK, OVERLAND/BRADDOCK, OVERLAND/FRANKLIN
Restricts movements for all approaches entering/exiting the Tri School area.



All Way Stop
ELENDA/LINDBLADE, ELENDA/FRANKLIN
Requires all vehicles to stop at intersections, reducing conflicts.

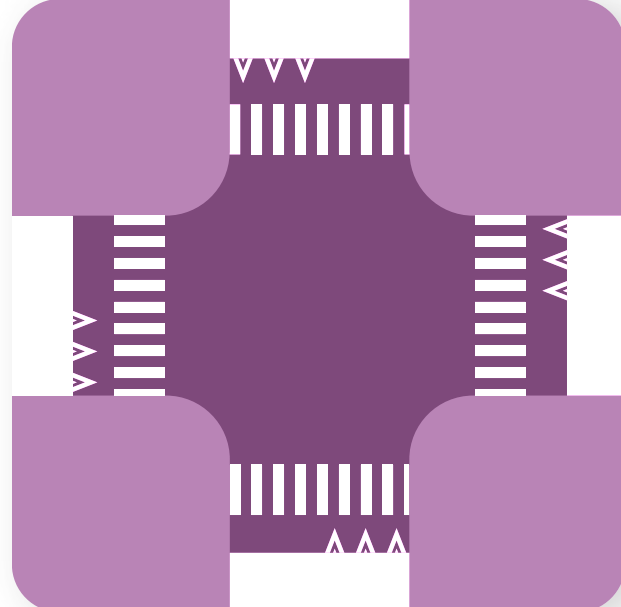
New Infrastructure



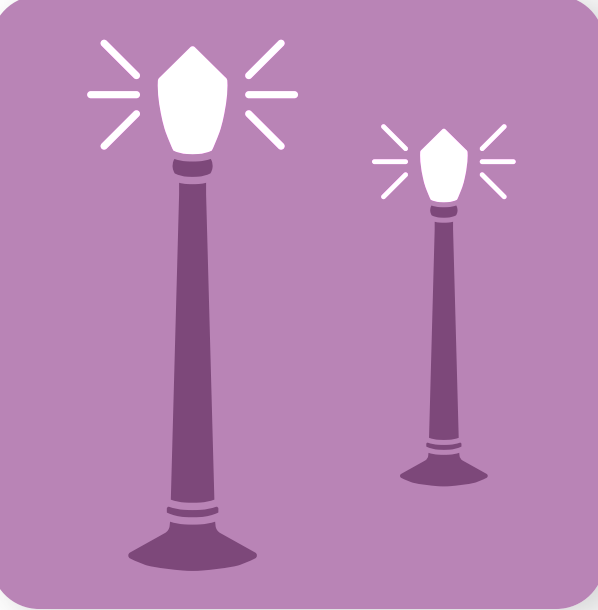
Curb Extensions
ALONG ELENDA AND FARRAGUT ADJACENT TO SCHOOLS, OCEAN/WESTWOOD, OCEAN/RHODA
Sidewalk extensions that reduce crossing distance and improve visibility.



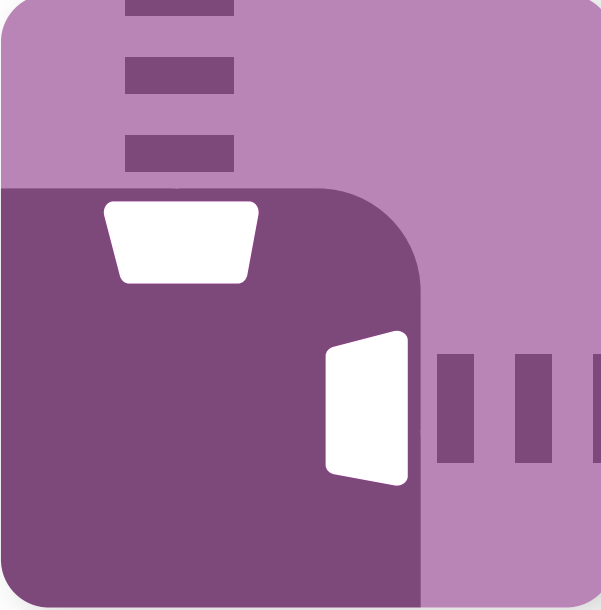
Raised Crosswalk
ELENDA/FRANKLIN, ELENDA/GARFIELD
A pedestrian crosswalk elevated above the road to improve visibility and slow vehicles.



Raised Intersections
ELENDA/FARRAGUT, FARRAGUT/COOMBS
An intersection elevated to sidewalk level with crash-rated bollards to calm traffic and improve pedestrian safety.



