



East San Fernando Valley Light Road Transit Project *Request modification to enhance bicycle connectivity*

April 16, 2026

City of Los Angeles Bicycle Advisory Committee

www.Labikecommittee.org

Committee Leadership

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Jennifer A. Gill, Vice Chair

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Philip Armstrong, CD 13
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Open, CD 15

Council District Alternates

Danny Duarte, CD 3
Taylor Nichols, CD 5

Dear Community Leadership Council Members,

The Los Angeles Bicycle Advisory Committee supports the goals of the Terra Bella Street Lane Reconfiguration Project within the East San Fernando Valley Light Rail Transit Project with one stipulation. In the current plans, we want greater mitigation of the adverse and significant impacts of removing the segment of the Van Nuys Boulevard bike lanes between Parthenia Street and Nordhoff Street.

Like you, we want both to give bicyclists a sense of safety and to reduce the number of collisions with bicyclists, of which 26 are reported within or adjacent to the proposed alignment in Table 4.14-1 on page 4.14-6 of the Final EIR. Please refer to the following link: <https://www.metro.net/documents/2025/09/final-eir-eis.pdf/>. To achieve the anticipated mitigation goals, we want the western terminus of the Terra Bella Street bike lanes to seamlessly connect to the routes bicyclists are currently using to reach their destinations safely.

At our April 7, 2026 general meeting of the Los Angeles Bicycle Advisory Committee a motion was passed asking LA Metro to make the necessary changes to ensure a seamless connection that meets and represents the highest levels of safety for all road users - cars, buses, bicycles, and pedestrians.

At our March 17, 2026 Planning and Bikeways Engineering Subcommittee meeting, we appreciated Raymond Acevedo (Community Relations Officer) and Candace Lee (Environmental Lead) of LA Metro presenting on the Terra Bella Street Lane Reconfiguration Project within the East San Fernando Valley Light Rail Transit Project.

During the presentation, Mr. Acevedo said the corridor is Van Nuys Boulevard between Oxnard Street roughly and San Fernando Road. In order to fit the train guideway, two lanes of traffic on each side, and ADA-compliant sidewalks into the right of way, he explained that it will be necessary to relocate the existing bike path, which is on Van Nuys Boulevard from Parthenia Street to San Fernando Road with some breaks.

Ms. Lee said as a part of LA Metro's mitigation measure strategy, the Metro Board approved working with LADOT to identify different options for a replacement bike lane. Over the years, they settled on Terra Bella Street as it meets the best-case scenario and the needs of the community. In addition, we understand that Terra Bella Street offers a continuous parallel route to the existing bike lanes on Van Nuys Boulevard.

When we asked Mr. Acevedo in a follow-up question about the bike lanes segment on Van Nuys Boulevard between Parthenia Street and Nordhoff

Street, he told us that bicyclists in the area can use the existing bike lanes on Woodman Avenue, which connect at Parthenia Street and northward, linking to the future Terra Bella Street bike lanes. However, in Section 4.4.3.2 on page 4.4-34 in the Final EIR, we read: "To use the planned bicycle lanes on Woodman Avenue, bicyclists would need to travel 1 mile to the east of Van Nuys Boulevard, which may be an inconvenience for some bicyclists depending on their final destination."

We understand that we're asking LA Metro to consider active transportation improvements that were not reflected in Metro's current travel demand model as evidenced by the following disclaimer in Section 3.1.2.1 on page 3-3 in the Final EIR:

To enhance the multimodal connectivity for the LPA, active transportation improvements that would connect neighborhoods to existing infrastructure could be added by expanding catchment areas through bike and walking, and by adding robust bicycle facilities on parallel streets with low traffic volumes. However, Metro's current travel demand model has no capability to reflect these features. If the model had this capability, the addition of these features would not result in any additional significant differentiating information among different modes. Therefore, the active transportation improvements were not included in the analysis from a travel forecasting perspective and are not addressed in this report.

Based on a report from Lionel Mares, LABAC Council District 6 Appointee, we recommend that LADOT, working with LA Metro, add robust bicycle facilities to seamlessly connect the western terminus of the Terra Bella Street bike lanes at Wakefield Avenue to the current Van Nuys Boulevard bike lanes at Parthenia Street, focusing on Tobias Avenue as a viable alternative route for bicyclists. Please see the attached map for the details.

Thank you and we look forward to hearing from you.

Sincerely,

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310.699.5509
Committee Chair, Mayoral Appointee,
[City of Los Angeles Bicycle Advisory Committee](#)



Cc: Jack Moreau, LADOT Active Transportation Program Team
Raymond Acevedo, LA Metro Consultant and Community Relations Officer
Candace Lee, LA Metro Environmental Lead

