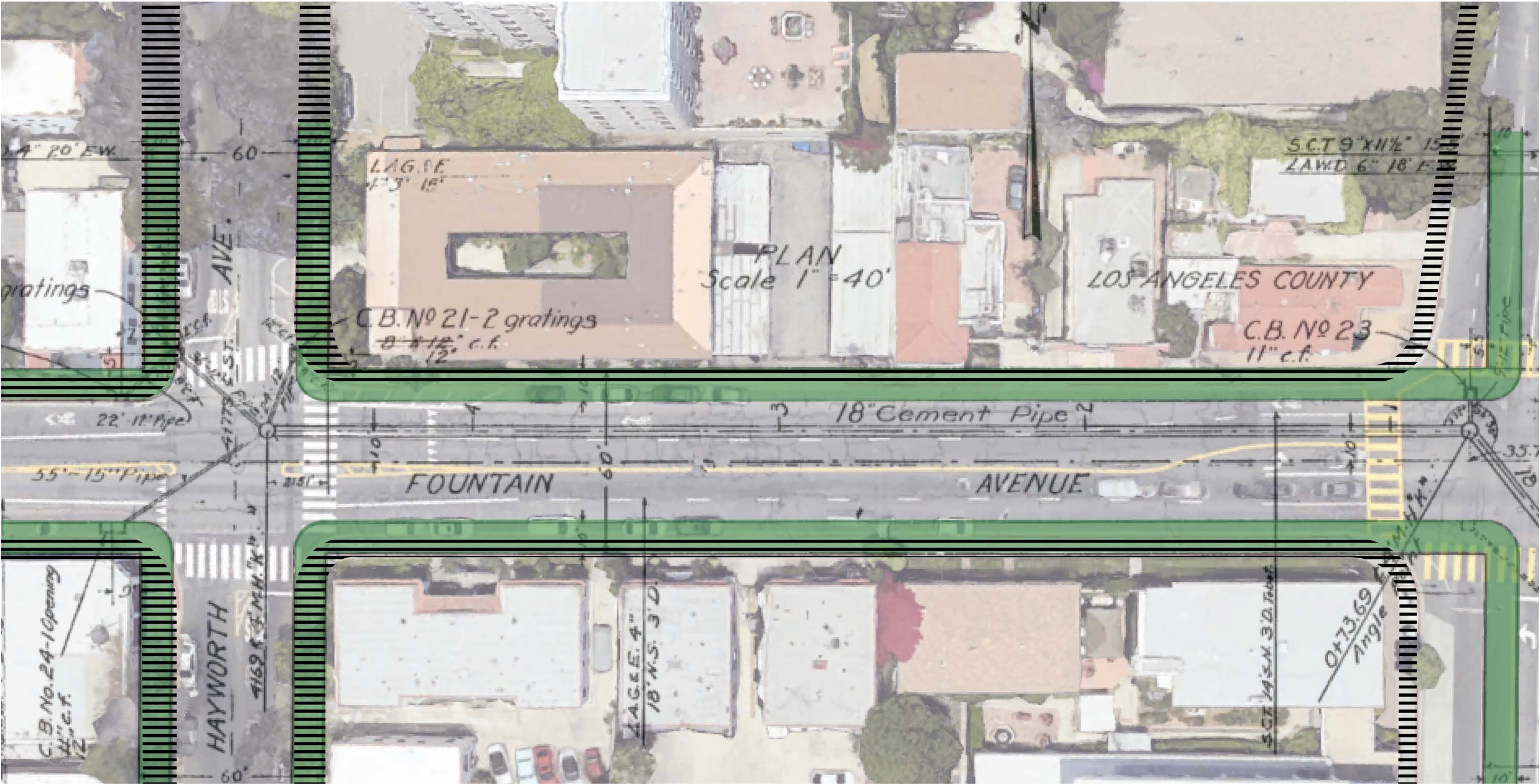


Fountain Avenue used to be a local street.

In the 1960s, Fountain Avenue was a pedestrian-oriented, tree-lined street that was as narrow as 40 feet in some places. Before West Hollywood was incorporated, the County of Los Angeles widened the street to accommodate more lanes of traffic by narrowing the sidewalks and removing street trees.

Fountain Avenue sidewalk widths



Number of driving lanes and safety go hand-in-hand.



East of La Brea Avenue, where the City of Los Angeles starts, Fountain Avenue is only one lane in each direction.

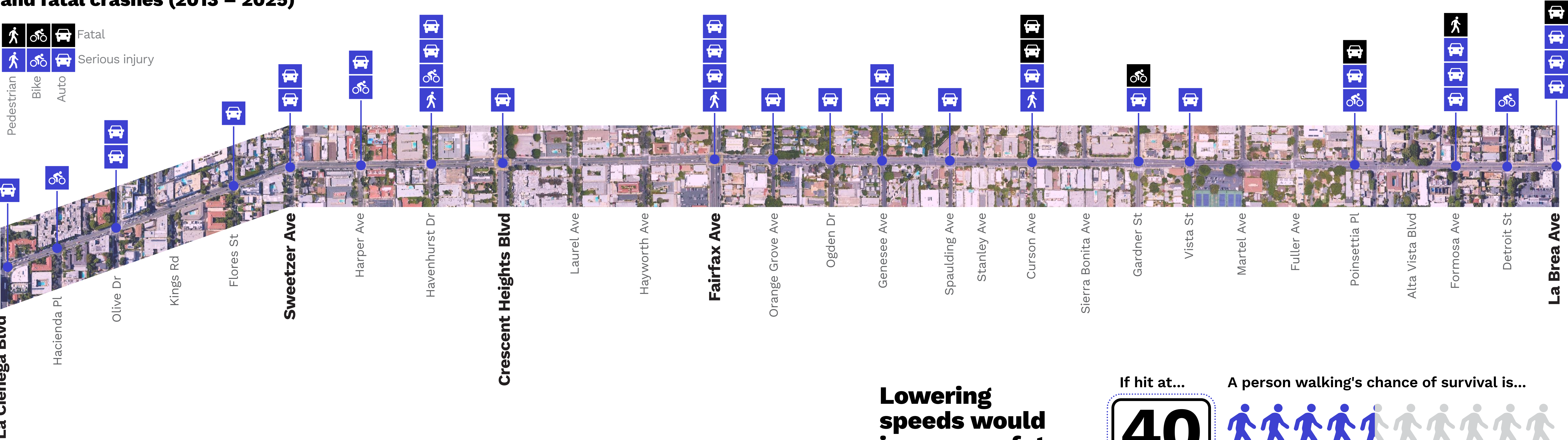


West of La Brea Avenue, Fountain Avenue is two lanes in each direction. Here, there are **3 times as many severe and fatal crashes** as there are east of La Brea Avenue.

Source: Transportation Injury Mapping System, Fountain Avenue between La Cienega Boulevard and Bronson Avenue, 2013-2025.