Intersection Lighting
ELENDA/GARFIELD, ELENDA/FRANKLIN, ELENDA/FARRAGUT
Additional pedestrian-scale lighting to improve visibility for all users.



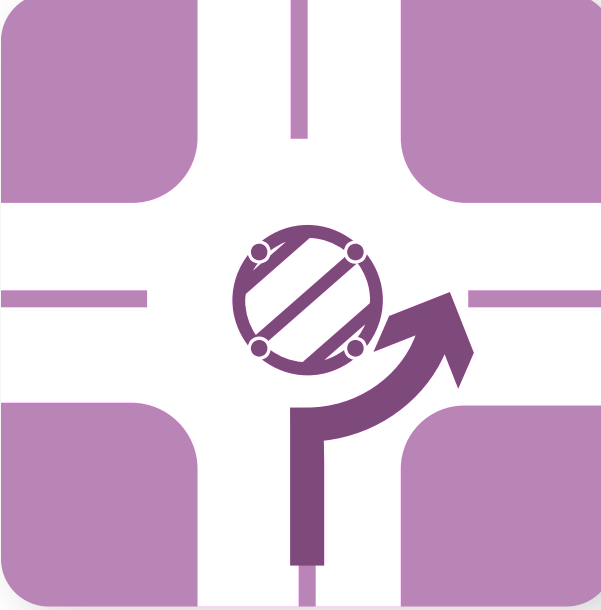
New Curb Ramp
OVERLAND/FRANKLIN, FRANKLIN/COOMBS
A new curb ramp that improves accessibility and provides a safer transition from roadway to sidewalk.



New Sidewalk
FRANKLIN/COOMBS
A new concrete sidewalk along the curb to create a safe and accessible pedestrian pathway.



Speed Humps
ALONG HURON AND BRADDOCK
Vertical deflection devices that reduce vehicle speeds.



Neighborhood Traffic Circle
HURON/WAGNER, HURON/LINDBLADE, HURON/BARMAN
Small circular islands that slow traffic and reduce conflict points.

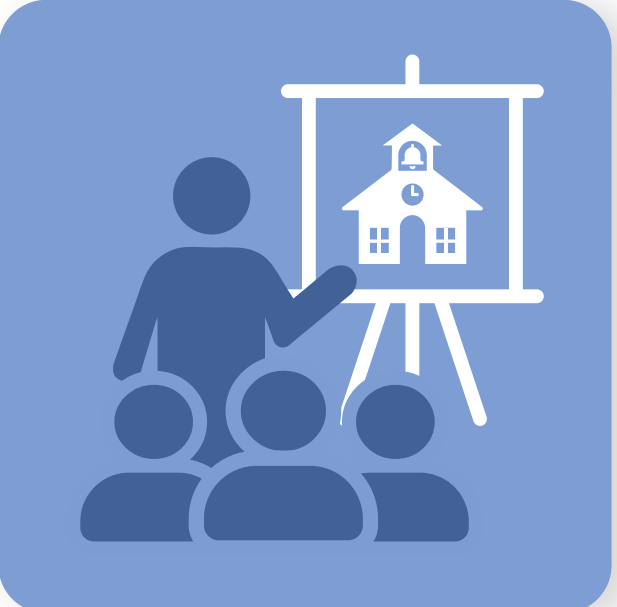
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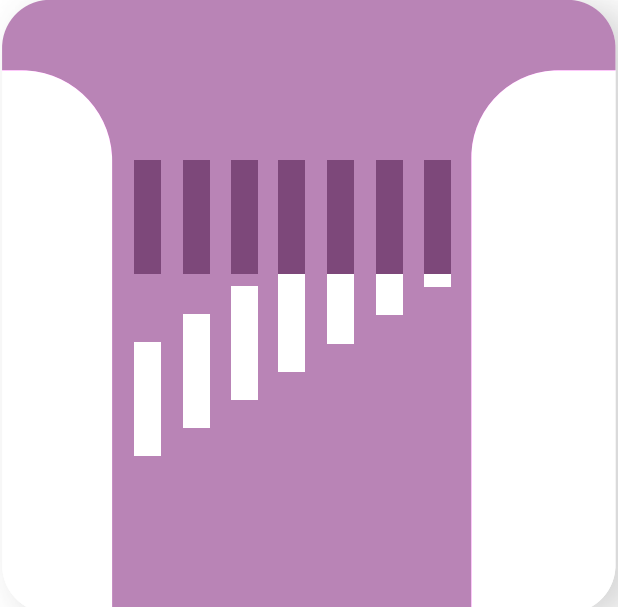


