

AVENUES – WG #3 BREAKOUT GROUP SUMMARIES

MELROSE

East of La Cienega

Group 1

- The group strongly backed Option 1.

Group 2

- The group agreed option 1 was a good idea. They liked the concept of having a crosswalk and a gateway element (in the median) as you enter the Avenues.

La Cienega to Doheny

Group 1

- Option 1 - One person had some initial interest in angled parking, but then backed Option 3 with the others. It was noted that there are serious conflicts today with diagonal parking west of Robertson and the accidents caused when visitors back up. Craig's Restaurant/bar has to have valets help patrons reverse out of their parking spot; car headlights are also a problem for patrons who are sitting at tables on the sidewalk.
- Option 2 – No one preferred.
- Option 3 – After much discussion regarding all the options, this was the strong preference of the group. They would like to see sharrow markings added to provide some amenity for bicyclists.
- Option 4 – No one preferred.
- Option 5 – No one preferred.

Group 2

The group agreed on option 3 (wider sidewalks). They felt this option provided the most flexibility and room for amenities. The group was not interested in the options that eliminated a lot of parking, but were okay with eliminating the center turn lane. Individuals in the group liked that option 4 gave them even wider sidewalks, but they would not want to eliminate all that parking on one side of the street. The group agreed they wanted curb extensions at corners and some curb extensions within blocks where the uses need additional space (like at Urth Café). People in the group liked the idea of being able to ride their bikes along Melrose, but did not choose options with bike lanes. Instead, the hope is that, with traffic calming, people can ride bikes without bike lanes along Melrose.

ROBERTSON

North of Melrose

Group 1

- Option 1 – Issued cited regarding use of curb by valets now. No one preferred.
- Option 2 – The group preferred this option over others. Note that The Abbey is serviced during the day along the curb; consider how this should be coordinated to not conflict with when street parking is needed.
- Option 3 – No one preferred.
- Option 4 – No one preferred.
- Option 5 – No one preferred.

Group 2

- The group agreed on option 2, because it would equally widen the sidewalks on both sides. However, the group agreed that the parking should be on the east side of the street (since these businesses do not have as much off-street parking), rather than on the west side of the street as shown in the diagram. Individuals in the group liked the idea of option 5 with 20' wide sidewalks (and potentially being able to close them street for special events). However, they do not want to negatively impact the businesses now and thought option 5 could be considered in the far future (2040?).

South of Melrose

Group 1

- Option 1 – Was preferred by 2 people in the group (a minority).
- Option 2 – No one preferred.
- Option 3 – Group consensus was this was preferred option, but team/staff also needs to address employee parking which affects availability of street parking in the area (Anawalt Lumber example was cited where employees are now using spaces south on Robertson). These comments would be applicable to any option.
- Option 4 – No one preferred.
- Option 5 – No one preferred.

Group 2

Like on Melrose between La Cienega and Doheny, the group agreed on option 3 because they would like wider sidewalks without a major impact to parking. The group liked the idea of doing curb extensions here, but did not discuss adding curb extensions within the block (like on Melrose). The group didn't think Robertson should be a dedicated bike street (because there are/will be bike lanes on San Vicente), but with traffic calming they would like to be able to ride their bikes in the Avenues.

BEVERLY

Group 1

- The group thought providing bicycle facilities on Beverly in the long term was a good idea, especially from a larger regional perspective. So because of this, they focused on Option 2, which provides bike lanes, but would like to know if there are places where medians can be fit in.
- The group liked Option 4 because you could have bike lanes and medians, but they didn't feel the center turn lane was necessary.
- The group would suggest a hybrid between Options 2 and 4 be considered.

[It should be noted that the group, as facilitated, was trying to pick a single option.]

Group 2

The group agreed on option 1 if this street is not selected by the City to have bike lanes and option 4 if this street does need to accommodate bike lanes. The group liked the idea of having medians and agreed they would add character to Beverly. If given the choice of whether to have bike lanes on Beverly or not, the group was torn. However, the group did not like the idea of narrowing the sidewalks on Beverly, but realized in option 4 this was the only way to have bike lanes and medians.

Curb extension versus median island refuge

If given the option of having a curb extension or a median island refuge the group agreed they would rather have a curb extension, where the space is at the sidewalk (not in the street). However, they would like both in places where both can be accommodated.

COMPLETED OPTION FORMS

Not everyone filled out the forms and some just circled the preferred option.

	<u>Thumbs up</u>	<u>Thumbs down</u>
Melrose east of La Cienega		
1 gateway median	12	0
Melrose and Robertson south of Robertson		
1 angled parking 1 side, parallel 1 side	1	8
2 bike lanes, parallel parking both sides	0	9
3 15' sidewalks, parallel parking both sides	11	0
4 15' sidewalks, bike lanes, parallel parking 1 side	0	10
5 20' sidewalks, parallel parking 1 side	1	10
Beverly		
1 medians, 15' sidewalks	7	4
2 bike lanes, no center lane/medians	2	6
3 raised bike track	0	10
4 bike lanes, 12' sidewalks, center lane/median	7	0
Robertson north of Melrose		
1 curb extensions in key locations	0	6
2 15' sidewalks, parallel parking 1 side	8	0
3 10/20' sidewalks, parallel parking 1 side	0	6
4 15' sidewalks, bike lanes, no curbside parking	0	9
5 20' sidewalks, no curbside parking	0	7