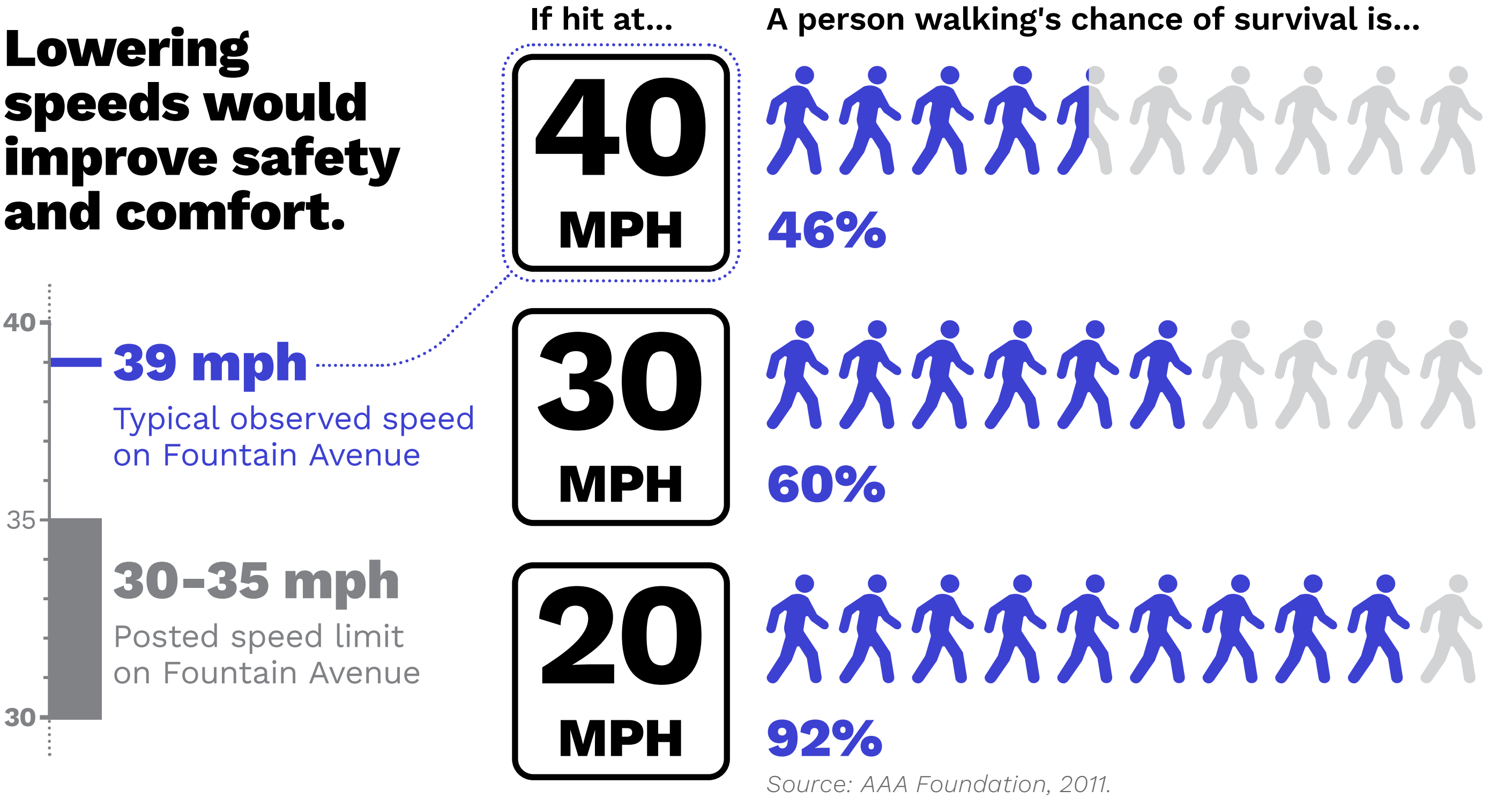
Speeding leads to severe crashes on Fountain Avenue.

Fountain Avenue serious injury and fatal crashes (2013 – 2025)



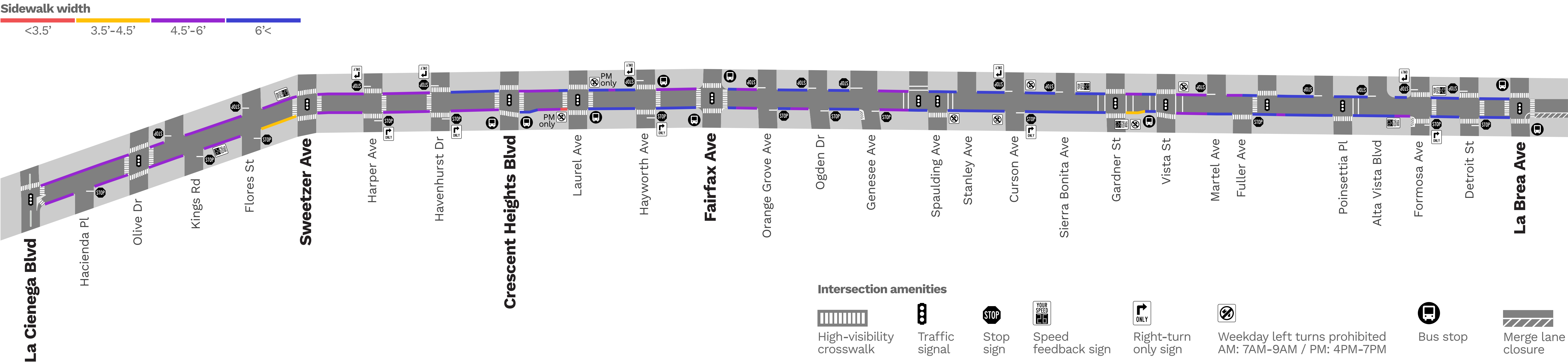
Each year there are multiple crashes on Fountain Avenue that result in a death or serious injury, and a disproportionate number of these crashes involve people walking or biking. While the posted speed limit on Fountain Avenue is 30 mph, the typical observed speed is 39 mph. A pedestrian hit at this speed has almost a 50-50 chance of being killed, and if they do survive, they will likely experience life-altering injuries. There is an opportunity on Fountain Avenue to make safety and comfort improvements that slow drivers down to benefit everyone—regardless of how they travel.

Source: Transportation Injury Mapping System, 2013-2025 and publicly reported crashes (crash data); observed 85th percentile speed, 2014 (speed data).



Walking on Fountain Avenue is getting better, but it could be great.

Sidewalks, pedestrian crossings, and intersection amenities



The City is making improvements on Fountain Avenue. Recent years have seen several pedestrian crossing enhancements, including new signals and crosswalks, plus other safety improvements like speed feedback signs and turn prohibitions. Still, sidewalks are narrow and constrained. Enhancements are needed to accommodate all neighborhood activity on the sidewalks, including people with strollers, in wheelchairs, walking their dogs, and walking with their neighbors.



Narrow sidewalks

Narrow sidewalks easily get obstructed, inhibiting accessibility.

For all blocks, the width at sidewalk obstructions is less than 54”—the minimum width required by the Public Right-of-Way Accessibility Guidelines.



Lack of street trees

Narrow sidewalks leave very little room for street trees and landscaping.

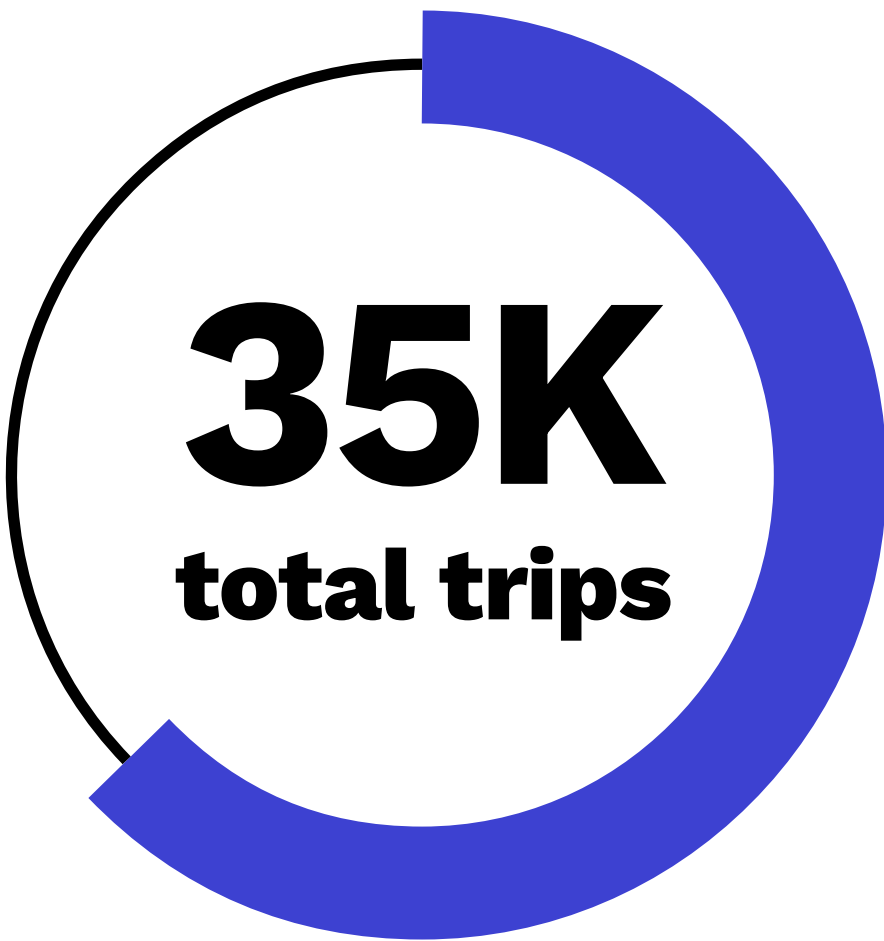
While there are some trees on private property that provide shade coverage for portions of Fountain Avenue, there are just a handful of trees within the public right-of-way. While there are landscape strips along portions of the corridor, they are underutilized and too narrow for street trees.