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Striping and Wayfinding



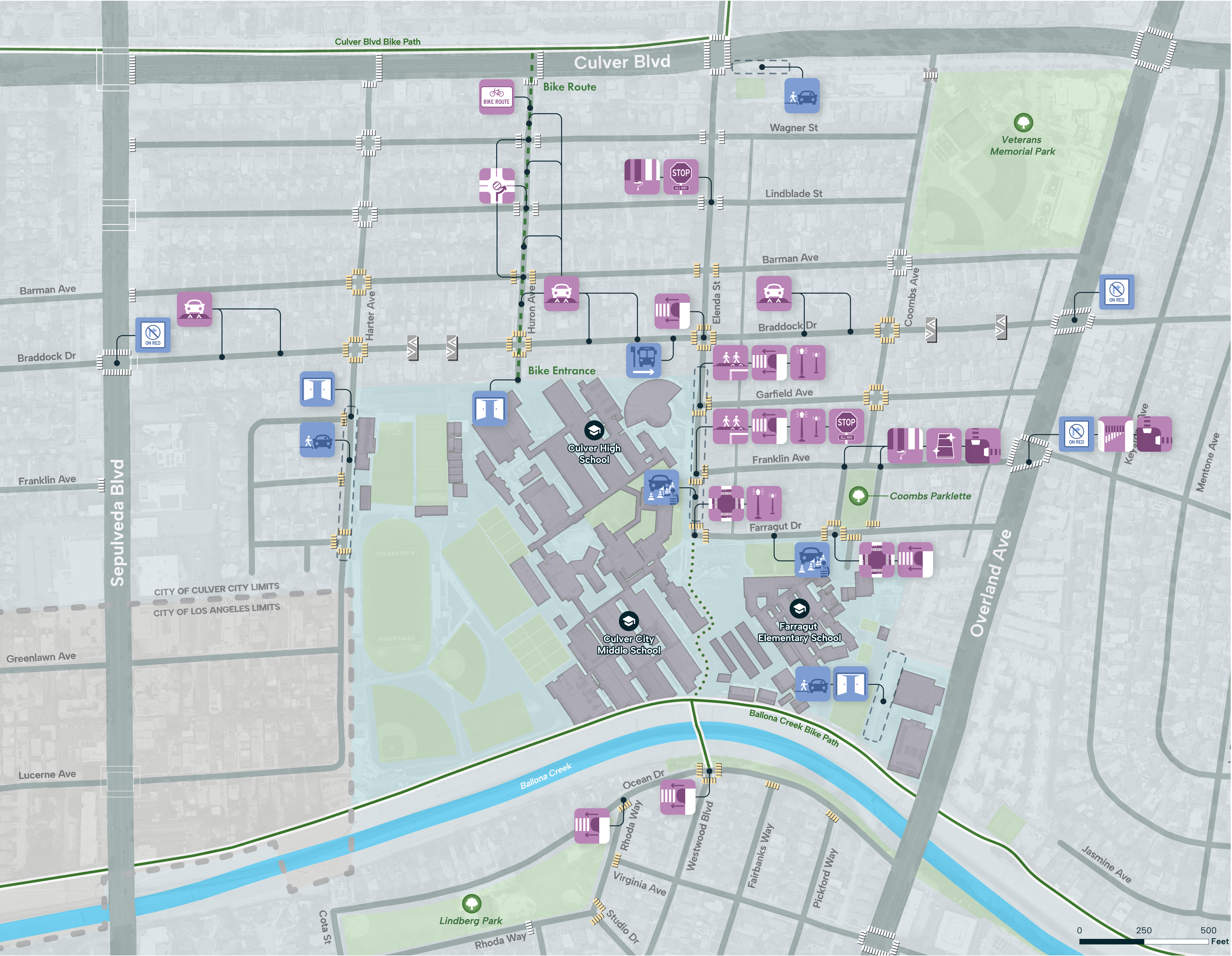
New Crosswalk
ELENDA/LINDBLADE, COOMBS/FRANKLIN
Installation of new marked pedestrian crossings at these locations.



Straighten Crosswalk
OVERLAND/FRANKLIN
Realign crosswalk to improve visibility and safety as part of the Better Overland project.



Neighborhood Greenway
ALONG HURON
Signage and sharrow markings guiding cyclists along preferred routes.



Draft document for illustrative purposes only. Any improvements are subject to Council approval before implementation.

