

Paving and Crosswalks / Furnishing Comments:

1. Consistent designed sidewalks that have a pattern.
2. Bright, well lit crosswalks with consistent design.
3. Trash cans are helpful to encourage cleanliness for streets.
4. Benches throughout with consistency.
5. Artist-designed bike racks are cool – will distinguish the city and possibly even encourage more motorists to use bicycles.
6. Nice crosswalk (arrow pointing to photo of duratherm crosswalk).
7. Love the modern benches, very attractive.
8. These benches are wretched.
9. Smooth, rounded, BUCKET benches!
10. LA's new benches are HUGE + ugly.
11. OW! Sharp corners should be avoided (sticky note placed next to photo of the City's current stainless steel bench).
12. Why? (comment placed next to statement: New furniture should be modern in character..."

Gateways and Art Comments:

1. Can we have some fountains? Water is so calming and drowns out traffic noise.
2. Whimsical is good to put a smile on your face.
3. If you put in art please get someone who knows and understands sculpture!
4. Active sculpture that moves or has lights is fun.
5. Are neighborhood bulletin boards a thing of the past? Europe had or has kiosks.
6. Gateways, art at intersections to create "village".
7. Gateway is nice – could it go over the whole street, like the NoHo Arts gateway?

Wayfinding/Signage Comments:

1. "City of Goodyear" monument best "style" of identity
 - a. Add on comment – "Don't necessarily agree, too massive".
2. I would prefer small signage for city identity – we already have so many large buildings, et cetera that are instantly identifiable as being WeHo – less is more and classier too. We don't need to shout – here you are in WeHo – I like BH's small shield sign at Doheny and Santa Monica
3. I'll never forget walking the Freedom Trail in Boston (line to follow on sidewalk to historic spots). It's unobtrusive too.
4. With GPS how much signage do we need? HA!
5. Too desert (written below Good Year, AZ photos).
6. Love these! Great for pedestrians and tourists (written below pedestrian scale signage)
7. Sense of exclusivity (written under "Emphasis on district relative to City")

8. District advertising is tacky (written under banner images).
9. Bodhi Tree memorial! > (point to interpretive graphics/plaques).
10. Historical plaques would be great – maybe an audio walking tour like they have in Houston?

Street Trees / Lighting Comments:

1. Put cages around the trees so that people (drunks) can't rip them out of the ground over and over for years. Also the empty spaces left from the vandalized ripped out trees make a dangerous tripping hazard – they should be replaced and protected immediately.
2. Trees must not block business signs. Not too many trees – there are plenty on residential streets.
3. I strongly disagree – the whole concept is to improve!
4. Up light trees.
5. Must not block storefront windows.
6. Keep plants on medians low.
7. Still... we want to avoid light pollution.
8. Trees for shade, especially with global warming.
9. Need pedestrian friendly "village-like" lighting – need it on Melrose and throughout the residential neighborhood.
 - a. Ditto!
10. Good Job! Will be beautiful.
11. The trees will bring the feeling of village living – back to nature and what our community could use, especially since cars are all around us.
12. Agreed! And as for business front concerns, trees in general add an external aspect of ambience that conveys inviting and friendly welcome for people next to business.
13. Yes on Chinese flame!
14. Love these > (arrow pointing to image of Ginko trees in bloom).
15. [Pink Trumpet tree is underlined by participant]
16. [Statement is circled by participant for emphasis: compatible with storefronts... prune canopy above business signs.]
17. [Lines drawn over photos of trees to emphasize upward pruning of trees.]
18. Need more of these (arrow to low level bollard style lights).
19. [Melrose & Robertson underlined to emphasize statement: 1st choice/examples of modern style roadway lights with low level lights).
20. Low level light, excellent idea, especially for seniors, and people who walk a lot.
21. Up light canopies look better at night.
22. Canopies too low, blocks signage.
23. Like pedestrian lights combined with roadway lights. Don't do low level lights – not reasonable.

