



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 26-0600-S105

1 message

LA City SNow <cityoflaprod@service-now.com>

Mon, Sep 21, 2026 at 10:54 PM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, sailasya.nwwnc@gmail.com, eng.tctmc@lacity.org, Daisy.Bonilla@lacity.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: sailasya.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 09/02/2026

Type of NC Board Action: For

Impact Information

Date: 09/22/2026

Update to a Previous Input: No

Directed To: City Council and Committees, Board of Transportation Commissioners, Major Transit and Transportation Construction Traffic Management Committee, Street/Transportation Projects Oversight Committee

Council File Number: 26-0600-S105

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached Community Impact Statement.



CIS_Bike Lane Barrier Conversion.pdf
185K



- COMMUNITY IMPACT STATEMENT -

Council File: [26-0600-S105](#)

Title: 2026 Budget Recommendation / R83 / Transportation / Class 4 Bikeyways / Plastic Bollard to Concrete / Convert to Other Delineators

Position: For

Council File: [26-0600-S21](#)

Title: 2026 Budget Recommendation / Chief Legislative Analyst / Special Studies

Position: Neutral

Summary:

NWWNC supports CF 26-0600-S105, instructing LADOT to report on the cost of converting Class IV protected bike lanes from plastic bollards to concrete or other rigid delineators.

Plastic bollards and delineators are consumable, requiring frequent replacement and maintenance while providing only limited protection for cyclists. Portland reports replacing roughly 10% of posts every six months on some corridors. This places undue burden on our strained maintenance crews and increases overall lifetime costs of bike lanes. Each replacement also generates unrecyclable plastic waste, with the associated negative environmental impact.

Concrete barriers increase safety for lane users and require minimal long-term maintenance. LADOT already made this swap on 3rd Street; this report can make the practice programmatic. Where there is no adjacent parking lane, [18" tall precast "Toronto Barriers"](#) are the superior treatment, with high user comfort and an advertised 500 feet per day installation rate with standard crews and equipment. Where parking is adjacent, 6" tall beveled curbs (either as [precast elements](#) or [extruded via slip-form paving](#)) are superior. Using an extruder, over 3000 feet per day of new concrete curb can be installed.

The city could achieve significant cost savings on shipping and manufacturing by setting local production of Toronto barriers or beveled curbs, either in-house or via a local company. Similarly, procurement of a concrete curb extruder could provide in-house capability and save long-term costs by reducing reliance on contractors.

Additionally, painting of the concrete barriers provides a unique opportunity for community enrichment and beautification while supporting local artists, as demonstrated with city-led barrier art programs in [Toronto](#) and [Atlanta](#).

Therefore, the NWWNC requests the instruction be amended to direct that the report include:

- Annualized cost per linear foot over 20 years by separation type, including replacement frequency and crew labor, not first installation cost alone.
- A delivery comparison with Public Works, including material procurement costs and installation speed/costs of the following:
 - Contracted procurement of various concrete barrier typologies (including shipping of precast barriers from out-of-state suppliers);
 - Establishing in-house production or local casting of Toronto-style barriers and/or flat-top curbs, with mold cost and break-even mileage;
 - City purchase of a concrete curb extruder, as used in Santa Monica.
- A prioritized conversion list of existing plastic-protected bike lanes weighted to the High Injury Network and to transit, school, and university access.
- A prioritized conversion list of existing unprotected class II bike lanes requiring minimal road changes for conversion to class IV protected lanes, such as current buffered and unbuffered bike lanes without adjacent parking.
- Recommendations for a city policy directing all *new* active transportation projects to utilize concrete barriers over plastic bollards.
- Coordination with Cultural Affairs on barrier murals, to report on establishing barrier art programs as seen in [Toronto](#) and [Atlanta](#).