DRAFT

Concept C

Programmatic Improvements, Traffic Calming, and Access Management

PROPOSED IN PREVIOUS CONCEPTS

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Concept B

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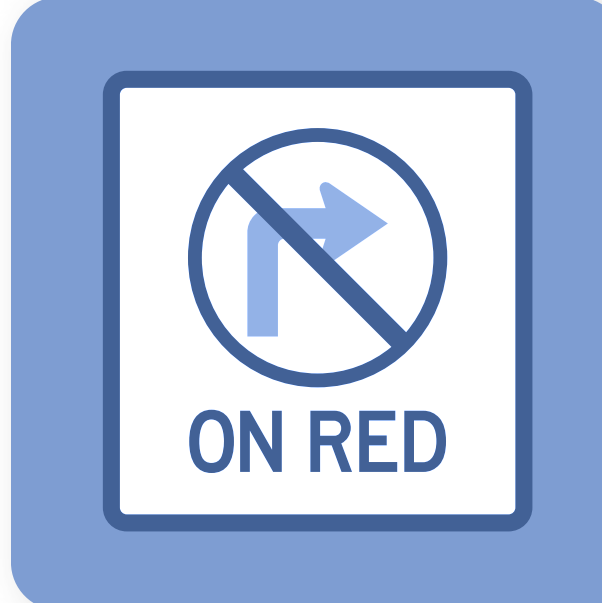
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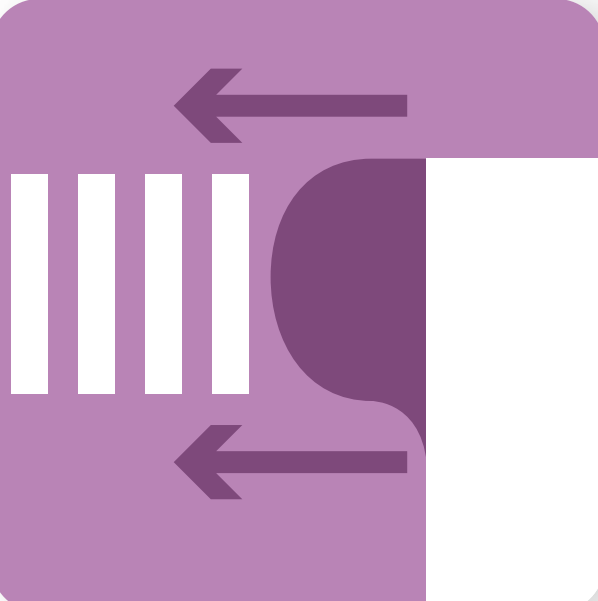


