Fountain Avenue
Streetscape Project
Interim Protected Bike Lane Component

City of West Hollywood
California 1984

Fehr & Peers

West Hollywood

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Steering Committee

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Consultant Team

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Steering Committee Topics

- Materials Selection *Meeting #1*
- Neighborhood Access *Meeting #2*
- Trash Collection & Deliveries *Meeting #3*
- Field Walk with Athens *Meeting #4*
- Conceptual Plan Review *Meeting #5*

Phased Approach to Implementation

Fountain Avenue Streetscape

- ✓ Holistic redesign of Fountain Avenue
- ✓ Enhance safety and walkability
- ✓ Wider sidewalks, protected bike lanes, landscaping, safety enhancements
- ✓ Lessons learned from interim protected bike lane component

Interim Protected Bike Lane Component

- ✓ Quick-build temporary roadway redesign
- ✓ Protected bike lanes, reducing travel lanes, reducing on-street parking, crosswalk and safety enhancements
- ✓ Temporary infrastructure will provide valuable insights before making enhancements permanent as part of the Streetscape project
- ✓ Partially funded (CARB Grant)

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Agenda

1. Project Schedule Update
2. Concept Plan Overview
3. Next Steps

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Schedule Update

Summer 2025 | Spring 2026 | Fall 2026

Public Meeting & City Council Approval

- Community Meeting
  - August 19, 2025
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Finalize Design

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- Bike buffer material
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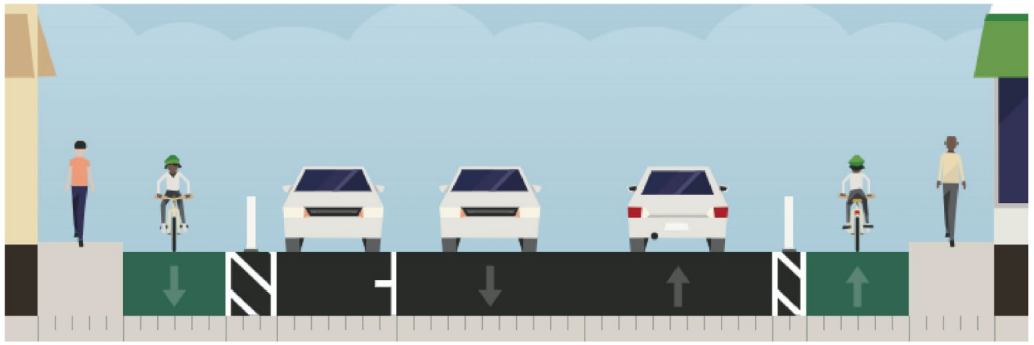
Fountain Avenue Streetscape Alternatives

Alternative 1: Protected Bike Lane

Includes sidewalk widening

Crash Reduction Factor (CRF) for bike facility	45% CRF for protected bike lane
% of sidewalk deficiencies addressed	93-100%
Tree canopy/landscaping	Widened sidewalks could allow for tree wells & landscaping
Parking preservation	Parking on one side only
Left turn pockets	Provided at all locations that currently have left turn pockets

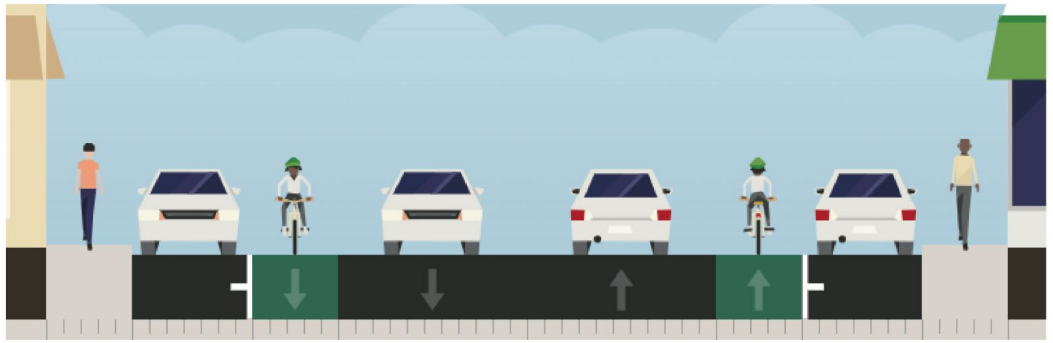


Typical Cross Section

Alternative 2: Standard Bike Lane

Includes sidewalk widening

Crash Reduction Factor (CRF) for bike facility	35% CRF for standard bike lane
% of sidewalk deficiencies addressed	67-100%
Tree canopy/landscaping	Widened sidewalks and potential for curb extensions
Parking preservation	Some off-peak parking loss to address sight lines, but gains in peak periods
Left turn pockets	Provided at all locations that currently have left turn pockets



