

The Green New Deal Elenda Campus Transportation Infrastructure Plan

The following document is a series of infrastructure improvements proposed by Culver City's Green New Deal Team. The goal of this plan is to increase the basic safety of students at Farragut Elementary School, Culver City Middle School, and Culver City High School (we will refer to all three of these schools as the "Elenda Campus"). Students at these schools put themselves in danger every day when choosing to bike or walk to school. We deem this as completely unacceptable and aim to remedy this issue with the following changes to our traffic and mobility infrastructure. This document also strives to achieve the goals outlined in the Green New Deal Resolution, signed by the Culver City School Board in the Spring of 2023, the main transportation aim being "Providing transportation so that 80% of students could walk, bike, or take public transport to school". Furthermore, as a city determined to progress towards a green future, prioritizing automobile access to the Elenda campus is neither logical nor morally and ethically aligned with our city's values. This document proposes many changes in line with the *Overland Bike Project Plan (In Design)*, *Bicycle and Pedestrian Action Plan (2020)*, *Signalized Intersection Safety Improvements (In Design)*, *Unsignalized Intersections Safety Improvements (In Design)*, *Overland-Playa Pedestrian and Bicycle Improvements (In Design)*, *Farragut Dr Bike Boulevard Project (Secure Consultant Contract)*, and *Safe Routes to School (In Design)*.

- I. PHASE I: Bike Sensor Sensitivity and Crossing Signal Adjustments. To be completed by November 30, 2023.
 - A. Bike Sensor Sensitivity: Adjust the bike sensors at the intersections surrounding the Elenda campus to actually detect bikers. Including but not limited to:
 1. Farragut/Franklin and Overland
 2. Braddock and Overland
 3. Jefferson and Overland
 4. Culver and Overland
 - B. Crossing signal adjustments (as in accordance with *Signalized Intersection Safety Improvements*): Adjust signals around the Elenda campus to prioritize pedestrian crossing and their safety. Including but not limited to:
 1. Franklin/Farragut and Overland
 - a) Adjust the signal back to the pre-COVID-19 setting.
 - (1) Within 20 seconds of the pedestrian crossing button being pushed to cross Overland, the Overland light should have turned red.
 - (2) Every 60 seconds, Overland traffic should be stopped to allow for Franklin and Farragut traffic to pass, regardless of whether a vehicle or pedestrian signal was detected.
 2. Braddock and Overland
 - a) Adjust the signal back to the pre-COVID-19 setting.

- (1) Within 20 seconds of the pedestrian crossing button being pushed to cross Overland, the Overland light should have turned red.
- (2) Every 60 seconds, Overland traffic should be stopped to allow for Braddock traffic to pass, regardless of whether a vehicle or pedestrian signal was detected.

3. Jefferson and Overland

a) Implement a lead pedestrian interval.

- (1) The walk signal for pedestrian crossing on all 4 crosswalks should begin at least 5 seconds before the vehicle signal turns green.

II. PHASE II: Crosswalks and Priority Signage. To be completed by December 31, 2023

A. Crosswalks: Create more crosswalks to limit illegal crossing and improve the safety of students walking to school. Including but not limited to:

1. Franklin and Coombs

- a) One crosswalk anywhere in this intersection that allows pedestrians to cross Franklin
- b) *Purpose: Allows for pedestrian crossing of Franklin in the two blocks between Overland and Elenda*

2. Franklin and Elenda

- a) One crosswalk on the East side of Franklin
 - (1) *Purpose: a school should have a crosswalk in front of it when the road in front is an extremely busy street.*
- b) One crosswalk on the West side of Franklin
 - (1) *Purpose: a school should have a crosswalk in front of it when the road in front is an extremely busy street.*

B. Signage

1. Stop Signs: Implement more stop signs to end illegal intersection practices and improve the safety of crosswalks. Including but not limited to:

- a) Corner of Garfield and Elenda
 - (1) *Purpose: a crosswalk without a stop sign is a threat to student lives.*

2. Signage limiting turning: Implement restrictive turning signs to reduce traffic and improve pedestrian and biker safety directly surrounding the Elenda campus; including but not limited to:

- a) Franklin and Elenda
 - (1) Cars approaching the intersection heading North are only able to turn right from 8 a.m. to 8:45 a.m. and 3:15 p.m. to 4:00 p.m. on any school day

- (2) Cars approaching the intersection heading West are only able to turn right from 8 a.m. to 8:45 a.m. and 3:15 p.m. to 4:00 p.m. on any school day

III. PHASE III: Bike Lanes, Drop Off Zones, and Secondary Signage. To be completed by May 31, 2024

A. Bike Lanes: Add bike lanes and boulevards down all major access points to the Elenda campus to provide for truly safe bike safety for both our students and the greater Culver City community. Including but not limited to:

1. Farragut (as in accordance with the *Farragut Dr Bike Boulevard Project*)
 - a) Beginning on Jasmine
 - b) Ending on Elenda
 - c) *Purpose: Students biking to the Culver City Middle School have no space on the last two blocks of their commute as cars take up the entire street and door openings pose a threat to bikers.*
2. Franklin
 - a) Beginning on Overland
 - b) Ending on Elenda
 - c) *Purpose: Students biking to the Culver City High School have no space on the last two blocks of their commute as cars take up the entire street and door openings pose a threat to bikers.*
3. Elenda
 - a) Beginning on Farragut
 - b) Ending on Culver (where the La Ballona protected bike lane starts)
 - c) *Purpose: The street a school is located on should have a safe bike route if students are going to be able to and encouraged to bike.*
4. Braddock
 - a) Beginning on Irving
 - b) Ending on Sepulveda
 - c) *Purpose: Allows for the safe transport of students coming from the South of the high school, connecting from the Culver Blvd Bike Highway, and coming from the Hayden Track or Carlon Park neighborhoods.*
5. Overland (as in accordance with the *Overland Bike Lane Project*)
 - a) Protected bike lane connecting the Ballona Creek to Playa St
 - b) *Purpose: The current bike path suddenly disappears right before the bridge. Suddenly bikers have no protection or designated area on one of the busiest streets in Culver City. There is no convenient and safe bike route home for many students living near El Rincon.*
6. Harter Avenue
 - a) Beginning on Washington Blvd

- b) Ending at the East end of Harter
- c) *Purpose: Students commuting to school through the athletics gate or the student parking lot have no protection from rush hour traffic to get safely into school.*

7. Sepulveda Blvd

- a) Beginning on Jefferson Blvd
- b) Ending on Venice Blvd

B. Drop Off Zones

1. Create a minimum of 5 designated drop-off zones within 3 blocks of school of at least 3 car lengths that are drop-off only 1-minute loading zones every school day from 8 a.m. to 8:45 a.m. and 2:00 p.m. to 4:00 p.m.
2. Suggested locations:
 - a) The block of Coombs Avenue on the North/East side of Coombs Park
 - b) Half of the block of Overland Avenue in front of Grace Lutheran Church
 - c) On the Southern end of the 10700s block of Garfield Avenue
 - d) On the 10800s block of Braddock; just north of the intersection with Elenda
 - e) On the South side of Harter Avenue, between Barmin and Braddock
3. *Purpose: to create a designated space that allows for easy drop-off outside the most congested areas of the Elenda campus to reduce traffic congestion.*

C. No-Turn Signage

1. Franklin/Farragut and Overland
 - a) “No Turn on Red” from 8 a.m. to 8:45 a.m. and 3:15 p.m. to 4:00 p.m. on any school day signage posted on all four corners