Mobility Comments:

1. Make signs like “entering a village zone” when entering to reduce commuters from driving through.
2. Stop signs at Westmount Drive / Westbourne Drive / West Knoll Drive.
3. Yes to bike lanes and sharrows on Melrose Avenue and Beverly Boulevard!!
4. Yes! Bike lanes and sharrows on Beverly Boulevard and Melrose Avenue!!
5. Switching Melrose Avenue to one lane in front of Pacific Design Center and at La Cienega Boulevard is great – much safer.
6. Concern regarding new FAR height allowed on Melrose would bring more traffic / counter to our plan to reduce traffic on Melrose: EXPLAIN!
7. Keep left turn lane on Melrose Avenue.
8. Keep all left turn lanes on Melrose Avenue.
9. Definitely bike friendly ideas on Beverly Boulevard and Melrose Avenue.
10. Free bike bells with the West Hollywood logo on them. Give them away to kids to encourage ring bell when going by doorways, etc.
11. Flashing lights at crosswalks – overhead or in the street.
12. More bicycle rules and regulations and enforcement.
13. Bike bells for city giveaway.
14. Need traffic calming on Rosewood.
15. Need speed bumps on Huntley, Westbourne, Westmount and West Knoll Drive to stop (cut through) traffic speeds and problems.
16. Melrose Avenue and San Vicente Boulevard needs help. Accident waiting to happen. The sidewalk empties to the street in a dangerous way. Everyone is always texting as they drive slowly bay in traffic.
17. Problem [arrow pointing to vision statement: Crosswalks at all intersections]
18. Like it!!
19. Slow down traffic here [arrow pointing to Huntley Drive north of Melrose].
20. Speed bumps here!! To deter thru traffic [arrows pointing to Huntley Dr., Westbourne, Westmount and West Knoll].

Gathering Places:

1. Melrose Avenue and Norwich Drive urban plaza is a good idea.
2. Gathering point at Beverly Boulevard and Robertson Boulevard:
 - a. Concern option 2 would work; sidewalk is very narrow on each side, concern regarding left-turn into folks pulling out.
 - b. Park may get homeless people.
 - c. Show to Coffee Bean for input.
 - d. Option 1 – make 15 minute meters along park on Beverly Boulevard.
3. Option 1 on Bonner Drive / Beverly Boulevard is better – Concern – Homeless magnet! This may worsen the area

4. Wider sidewalks is nice but it's going to implode traffic.
5. Places where people come out relax and people watch.
6. Yes bollard at west end of Bonner Drive.
7. Encourage bike lane on Beverly Boulevard let Robertson Boulevard and Doheny Drive to connect to Los Angeles and Beverly Hills in Future.
8. Wonderful idea for pocket park.
9. "Railvolution."
10. Park like (comment written by Melrose/Norwich plaza)
11. [Drawing over Beverly garden showing parking along Bonner also - Option 1. In addition to Beverly parallel parking.]
12. Do bollards like Hammond & Sunset (pop up at 7pm or so) [pointing to Bonner inlet at commercial property Driveway]
13. Would like places to rest! Kings Road Park is great.
14. The Bonner Park is needing to be parking for Coffee Bean for safety, for stopping homeless congregation, etc.

Robertson Boulevard Comments:

1. Yes to sidewalk widening and trees – brilliant design concept!!
2. Proposal for turning on parking meters after 6pm – yes! People can park in the public parking sheds.
3. North of Melrose – tenancy doesn't suggest walking distract.
4. Bike sharrows especially since traffic is slow and safer for bicyclists.
5. Lots of trees and green.
6. Trash bin on corners.
7. Can't lose right-turn space at Robertson Boulevard and Santa Monica Boulevard.
8. Pillars, art at intersection to create village feel.
9. Accommodating Abbey loading zone will be hard on parking.
10. Bright crosswalks.
11. Signal timing to give more time turn from La Cienega Boulevard to Beverly Boulevard.
12. [Participant circled parking area at PDC and emphasized entrances at San Vicente & Melrose Ave].
13. [Participant circled street trees and wrote that canopy trees should be pruned higher to not block storefront signage.]

Beverly Boulevard Comments:

1. Are we doing "no turns" between 4pm to 7pm? Loss of turn lane will cause issues with maintaining "arterial" streets.
2. I need to see an actual street to see the practical proportion – it looks out of scale but I love bike lanes

3. Bike lanes on Beverly Boulevard get San Vicente and Doheny to connect to future lanes with LA and Beverly Hills regional loop.
4. Are there turn lanes only at major intersections? Are you eliminating left turns to residential streets? That will create traffic, not alleviate it.
5. Please implement bike lanes – crucial for 21st century.
6. Where is parking for pocket park at Beverly Boulevard?
7. Yes to Beverly Boulevard Bike lanes.
8. Improve pedestrian mobility and public use space.
9. Bike lanes are great!
10. More pocket parks like this one at Beverly/Robertson.