Two thirds of drivers on Fountain Avenue are passing through WeHo.

Almost 35,000 cars travel on Fountain Avenue on a typical day. However, just 13,000 of those trips have an origin and a destination within the City of West Hollywood. That means that 22,000 are just passing through. Deprioritizing these cut-through trips provides an opportunity to create a safer residential street that accommodates all travel modes and improves quality of life.

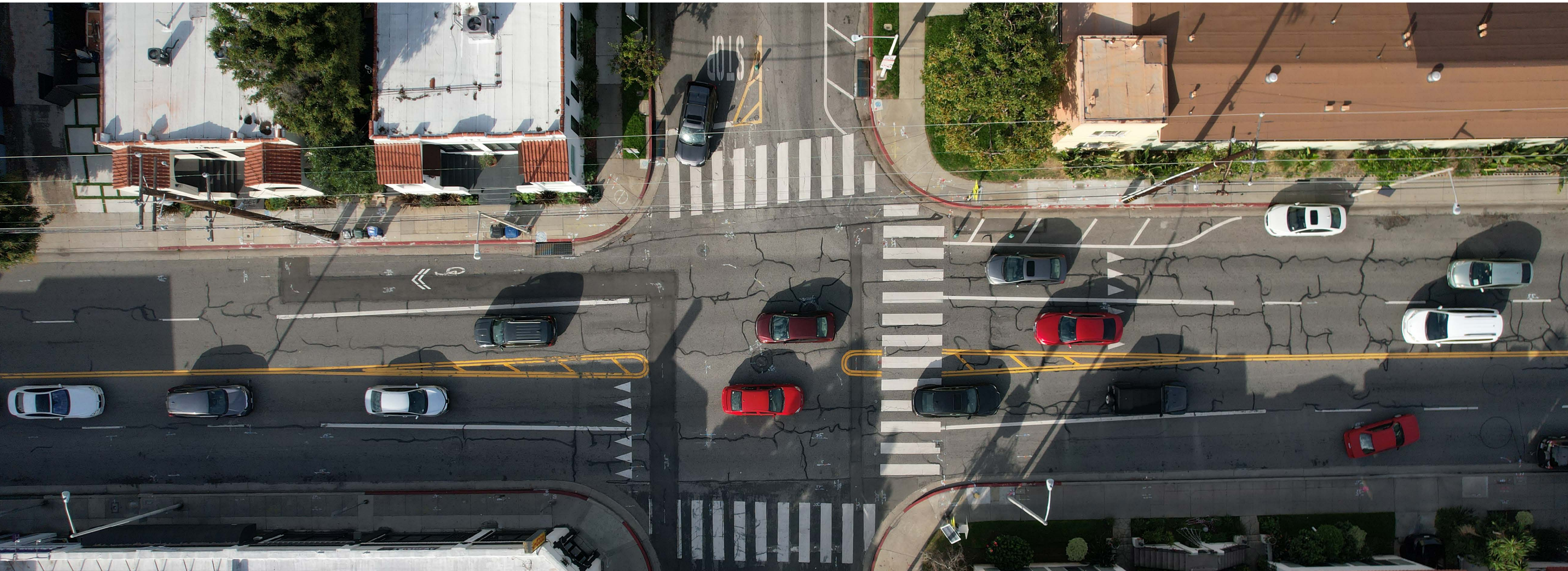
Each day on Fountain Avenue, there are:

36% of trips
are local trips in
West Hollywood



64% of trips
cut through
West Hollywood

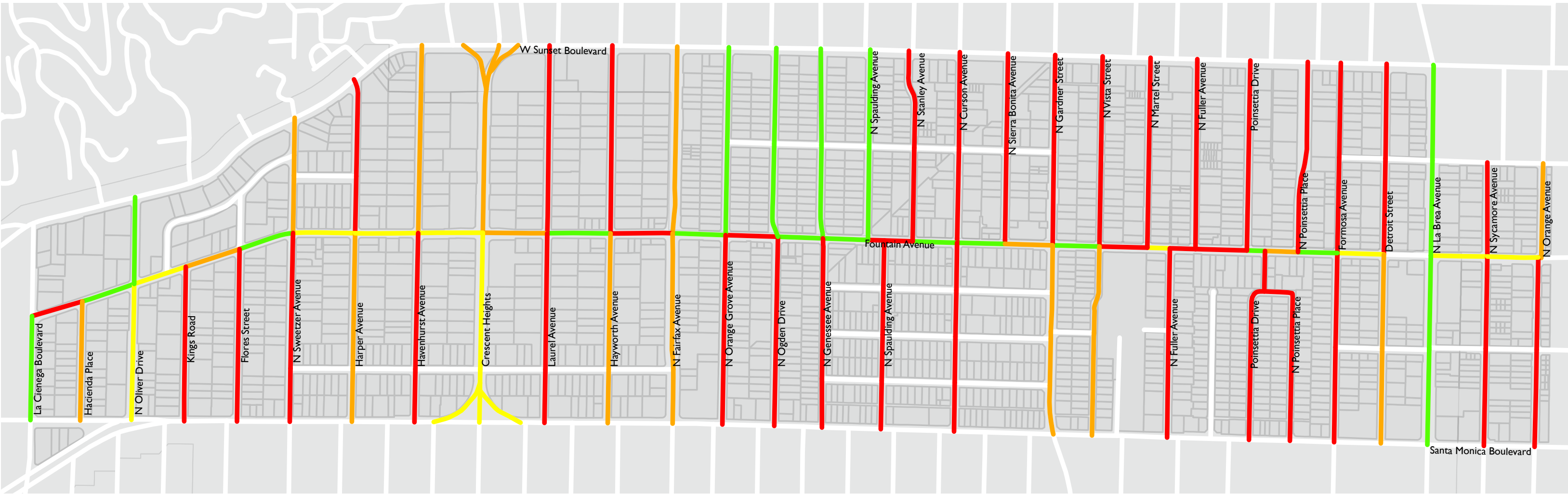
Source: Annual daily traffic counts, 2014; trips analysis, 2017.



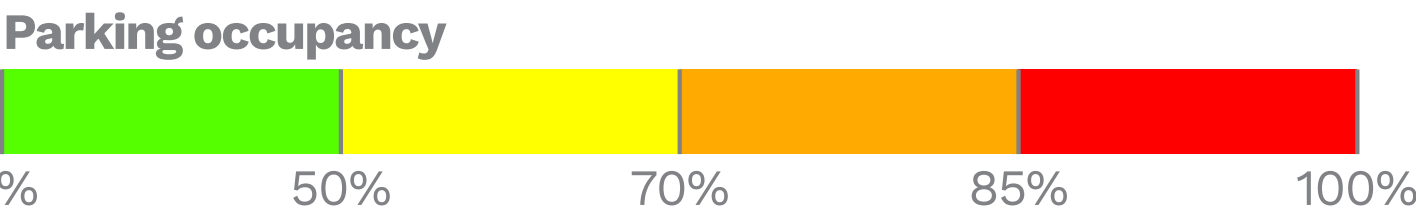
Limited parking impacts are anticipated with the project.