Typical Cross Section

Feedback Received

2021

City Council Direction

- City Council directed staff to conduct a feasibility study for protected bike lanes
- Bike Working Group established to provide input on study

2022

Feasibility Study & Community Engagement

- Two alternatives developed
- 13,000 project notices mailed & public workshop held
- 1,400 survey responses with over 60% in favor of protected bike lane alternative
- Unanimous City Council direction to move forward with protected bike lane alternative

2023-Now

Design

- Steering Committee established to weigh in on design
- Concept plans developed
- Approval from Los Angeles County Fire Department
- Coordination with Athens Services (trash collection)

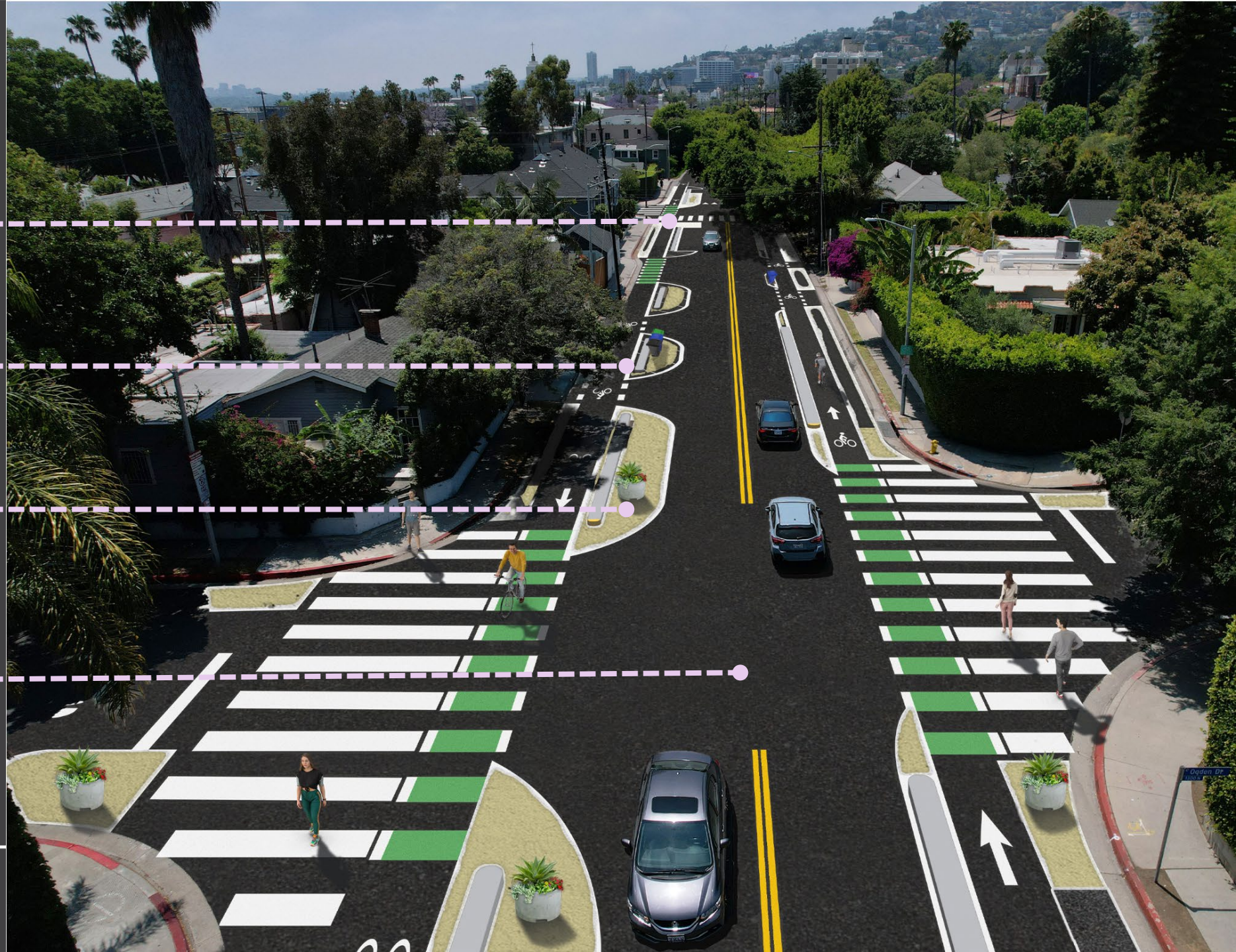
Interim Protected Bike Lane Component Cross Section – Auto experience

Parking maintained on south side

Areas between driveways where parking can't fit used for trash pick-up

Improved sight lines for driveway and side street access

One auto travel lane in each direction. Existing left turn pockets maintained (not shown)



