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 30 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 30 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 4 seconds before the vehicle signal turns green.
        (2) Purpose: pedestrians crossing Jefferson often get into close calls with drivers who are unaware of pedestrians due to the synchronous timing of vehicle and pedestrian lights.

II. PHASE II: Improvements on Elenda (To be completed by April 7, 2024). Including but not limited to:

A. Bike Lane
    1. On 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. This bike lane would connect to the La Ballona protected bike lane and the Culver bike path, creating a safe commute for bikers living West of campus.*

B. Stop Signs
    1. Elenda and Franklin
        a) One stop sign for traffic heading Northwest
        b) One stop sign for traffic heading Southeast
    2. Elenda and Garfield
        a) One stop sign for traffic heading Northwest
        b) One stop sign for traffic heading Southeast
    3. Elenda and Lindblade
        a) One stop sign for traffic heading Northwest
        b) One stop sign for traffic heading Southeast

C. Crosswalks: Implementing more crosswalks to provide for the safe movement of pedestrians; including but not limited to:
    1. At Franklin and Elenda
        a) One striped crosswalk going across Elenda on the Northeast side
        b) One striped crosswalk going across Elenda on the Southwest side
        c) Purpose: a large group of students illegally cross every day in a completely unsafe intersection that lacks any prioritization of safety

2. At Garfield and Elenda
    a) One striped crosswalk going across Elenda on the Northeast side
3. At Braddock and Elenda
    a) Striping all four existing crosswalks
    b) Purpose: increasing driver awareness of the existence of pedestrian crossings

D. 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:
1. Franklin and Elenda
    a) Cars approaching the intersection heading Northeast on Elenda are only able to turn right from 8 a.m. to 9 a.m. and 2:30 p.m. to 4:00 p.m. on any school day
    b) Cars approaching the intersection heading Southwest down Franklin are only able to turn right from 8 a.m. to 9 a.m. and 2:30 p.m. to 4:00 p.m. on any school day
    c) Purpose: to continue the current traffic control measures being used at a lower cost; decreasing congestion.

E. Drop Off Zones: a designated drop-off zone of at least 4 car lengths that is a drop-off only 1-minute loading zone every school day from 8 a.m. to 9 a.m. and 2 p.m. to 4 p.m.
1. Southwest side of Elenda
    a) On the block between Barmin and Braddock
    b) In front of 4343, 4351, and 4359 Elenda
    c) Purpose: to reduce the number of cars accessing the campus from the Northwest side, by providing for a convenient drop-off area. Cars could then turn right or left on Braddock, rather than participating to the the mass congestion closer to the Elenda Campus.

III. Phase III: Priority Improvements Northeast of the Elenda Campus (To be completed by July 30, 2024). Including but not limited to:

A. Bike Lanes
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.*

B. Crosswalks
   1. Franklin and Coombs
      a) At least one striped crosswalk that allows pedestrians to cross Franklin
      b) Purpose: Allows for pedestrian crossing of Franklin in the two blocks between Overland and Elenda, reducing random crossings that cause close calls.

C. No-Turn Signage
   1. Franklin/Farragut and Overland
      a) "No Turn on Red" from 8 a.m. to 9 a.m. and 2:00 p.m. to 4:00 p.m. on any school day posted on all four corners
      b) Purpose: to protect pedestrian safety as they cross Overland that is currently provided by traffic control representatives. This would save money by providing a cheaper solution.

D. Drop Off Zones
   1. Designated drop-off zones of at least 4 car lengths that are drop-off only 1-minute loading zones every school day from 8 a.m. to 9 a.m. and 2:00 p.m. to 4:00 p.m.
      a) Coombs Avenue, between Farragut and Franklin
         (1) Northeast side of Coombs Park
         (2) On the northeast side of the street (cars heading from Farragut to Franklin)
         (3) Purpose: to reduce the number of cars accessing the campus from the Northeast side, by providing for a convenient drop-off area. Cars coming down Franklin could turn right on Coombs, drop students off, and then turn right on Franklin.
      b) Coombs Avenue, between Franklin and Garfield
         (1) On the northeast side of the street (cars heading from Franklin to Garfield)
         (2) Purpose: to reduce the number of cars accessing the campus from the Northeast side, by providing for a convenient drop-off area. Cars coming down Farragut could turn right on Coombs, drop students off, and then turn right on Garfield or head straight to Culver.

IV. Phase IV: Priority Improvements West of the Elenda Campus (To be completed by August 10, 2024). Including but not limited to:

A. Bike Lanes
   1. 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.

2. 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.

B. Drop Off Zones: A designated drop-off zone of at least 4 car lengths that is a drop-off only 1-minute loading zones every school day from 8 a.m. to 9 a.m. and 2:00 p.m. to 4:00 p.m.

1. On Braddock
a) Northeast of the intersection of Braddock and Elenda
b) On Braddock's Northwest side, in front of 10843, 10847, and 10851
c) Purpose: to reduce the number of cars accessing the campus from the West side, by providing for a convenient drop-off area. Cars coming down Braddock could turn right on Elenda after dropping off students, reducing congestion directly in front of the Elenda Campus.

V. PHASE V: Improvements farther from the Elenda Campus (To be completed by December 31, 2024). Including but not limited to:

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. Overland (as in accordance with the *Overland Bike Lane Project*)
a) Protected bike lane from Venice Blvd to Sawtelle Blvd
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.*

2. Sepulveda Blvd
a) Beginning on Jefferson Blvd
b) Ending on Venice Blvd