Side streets have the capacity to absorb parking demand created by removing parking from Fountain Avenue as part of the project. You may need to walk a couple more blocks to find a parking spot. With the project, peak-hour parking restrictions will be eliminated on Fountain Avenue.

Overnight parking occupancy without project



Overnight parking occupancy with project



Note: Chen Ryan Associates prepared the parking data collection and analysis. Because individual on-street parking spaces are not marked, calculations assume 18 feet of curb per parking space.

Fountain Avenue and the surrounding blocks have adequate parking to accommodate demand.



Weekday overnight parking occupancy



Weekday noon parking occupancy



Weekday evening parking occupancy



Weekend overnight parking occupancy



Weekend noon parking occupancy



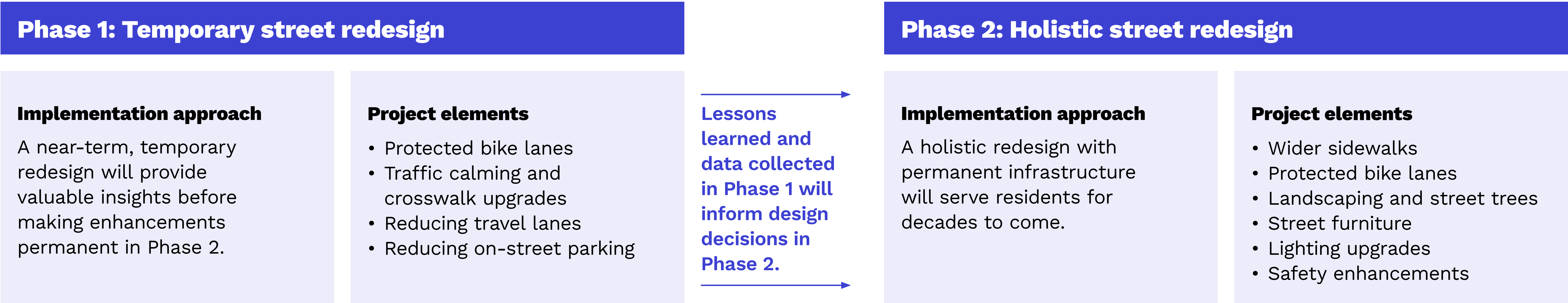
Weekend evening parking occupancy



We're restoring Fountain Avenue to a local street.

On November 21, 2022 City Council unanimously voted to implement a Fountain Avenue streetscape improvement project that incorporated protected bike lanes and sidewalk widening among other enhancements.

The project will be implemented in two phases, allowing the City to quickly deliver safety improvements while seeking funding and community input for the long-term vision.



Phase 1 will deliver safety improvements for everyone.

Today, Fountain Avenue has seven cross-section variations throughout the day and along the corridor. Parking is only available midday or overnight in some segments.

Because the width between the curbs varies immensely, sometimes there are two lanes in each direction, and sometimes there is only one. This all contributes to a confusing environment.

Phase 1 will create a standardized, intuitive street that prioritizes local travel and discourages speeding and unsafe maneuvers.



Emergency access

The Los Angeles County Fire Department initiated an Engineering Review of the project in October 2024, and it was approved in April 2025.

Phase 1 of the project will include:

1 Separated bikeways with raised concrete medians

2 More distance between pedestrians and vehicles

3 Safer crosswalks with less vehicle exposure and slower turns

4 Intuitive trash pick-up for residents



Phase 1 of the project will include:

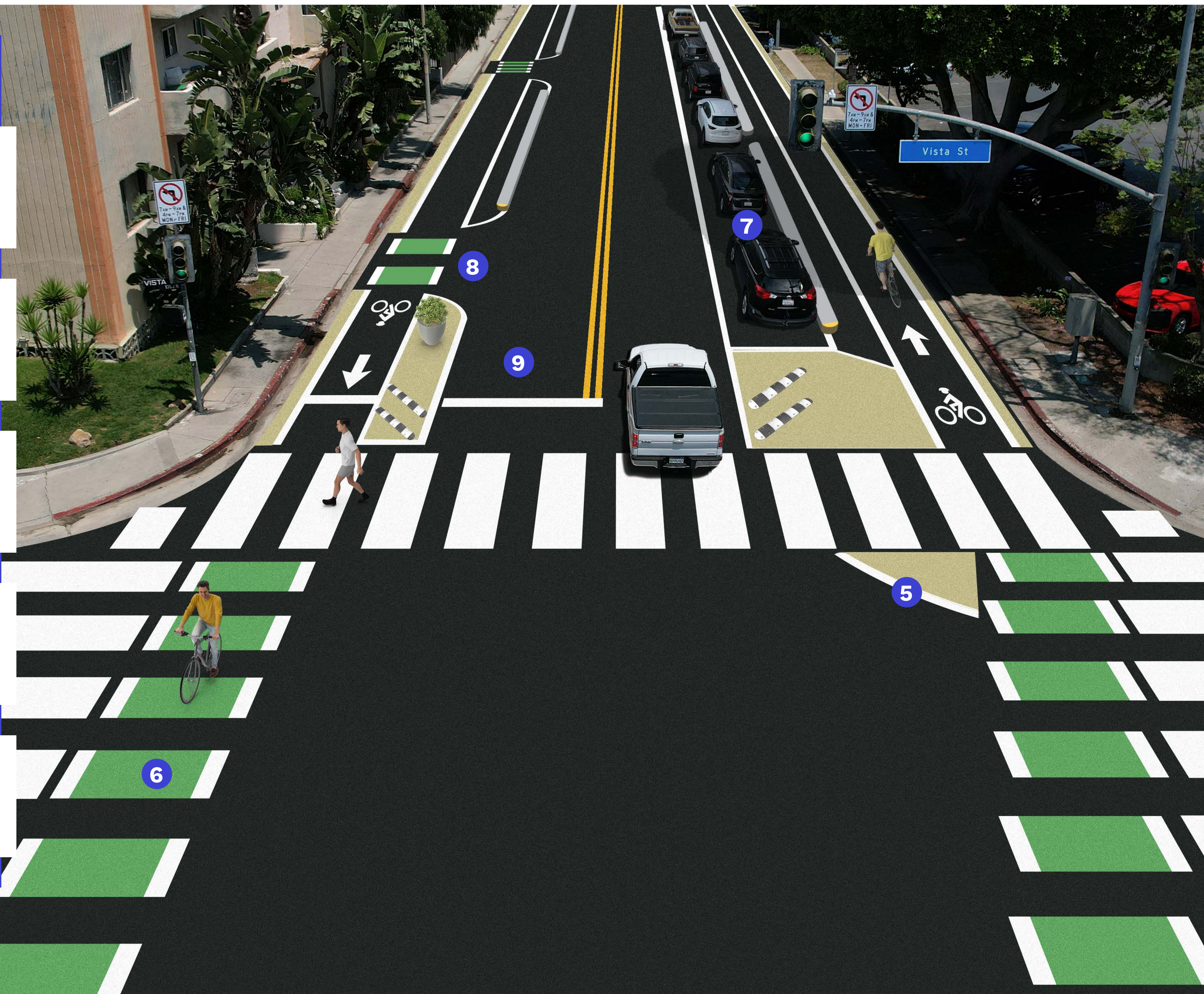
5 Improved sight lines and slower vehicle turns at intersections

6 Green conflict paint at intersections and driveways

7 Parking maintained on the south side of the street 24/7

8 Improved sight lines for driveways and side streets

9 One driving lane in each direction, consistent with City of LA



Note: While not shown on the rendering, existing left-turn lanes are maintained.