Interim Protected Bike Lane Component Cross Section – Bike experience

Separated bikeway with raised concrete median

Improved sight lines and slower vehicle turns

Green conflict striping at intersections and larger driveways

Interim Protected Bike Lane Component Cross Section – Pedestrian experience

More distance between pedestrians on the sidewalk and vehicles

Intuitive trash pick up for residents

Safer crosswalks with less vehicle exposure and slower vehicle turns

Planters and painted curb extensions at intersections

Topics

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Bike Buffer

Extruded Curb for Bike Lanes

Recommended by Steering Committee

Ocean Ave – Santa Monica, CA

17th Street – Santa Monica, CA

Image 1 Source: City of Santa Monica
Image 2 Source: F&P

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Curb Extensions

Solid paint color at painted curb extensions at intersections.

Specific color TBD, but light enough to leave room for asphalt art in the future.

Burbank, CA

Los Angeles, CA

Beverly Hills, CA

Image 1 Source: Fehr & Peers
Image 2 Source: Google Maps
Image 3 Source: Beverly Press

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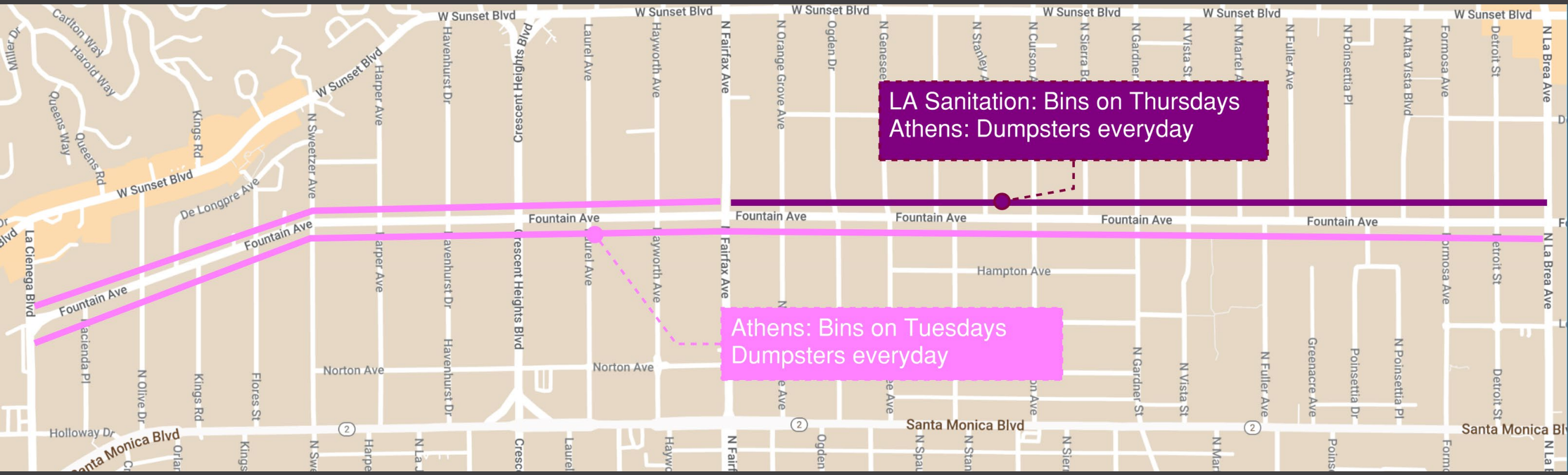
Trash Collection



Trash Collection

Staged by Customers

Customer rolls bins to curbside for pickup

Staged by Athens

Athens rolls bins and dumpsters to curbside for pickup

Valet by Athens

Athens brings bins and dumpsters to truck for pickup and rolls back (bins/dumpsters never staged on curb)

Trash Collection

Intuitive trash pick up for residents, utilizing smaller spaces between driveways that are too small for parking

Trash pickup carefully developed with Athens Services (waste management provider), taking into account individual property needs

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Driveway Design

Driveways and intersections will have green conflict striping

Improved sight lines for driveway and side street access

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Neighborhood Access

All existing turn movements maintained. No new restrictions added. Post-project data collection to determine if additional traffic calming is necessary.

Recommended by Steering Committee

Harper Avenue

Restricted movements:
Lefts onto/off of Fountain

Havenhurst Drive

Restricted movements: Lefts onto Fountain

Hayworth Avenue

Restricted movements: Lefts onto Fountain

Curson Avenue

Restricted movements: Lefts onto Fountain

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Parking

All-day parking provided on the south side along the entire corridor

No more confusing peak hour parking restrictions

7-10 all-day spaces provided in front of businesses between Laurel and Hayworth

120-130 all-day parking spaces provided.

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