



City of West Hollywood Fountain Avenue Streetscape Project Frequently Asked Questions

Project Overview



What is the Fountain Avenue Streetscape Project?

The Fountain Avenue Streetscape Project is a Council-directed redesign of Fountain Avenue that would occur in two phases. Its goal is to create a safer, more vibrant, accessible, and sustainable space for residents and visitors alike. Phase 1 focuses on near-term safety enhancements and traffic calming measures, including installing a protected bike lane. Phase 2 would widen sidewalks, upgrade curb ramps, add street trees/landscaping, upgrade street furniture, add street lighting, and provide other amenities.

What specific enhancements will be implemented in Phase 1 of the Fountain Avenue Streetscape Project?

Phase 1 of the Project involves safety enhancements and traffic calming measures, including installing a protected bike lane, reducing travel lanes from four to two, removing on-street parking on the north side of the street, signing and striping, and additional crosswalk and safety enhancements. The resurfacing of Fountain Avenue would primarily use materials that affix to the roadway's surface to make major safety improvements and establish a new street layout before Phase 2.

The materials that would be used include:

- Fresh asphalt
- Thermoplastic roadway striping
- High-visibility crosswalks and green bicycle conflict zone striping
- New street signage
- Self-watering planters
- Speed wedges (within painted curb extensions)
- Extruded concrete curbs (printed concrete, which does not require formwork or extensive foundations and is faster to construct)
- New bicycle loop detectors at select locations (in asphalt sensors that communicate with traffic signals)

The new street design would eliminate peak-hour parking restrictions, and portions of Fountain Avenue would revert to one lane in each direction. It would eliminate parking from the north side of the street to create space for protected bikeways, with parking remaining along the south side of the street against the bikeway. High-visibility roadway striping and crosswalks would be added throughout, along with green conflict markings where bikeways cross intersections or driveways. Planters would be placed strategically throughout the corridor to prevent vehicle intrusion in specific locations and to improve aesthetics. Phase 1 includes repaving to create a smoother road surface and offer higher contrast between asphalt and new roadway striping.

What are the objectives of Phase 1?

- Reduce speeding and improve safety on Fountain Avenue
- Create a low-stress, east/west bicycle route through West Hollywood
- Reduce fatal and severe injuries
- Reduce cut-through traffic
- Reduce congestion by making bike and scooter use a safe alternative to driving
- Provide valuable insights for the project team before making permanent changes as part of future phases of the Fountain Avenue Streetscape Project.

When would Phase 1 be constructed?

Phase 1 is tentatively scheduled for City Council consideration on September 15, 2025. If approved, biddable construction documents will be developed with real costs to implement the construction. Following an accelerated schedule and Council approval, construction is anticipated to begin in the fall of 2026 and conclude in the winter of 2027.

Have public safety providers such as the Los Angeles County Fire Department and Sheriff's Department been consulted about the Fountain Avenue Streetscape Project?

The Project Team met with the Los Angeles County Sheriff's Department and the Los Angeles County Fire Department. Both departments expressed confidence in their ability to respond to all emergencies on Fountain Avenue with the proposed changes.

- Much of Fountain Avenue already operates as a two-lane road whenever peak-hour parking restrictions are in place.
- In the proposed street design, adequate space exists within the roadway envelope for emergency vehicles to stage, and for motorists to pull aside and wait if an engine or ambulance is responding to a call.
- Low-profile mountable curbs allow emergency responders to cross in an emergency.
- The Los Angeles Sheriff's Department has no concerns with the proposed design, and noted they routinely operate on other two-lane roadways throughout West Hollywood without issues.
- The City will continue coordination throughout the design and construction phases of the project and can adjust markings at any time after Phase 1 is in place.

The Central County Fire Prevention Office also reviewed and approved the current plans. Their input helped inform the design, enabling larger hook and ladder trucks to navigate the street. In addition, low-profile mountable curbs and speed wedges have been selected to ensure emergency vehicles can traverse any portion of the street when responding to an emergency. The Project Team is coordinating closely with emergency services providers as part of the Project.

How would parking be affected?

On-street parking would be removed from the north side of Fountain Avenue and remain on the south side of the street, adjacent to the protected bikeway. The Project would eliminate peak-hour parking restrictions, allowing for parking on the south side of the street at all times. The City conducted preliminary parking occupancy studies on Fountain Avenue and is conducting an in-depth parking occupancy analysis of the corridor and anticipates results by the August 19, 2025 Community Meeting. The study also explores adding parking where feasible and other strategies to address parking loss, such as modifying permit parking districts, etc.