Phase 2 will deliver on the long-term vision for Fountain Avenue:

A beautiful street for people walking, rolling, and driving.



Permanent safety improvements

Source: Joe Linton, Streetsblog LA



Widened sidewalks and landscaping

Once Phase 1 is complete, we'll take feedback from residents and data collected to refine the long-term vision and start design of Phase 2. Some of the ideas for Phase 2 are shown in the surrounding images.



Stay involved!

We'll be hosting more events to hear from you during Phase 2 to make sure the project incorporates features that are important to residents.



Shade trees

Source: Seattle Department of Transportation



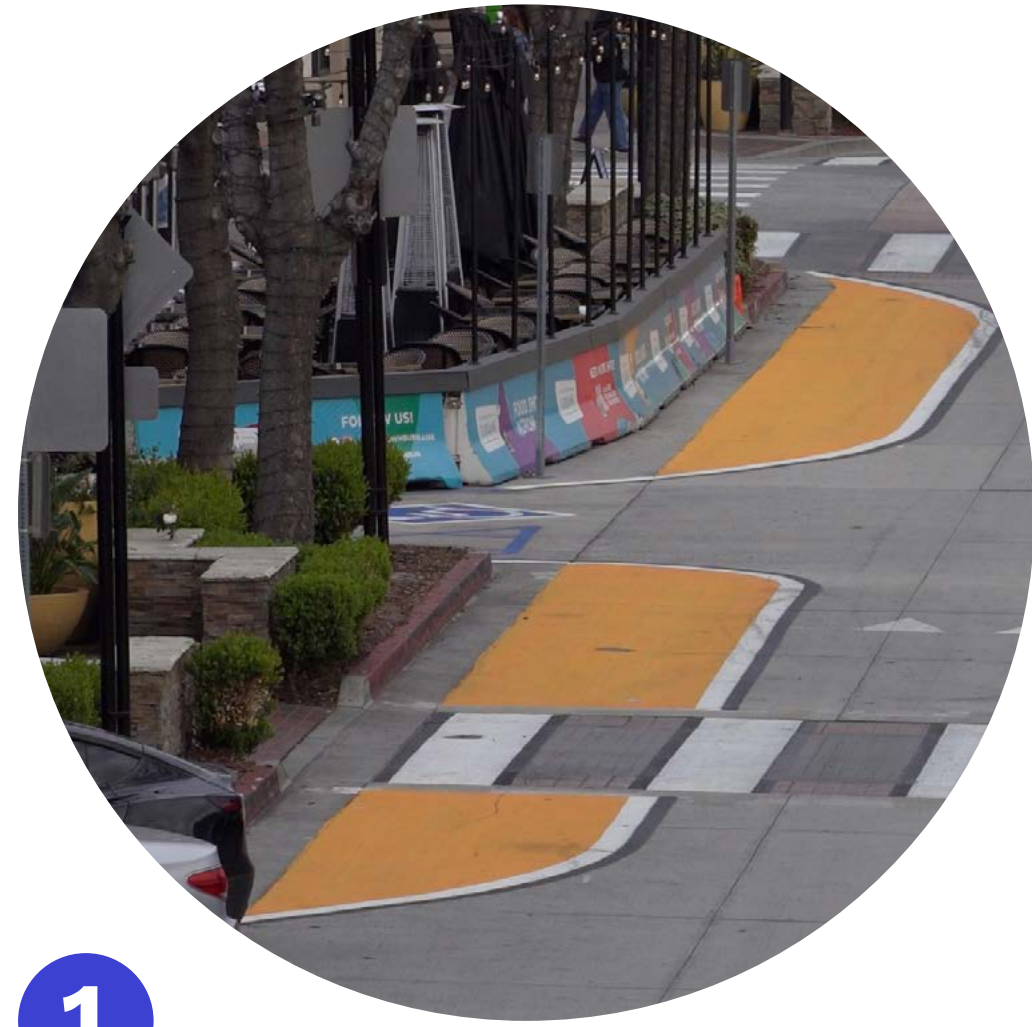
Street lighting

Source: Los Angeles Daily News



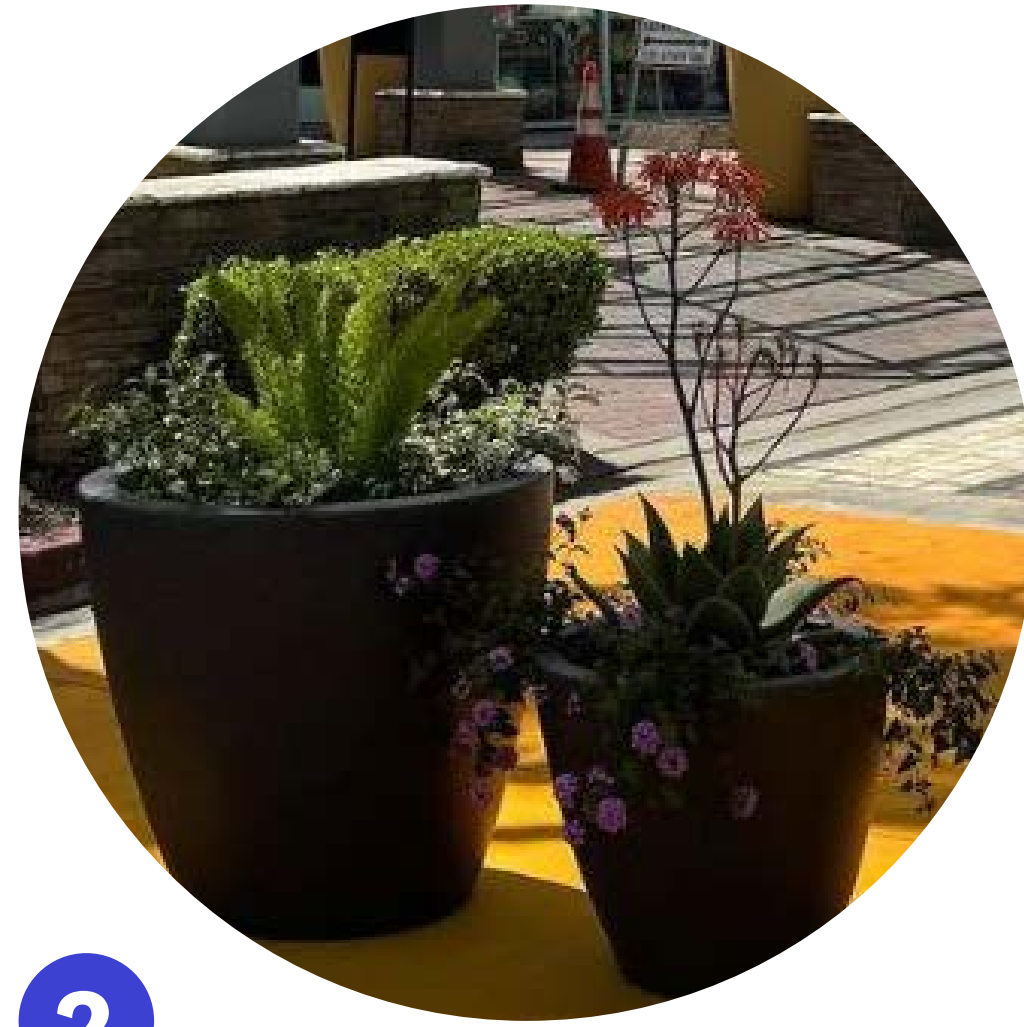
Street furniture

Phase 1 will have durable, easy-to-install materials.



1

Painted curb extensions
shorten pedestrian crossing
distances at crosswalks
and create future
opportunities for public art.



