Communication from Public

Name: Kyle

Date Submitted: 03/07/2025 10:25 AM

Council File No: 24-1222

Comments for Public Posting: Currently, our surface-running light rail trains are much too slow and not reliable, largely due to the lack of adequate signal priority at traffic signals. LADOT's efforts to date to coordinate traffic signal timing with the trains are woefully inadequate and don't reflect the reality that it is nearly impossible for these rail lines to keep to their actual schedule and pass through the light at the designated time. Therefore, I support this motion and urge for full signal preemption to be implemented wherever possible. In places with heavy pedestrian traffic where signal preemption isn't possible, strong signal priority should ensure that only the current walk signal finishes before the train is given the ability to proceed through the intersection.

Communication from Public

Name: Aaron

Date Submitted: 03/07/2025 02:15 PM

Council File No: 24-1222

Comments for Public Posting: Signal priority is the best way to maximize efficiency on trains (and buses) and the best possible way to increase ridership. When I'm driving and see a train stopped at a red light for me, I think that I made the right choice in driving. And when I'm on a train that's stopped for a red light I think I could have gotten there faster by driving. This is the opposite of how it should be. We need to incentivize taking public transit. We need more trains with better frequency that disrupt car commuters. It should be faster to get anywhere by train than by car. We also need to reduce car lanes to add better bicycle and pedestrian infrastructure, that's not on topic, but it's all related. This doesn't have to be a car town. It is currently because every infrastructure decision prioritizes cars over everything else.

Communication from Public

Name: Peter
Date Submitted: 03/07/2025 12:07 PM
Council File No: 24-1222
Comments for Public Posting: I prefer underground transit system, and then the above grade system. But if you already built a transit system that will get stuck in traffic, a transit signal prioritizations is the least we can do. I support the TSP.

Communication from Public

Name: Nicholas Leong

Date Submitted: 03/07/2025 05:01 PM

Council File No: 24-1222

Comments for Public Posting: As a resudent of LA county I support this motion to create signal prioritization. Metro has for too long been slowed down by unnecessary red lights, and hundreds of people aboard two of the city's most ridden rail lines have to stop for one or two people in a car. This impacts reliability and encourages people to drive, causing more traffic and pollution. We should obviously prioritize the movement of 100 people over one or two. This bill is just common sense, which is why I support this motion and others should as well.

Communication from Public

Name: Kent

Date Submitted: 03/07/2025 06:37 PM

Council File No: 24-1222

Comments for Public Posting: Please consider signal prioritzation for Metro Rail trains within City of LA. In Highland Park between Ave 50 and Ave 57, trains sometimes have to wait for a whole light signal before proceeding. This adds up over time and signals should be synchronized to ensure A line trains can pass through the intersections without having to wait for signal changes. Same thing in South Park area of LA between Pico and Washington St on Flower, where Metro A and E Line trains often need to wait at intersections for anywhere from seconds to a couple minutes. A faster and punctual Metro Rail system will allow for many benefits, such as as increased ridership and less delays and prevent trains from being bunched up.