

MOTION

TRANSPORTATION

The City of Los Angeles has a protected bike lane network of 90.7 lane miles. The majority of these protected bike lanes are protected by plastic K71 bollards, a temporary treatment. K71 bollards are designed to be a quick build and easily bend or crumble should a vehicle come into contact with them. They neither protect cyclists nor last long; the average K71 bollard has to be replaced every 7 months, wasting City resources and time.

Recently the Department of Transportation (LADOT) has been experimenting with Toronto Style Barriers, a modular concrete barrier that is bolted to the ground. This is a durable alternative to cast in place concrete curbing, suitable for use on busy streets that would ensure buffers between the bike lane and travel lane. Pilot projects have been successful on Third Street in Downtown Los Angeles and on Imperial Highway near Dockweiler Beach. Further installations are planned on Ohio Avenue, Chandler Boulevard, and Spring Street/Alameda Street. Toronto Style Barriers truly protect bike lanes from vehicle intrusion and have a much longer life span, making them cost less over the long run.

Currently, LADOT is unable to install Toronto Style Barriers themselves, and must rely on the Bureau of Street Services for the heavy equipment required to move and locate the barriers for installation. LADOT should be able to have this capacity in-house, without having to rely on resources from other Departments.

I THEREFORE MOVE to INSTRUCT the LADOT to report back on the resources required to enable the Department to install Toronto Style Barriers in-house.

PRESENTED BY:



HEATHER HUTT
Councilmember, 10th District

SECONDED BY:



ORIGINAL


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