Melrose Avenue Comments:

1. Concerns:
 - a. If we divert to Beverly Boulevard since it's heavy due to peak traffic between Robertson Boulevard and La Cienega Boulevard.
 - b. Encourage transit use and better bus stops.
 - c. Please go ahead and test La Cienega left turn signal and remove center lanes so we can see how it works.
 - d. Concern regarding street trees and not to block business signs for storefront window.
 - e. Consider stop signs between Huntley Drive and West Knoll Drive to calm traffic.
 - f. Concerned regarding losing center turn lane between Huntley and La Cienega (residents in this area) and back up.
 - g. Concern regarding SB (South Bound?) on La Cienega (AM Peak) then using Rosewood Ave as a cut-through!
 - h. Design for design-oriented businesses; not just a tourist destination (make driving and parking efficient).
2. Signal light at Urth Café, please so we can get through (pedestrians and residents).
3. Concern for building on Melrose Avenue – 3 stories or less except Pacific Design Center.
4. Keep left turn lane on Melrose Avenue – Residents need to get in too!
5. Make Melrose Avenue at La Cienega Boulevard and Melrose Avenue at Santa Monica Boulevard going “West” into “Village” look like a gateway to small “village” feel.
6. Brighter, more defined cross walks.
7. Add turn pockets on to residential streets.
8. Village Street (good) vs. Big Box development (bad). Film at 11:00.
9. Regarding turning lane, pedestrians will block north turning cars and access to Melrose avenue west of La Cienega Boulevard.
10. More trees, more green, sidewalks must include green.

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11. With the Melrose Avenue Triangle Project re-starting again, this is the time to extend Melrose Street plan to Almont Drive to Doheny Drive – which is barely 2 lanes. For such a huge proposed project (up to 6 stories in spots) Melrose Ave should be examined – especially if that whole triangle block is going to be torn-up – that would be a concession the developer should make and during construction would be the time to make changes to that part of Melrose Avenue.
12. We like village-like environment please development must be compatible – small and village-like.
13. No signal-lights please, maybe round-about.
14. Not too many restaurants or we lose space for design and arts.
15. Disable/ban left turns on Melrose Avenue from 3pm to 7pm during weekdays. Residents making turns kills the streets traffic during peak rush hour.
16. If all these cars go south on La Cienega they will end up on Rosewood!! Can stopping Rosewood Avenue from getting worse be part of the plan?
17. Make sure traffic flows on Beverly Boulevard – adjust signal timing.
18. More restaurants more street sidewalk light control to avoid confusion between pedestrians and cars.
19. Provide other similar LA streets example like this proposal.
20. Confirm La Cienega will flow well to avoid use of Rosewood for cut through, consider moving bollards [hydraulic bollards].
21. We need a Bonner cul-de-sac at Norwich to prevent speeding cars and outsider visitors from speeding down Norwich. We have been asking for this but still have a problem.
22. Two way turn lane [comment written near Norwich]
23. Seriously concerned about traffic and parking on Norwich if Melrose becomes “restaurant row.”
24. So far 5 restaurants existing or proposed for 2-3 blocks of Melrose.

Other/General Comments:

1. [Markings showing signals at intersections along Melrose with a question mark at Westmount & Melrose, possibly indicating desire for a signal there.]
2. [Markings showing Sherwood Dr. as a cut through to Huntley down to Melrose.]
3. Speed bumps needed here to preserve safety of residents & pets (arrows pointing to Sherwood).
4. Please look at left turn onto Croft from both Melrose & Beverly > hard on residents! > (arrow pointing to Croft & Melrose).
5. Concerned about 2 way street idea. More dangerous, more traffic...
6. City staff, please look at crosswalk here, many elderly use this. (arrow pointing to Rosewood & San Vicente).
7. Concern re: cut through at Rosewood if traffic diverted south bound on La Cienega: can we study?