2

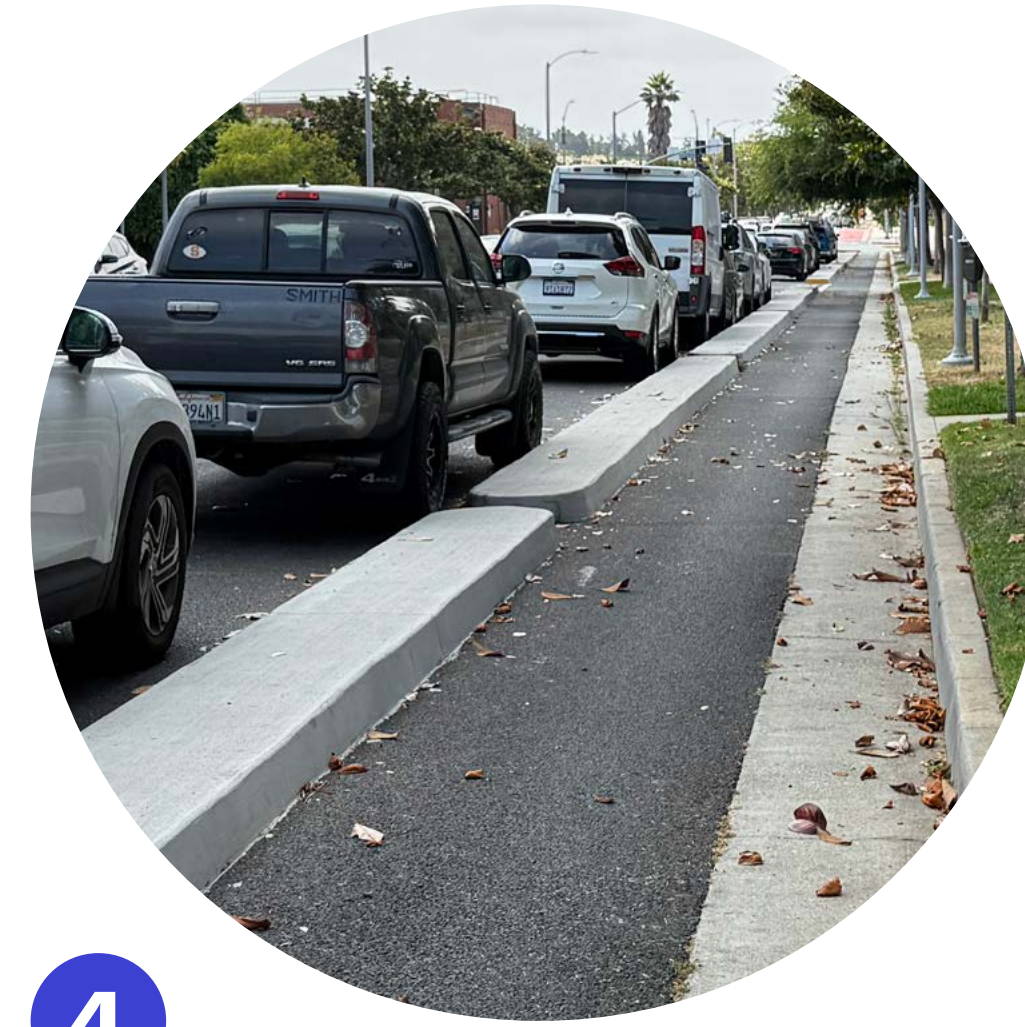
Self-watering planters have an internal reservoir that reduces the frequency of watering. These planters beautify the street and reinforce safety benefits of painted curb extensions.



3

Slow speed turn wedges are low-profile speed bumps that encourage drivers to make wider, slower turns when crossing over the bikeway while ensuring that larger vehicles can still get through.

Source: Roger Rudick, Streetsblog SF



4

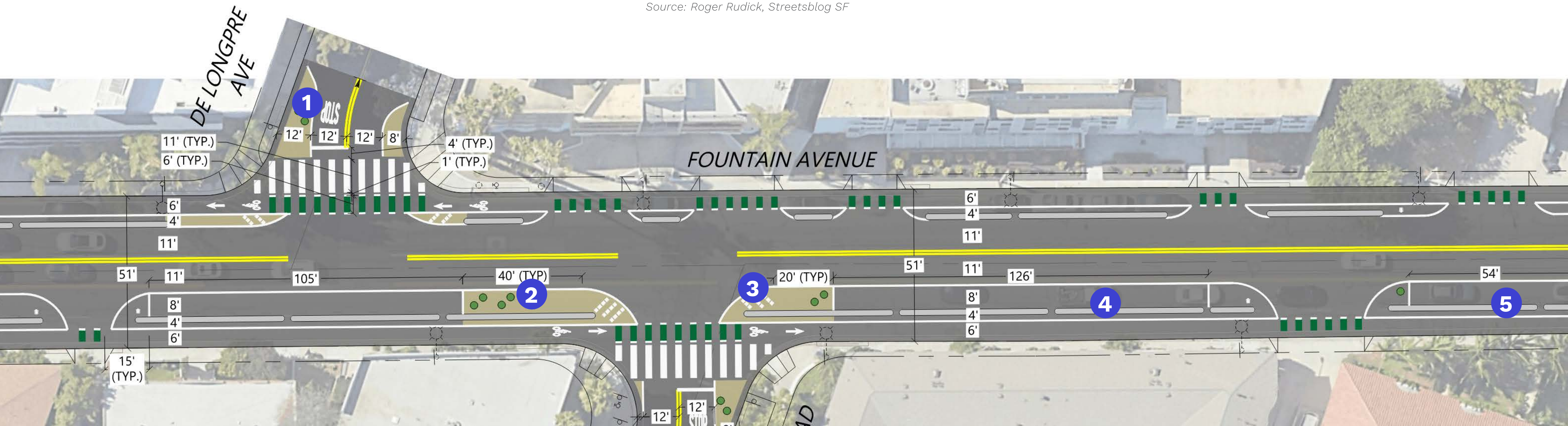
Extruded concrete curb, which can be constructed relatively quickly, separates the bike lane and the vehicle lane. You can visit a local example on Ocean Avenue in Santa Monica.



5

Signage helps reinforce where vehicles should be parking with the new configuration.

Source: NACTO



Parking and trash collection will be intuitive.

How will I park on Fountain Avenue?



P Parking

Parking will be available next to the bikeway on the south side of Fountain Avenue.

Parking will be available on the south side of the street, next to the bikeway, along a concrete curb. The City is exploring additional strategies to manage the parking supply, such as angled parking conversions on nearby side streets and expanded permit parking restrictions.

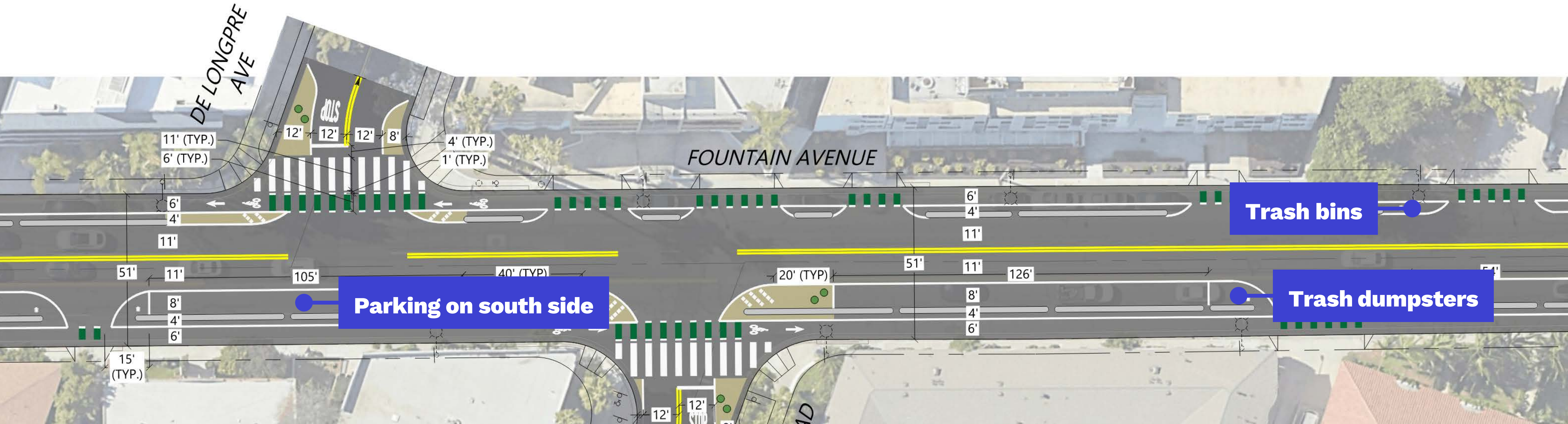
Where will my trash be picked up?