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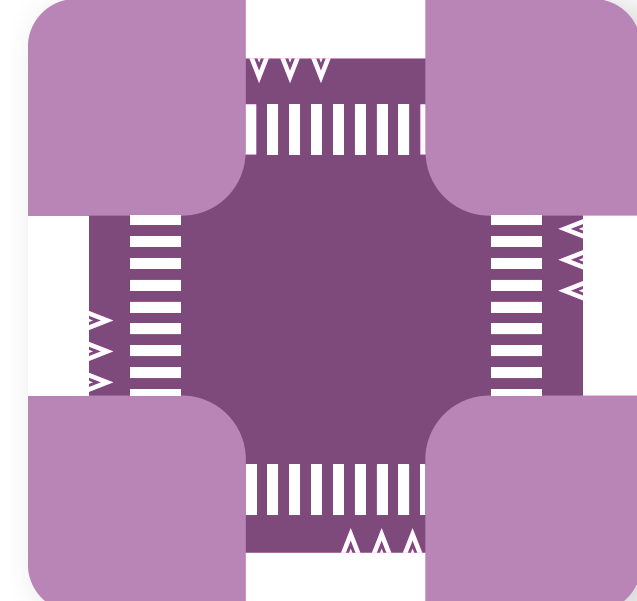
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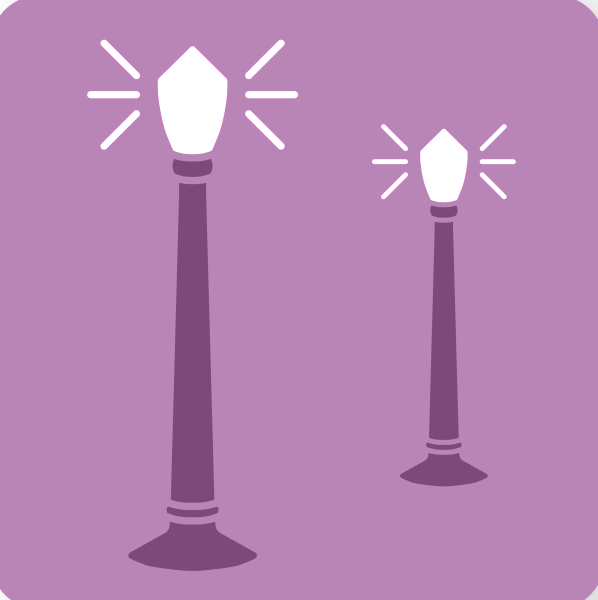
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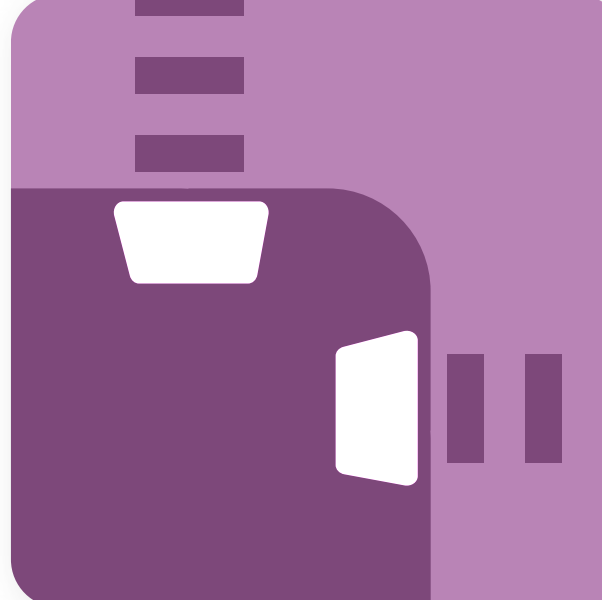
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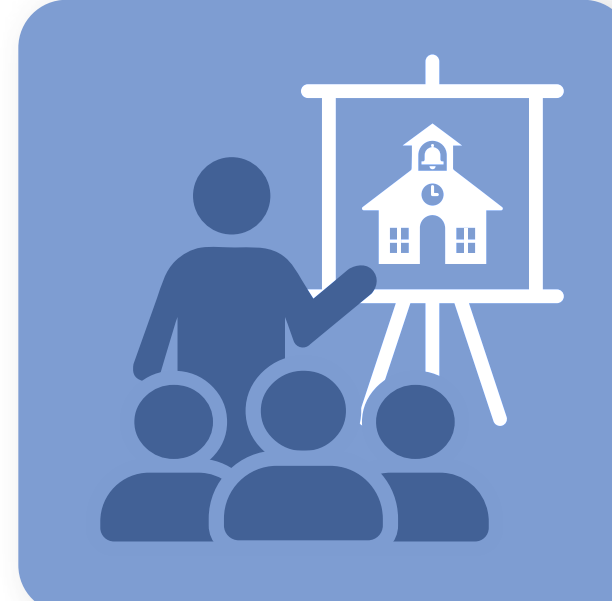
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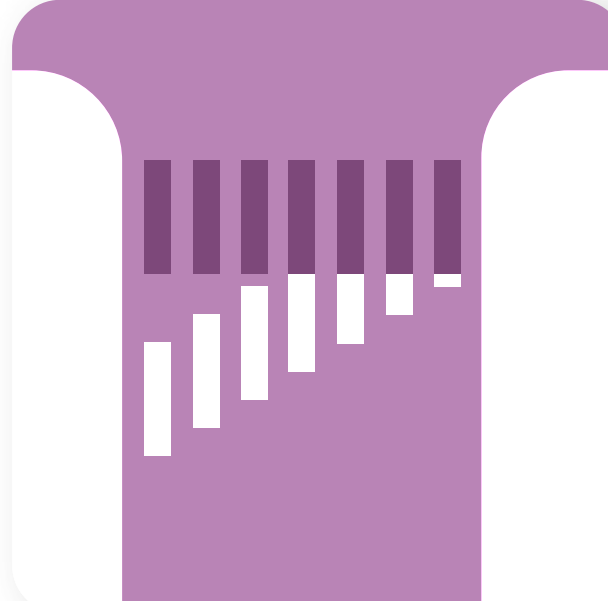


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Class IV Separated Bike Lanes

Based on direction at the March 31st, 2026 Mobility Subcommittee meeting, the project team explored Class IV Separated Bicycle Facilities on Elenda. However, a Class IV facility is not proposed due to the following reasons:

- Speed and volume data collected do not meet minimum thresholds in FHWA Bikeway Selection Guide/NACTO guidance for a separated bike lane
- To retain on-street parking (min. of 44 spaces on the west side)
- Potential impact to tree canopy



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