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8. Non-residential commute will be horrible (with arrow drawn to Rosewood with the words 'speed bumps' written – indicating that speed humps/bumps could solve short cutting).
9. Limit access/cul de sac, bollards, or something else attractive. Remove curb extensions, do it as an experiment (arrows pointing to inlets of Norwich, Huntley, Westbourne, Westmount, West Knoll south of Melrose).
10. Need parking!!
11. Add lighting (to Norwich & Melrose), 2 way again, yes, yes, yes, yes. [with cul-de-sac drawn in].
12. No! [with line pointing to another participant's drawing of a closed of street with bollards] – stop impeding circulation and progress with bollards - encourage more walking & cycling, less driving.
13. Elimination of left turn pockets at Huntley to West Knoll will create significant traffic impacts that could back up to Santa Monica. That element should be redesigned to allow 1 or 2 car lanes to turn left. Those can be incorporated and still maintain enhanced sidewalks and retail improvements. If left turn lanes eliminated – you are “locking” in residents and Tri-West.
14. Terrific! Thank you.
15. Good luck! Ambitious project, especially shoehorned between Beverly Hills and Los Angeles. I am concerned about the impact to traffic on Beverly west of Robertson if you eliminate left turn lanes. Otherwise, I look forward to the improvements.
16. Sidewalk plans, lighting look beautiful. NO buildings on Melrose more than three stories or else it will degrade the neighborhood.
17. Please don't begin any work prior to a new environmental impact study. The West Hollywood City Council never seems to listen or base logical decisions on current studies. I.E. the new restoration hardware building on Melrose. Though the premise of this concept is excellent, the promise is of great concern.
18. Thanks for all the information and am happy to see the city working on improvements to the living experience.
19. I strongly support improvements to bike and pedestrian infrastructure. In particular, I strongly support bike lanes and sharrows on Melrose and Beverly.
20. More bikeways; more garden bordering sidewalks.
21. GREAT. Yes, walk more – LA!!
22. Thanks for the event! Great to include the neighborhood in your decisions.
23. Very informative exhibit thanks to Chris Corrao and please consider colleagues.
 - a. Bonner bollards after 7pm
 - b. Wonderful pocket park at Beverly and Robertson – NE
 - c. Designated bike lanes on Beverly Boulevard, San Vicente and Doheny to connect to future LA lane on Beverly Boulevard.
 - d. Rapid blockage of business signs by new growth trees (their outgrowth shall barrel out above the store signs.)

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- e. Keep Melrose and Robertson at no more than 2 stories 25 feet! Use banners very sparingly if at all.
24. I don't live locally but visit frequently. I really like the idea of more bike lane / sharrows support. Removal of left-turn lanes into residential streets might increase traffic unless violations are initially heavily enforced. I really like the idea of installing modern street lighting.
 25. Mostly concerned about:
 - a. No turn lanes on Beverly. Need to manage left turns or traffic will build up (No turns 4pm-7pm?)
 - b. Robertson north of Melrose needs a complete out of the box rethink. It's horrible for traffic. Why even have cars through here? Close off at parking lot.
 26. Please do not remove center lane on Melrose – unless you make it 4 lanes like it used to be!
 27. Please be sure to add special lighting to call out cross walks, flashing lights denoting crosswalk or red stop lights activating by pedestrian.
 28. While we aspire to be a walkable, bike friendly city... adequate, ample and convenient street parking is crucial to a healthy street life. Expense and inconvenience discourages visits and popping into shops or for a bite. Angle parking is preferred to parallel parking. I realize tickets are a revenue center but we don't want to be hostile to drivers.
 29. I support the bike lanes on Beverly, as well as the proposed public space. I would like to see the pedestrian improvements as well.
 30. I fully support sharrows or bike lanes on Melrose Avenue and Beverly Boulevard. We need pedestrian and bicycle improvements for the avenues district.
 31. [email] I was unable to attend the street side open house last week but I took a look at the Avenues Streetscape Master plan and I would like to state that I do not like the idea of removing parking along the west side of Robertson Blvd. This will cause more congestion for visitors who are looking for parking and do not want to pay the \$5 fee for the parking lot if they are only going to a store for a few minutes. I think those parking spaces on the west side of Robertson needs to stay to avoid further congestion on the side streets when visitors or circling the block to find parking.
 32. [voicemail] Please require railings to delineate outdoor dining areas, to prevent outdoor dining from crowding walkways. This is a problem near Urth Café.
 33. Wi-Fi plugs.
 34. Put electric and etc. wires underground NOW.