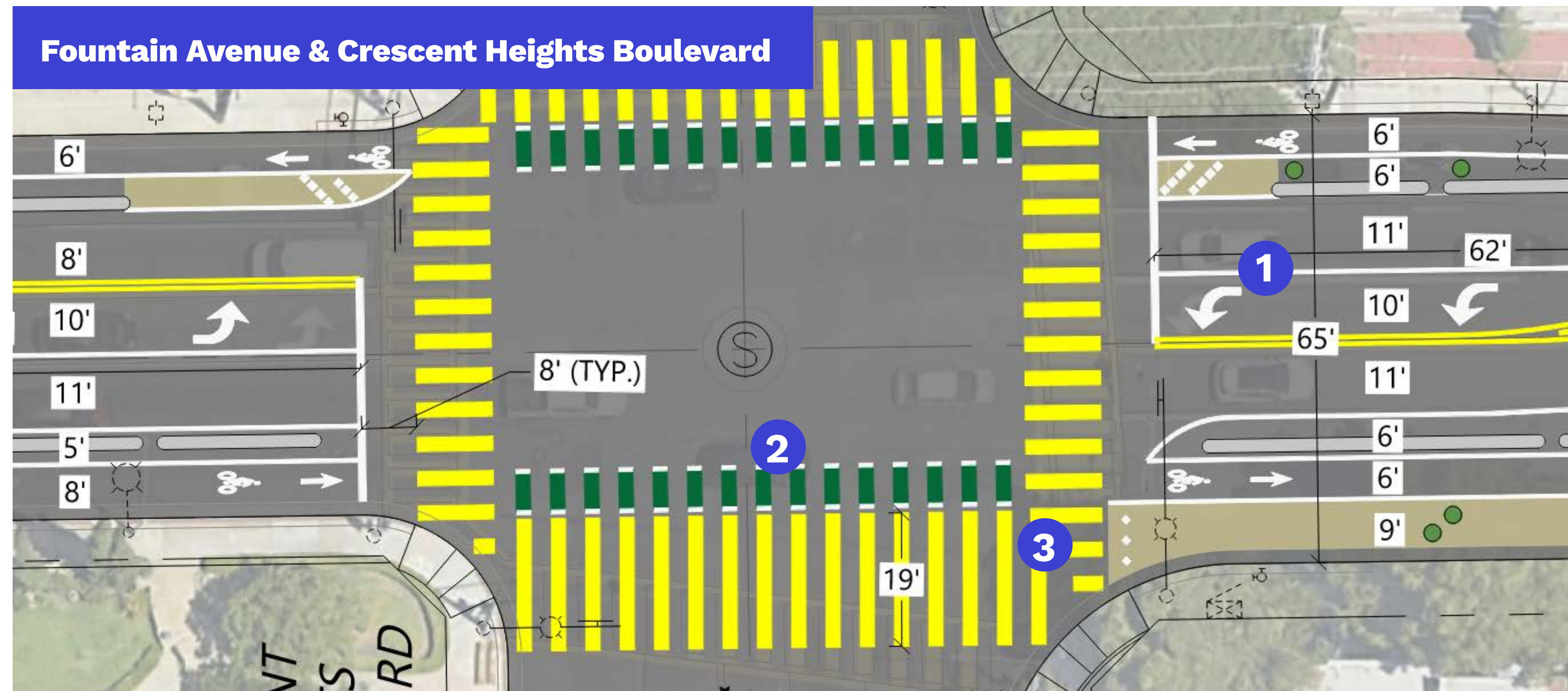
Trash pick-up

A painted trash icon will show where trash bins or dumpsters should be placed for trash pick-up.

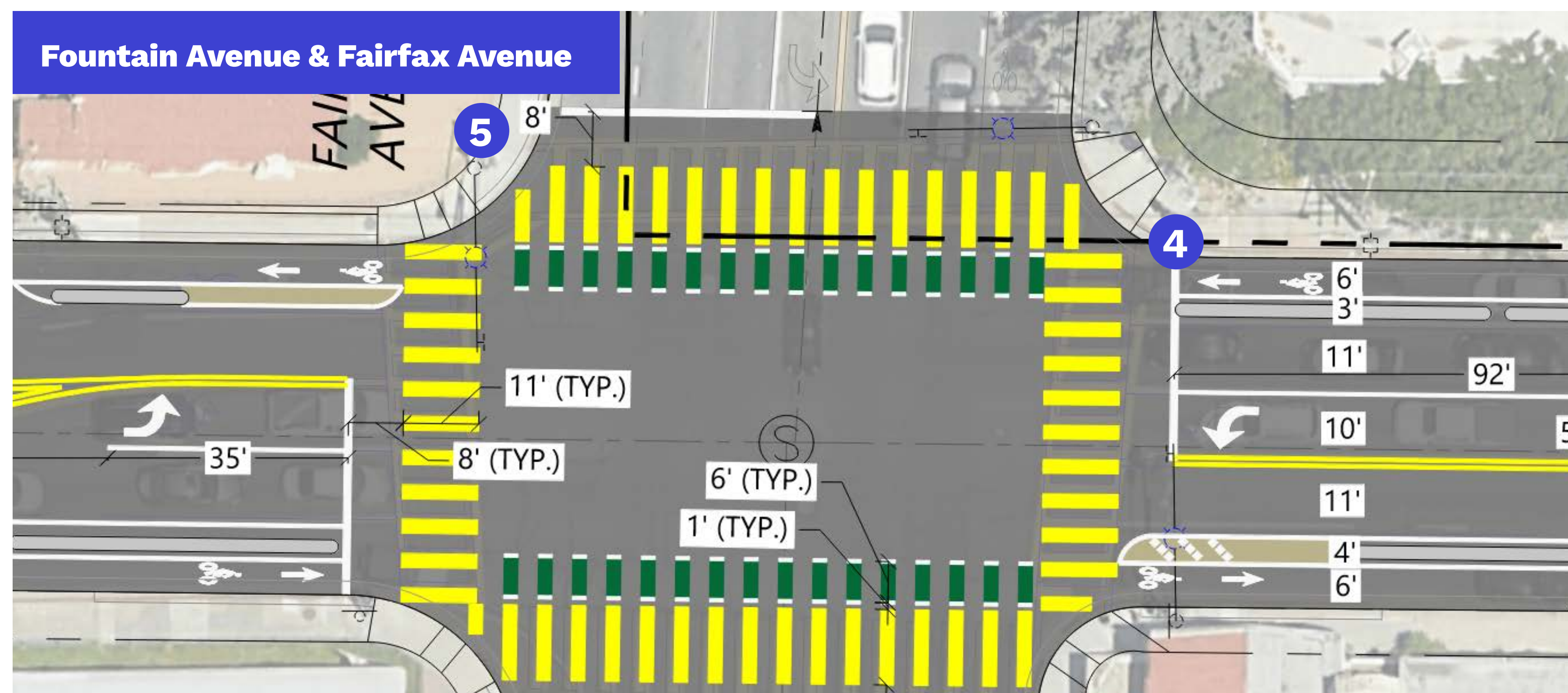
We've worked closely with Athens Services to design space for trash collection. If you roll your bins or dumpsters out to the street now, you'll continue to do so in a dedicated space in front of your home. If Athens picks up your dumpsters for you, they'll continue to do so.



What happens at major intersections?