How will this change affect traffic on nearby streets?

Eliminating travel lanes from Fountain Avenue would reduce the carrying capacity of the corridor at peak traffic hours. The new layout would be more consistent with Fountain's classification as a collector street, which is primarily neighborhood-serving, as well as the roadway's configuration in the City of Los Angeles. As a result of this change, it is anticipated that some trips would be diverted to other roadways with available capacity, which would vary continuously throughout the day. As 64% of trips on Fountain Avenue are non-local (pass-through trips), and most drivers in Los Angeles County rely on app-based navigation systems, motorists would be diverted to streets with capacity at that moment. It is anticipated that trips will be routed to Sunset Blvd., Santa Monica Blvd., and other streets. It is also likely that some vehicle trips will not occur due to the reconfiguration of the roadway. Some may choose to travel by other means of transportation or choose to travel at different times as people adjust to changing conditions. A benefit of constructing the Project in phases is that layout adjustments could be made before Phase 2, addressing any unanticipated issues before reconstructing sidewalks and curbs.

How would waste collection work?

City staff have reviewed the current plans with Athens Services, the City's waste hauler, to ensure that their vehicles could safely navigate the roadway and that spaces for waste collection are included in the plans. New waste barrels and bin staging areas are proposed adjacent to parking areas in painted buffer areas alongside the protected bikeways. These areas are noted in the plan with a trash can stencil, which would also appear on the roadway as a stencil over a hashed painted area with wheel stops for larger bins. This configuration keeps containers off the sidewalk, out of the bike lane, and outside the travel lane while trucks make their pick-ups.

How would people navigate on a bike or scooter from Fountain Avenue to other parts of the City?

To help direct people to and from Fountain Avenue, this Project includes greenback sharrows and wayfinding signage to and from Santa Monica Boulevard, where existing bike lanes continue westbound to Beverly Hills and West Los Angeles. Other connections are planned as part of this Project to link Fountain Avenue with other bike-friendly routes, such as traffic calming, wayfinding, or other treatments. Nearby in Los Angeles, the Los Angeles Department of Transportation (LADOT) is currently constructing neighborhood greenways that extend south to 3rd Street.

How is this Project funded?

The Fountain Avenue Streetscape Project received \$4.9 million as part of a Sustainable Transportation and Equity Project (STEP) grant awarded to the City by the California Air Resources Board (CARB). The grant funds clean transportation and projects that increase transportation equity by addressing community residents' transportation needs, increasing resident access to destinations, and reducing GHG emissions. This Project is also slated to receive \$1.7 million through the Metro Measure M Multi-Year Subregional Program through the Westside Cities Council of Governments. Grant funds not used for Phase 1 will be used for Phase 2 of the Project.

Why are sidewalk upgrades not included in Phase 1?

Phase 1 is a near-term safety package including striping, signage and mountable curbs that can be designed, bid, and installed in 16-18 months following approval by City Council. Full sidewalk reconstruction involves:

- underground utility relocation,
- storm-drain redesign,
- custom traffic-signal foundations, and
- selection of hardscape and planting palettes.

Compressing those tasks into Phase 1 would delay any safety-oriented countermeasures until 2028 or later. By separating the work, the City:

1. Delivers speed-management and crash-reduction benefits two years sooner, and
2. Uses data from Phase 1 to refine sidewalk widths, bus-stop locations, and tree wells before pouring concrete in Phase 2.

The Project Team will seek authorization from the City Council to release a Request for Proposals (RFP) for Phase 2 of the Project at the September 15, 2025, City Council meeting. It is anticipated that Phase 2 planning and design will begin in October 2025 under a broadened Steering Committee and will include a full pedestrian-priority community discussion and visioning process. Phase 2 of the project includes extensive concrete work, traffic signal modifications, street lighting, landscaping, street furniture, public art, and any other amenities that the Steering Committee envisions as part of a public visioning process.

How can I provide input on this Project, stay updated, and learn more?



Community members can visit engage.weho.org/fountain to learn more about the Project. The Project will be presented at a series of upcoming public meetings held in August - September:

- **August 19, 2025** - Fountain Avenue Community Meeting, *Plummer Park*, Rooms 5 & 6, 6 pm–8 pm
- **August 20, 2025** – Transportation & Mobility Commission, *City Council Chambers*, 6:30 pm
- **August 26, 2025** – Public Facilities, Recreation & Infrastructure Commission, *City Hall Community Room*, 6:30 pm
- **September 15, 2025** – City Council Meeting, *City Council Chambers*, 6 pm