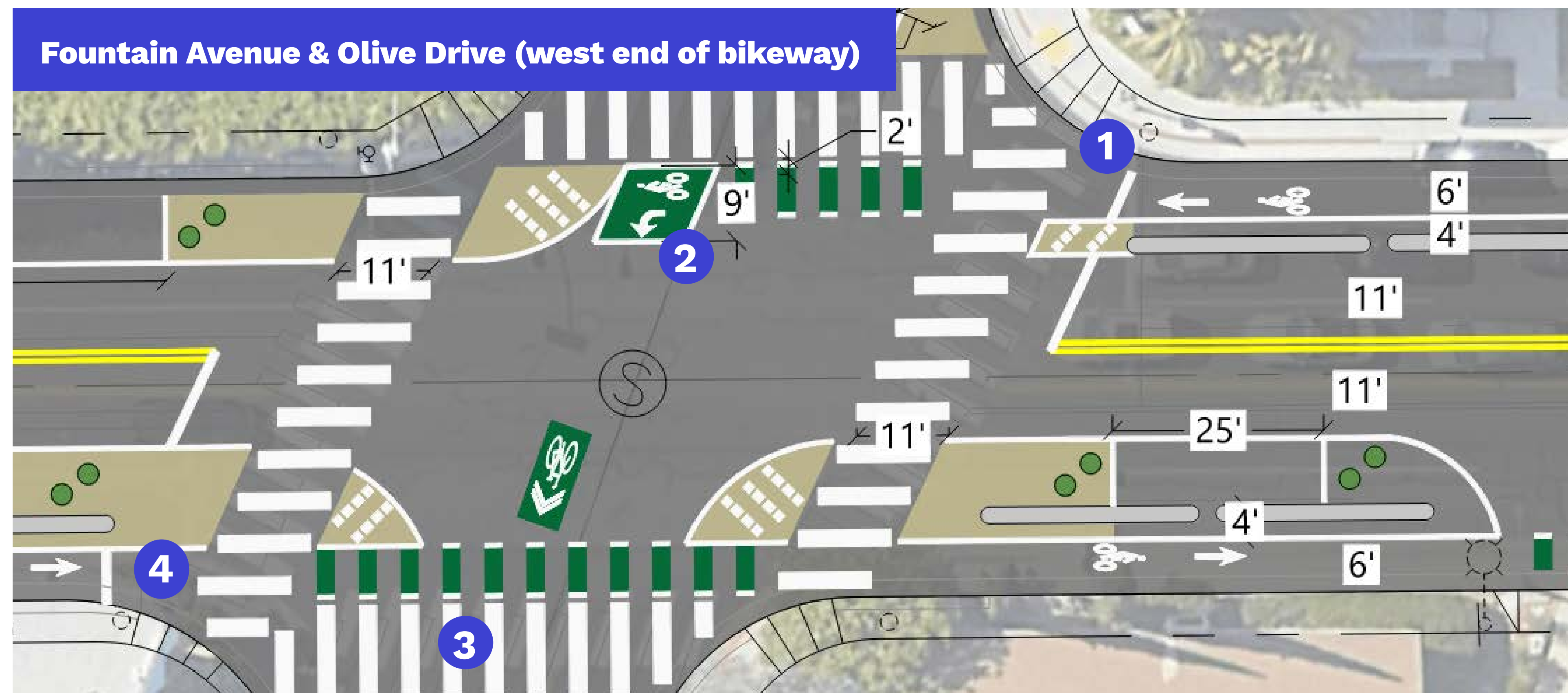


- 1 Left-turn lanes are maintained at major intersections and slightly lengthened at Crescent Heights Boulevard.
- 2 Green conflict paint will be used through the intersection.
- 3 Crosswalks must be yellow near schools.

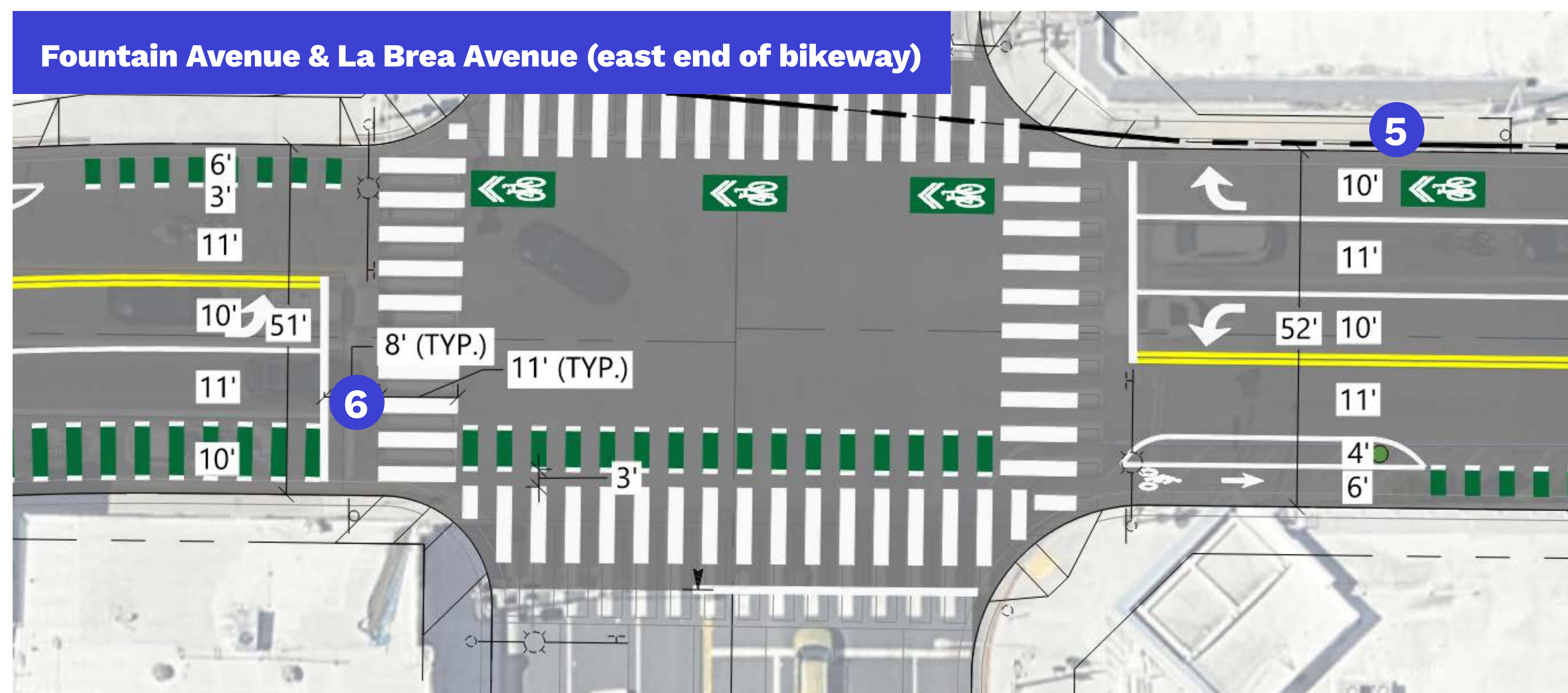


- 4 The separated bikeway will extend all the way to the intersection.
- 5 We've coordinated with the fire department to maintain access to hydrants along the street.

What happens where the bikeway ends?



- 1 The westbound Fountain Avenue bikeway ends at Olive Drive.
- 2 Cyclists will use the traffic signal to make a two-stage left-turn onto Olive Drive.
- 3 Cyclists will continue west in the existing Santa Monica Boulevard bike lanes.
- 4 The eastbound Fountain Avenue bikeway begins at La Cienega Boulevard.



- 5 East of La Brea Avenue, Fountain Avenue is just one lane in each direction with bike "sharrows" (shared lane markings).
- 6 In Phase 2, sidewalk improvements will allow for bike treatments such as dedicated space for cyclists to wait at the intersection.