

## Communication from Public

**Name:** Edmund

**Date Submitted:** 03/08/2025 02:17 PM

**Council File No:** 24-1222

**Comments for Public Posting:** Note: please see the attached pdf for illustrations of the data that I use to compliment my argument. Dear Board Members, I am writing regarding the motion to implement signal preemption for the LA Metro light rail lines A and E. Currently, there are segments of at-grade travel on both light rail lines where the trains have to stop at traffic signals to allow vehicular cross traffic to cross. This increases the travel time for those taking public transit and makes riding the train a less attractive alternative to driving. I would like to submit data showing that this practice of holding trains that carry hundreds of riders to allow a small number of single occupancy vehicles to cross is inequitable, as public transit riders are overwhelmingly of a lower socioeconomic class and rely on transit in order to access necessary services and jobs. The current status quo counter to the goals of making the city more accessible to people of all socioeconomic classes. Using traffic counts gathered by LADOT (see: <https://ladot.lacity.gov/residents/traffic-counts>), I have identified the most egregious examples of intersections with obscenely low vehicle traffic where the light rail trains nonetheless stop at the traffic light. The absurdly unbalanced numbers that I will show should demonstrate to all logical and reasonable people that light rail trains should receive absolute signal preemption (think crossing gates) at such intersections. [See attached PDF] Figure 1: Expo/Bill Robertson intersection, riders by travel mode (train v. vehicle) Over 25 times more train riders than vehicle crossings Source: LADOT Traffic Counts and LA Metro Station Ridership Counts The image above illustrates the intersection of Expo/Bill Robertson, where LADOT traffic counts from 2011, the most recent available, show that only 357 cars traveled through the intersection on peak hours weekdays (7-10AM/3-6PM). A conservative estimate of doubling this number means that roughly 700 cars crossed the E line tracks Expo/Bill Robertson every weekday. In contrast, LA Metro's ridership numbers (obtained via public records request #24-1225) show that the passenger load of the trains crossing this intersection was 17,502 per weekday. This number was calculated by adding up all of the station-level boardings and subtracting alightings along the E line to see how many riders remain on the train during this section of the route. These results mean that there are over 25 times more people

taking the train than there are cars crossing this intersection every day, and yet the trains do not receive absolute priority. Even worse, drivers can take the parallel Vermont/Expo crossing less than a few hundred feet to the west if they wish to cross Expo. This intersection should absolutely be either closed, or trains given absolute signal preemption. [See attached pdf] Figure 2: Expo/Halldale intersection, riders by travel mode (train v. vehicle) Over 48 times more train riders than vehicle crossings Source: LADOT Traffic Counts and LA Metro Station Ridership Counts On Expo/Halldale, LADOT traffic counts from 2006 showed only 396 cars traveling southbound on Halldale approaching the intersection in peak hours weekday, and likely less that number actually crossing the train tracks because some of these drivers may be turning right onto Expo and not crossing the tracks. LA Metro ridership counts show that a passenger load of trains crossing this intersection is 19,248 per weekday. This means that there are over 48 times more people taking the train than there are cars approaching this intersection every weekday, and many of the cars approaching this intersection aren't even crossing the train tracks. To the Board members reading this comment, I hope you can see how absurd it is that in intersections where there are as many as 50 times more transit riders than there are cars, that transit riders are forced to stop and wait for a small number of vehicles? This current status quo: Unnecessarily increases travel time on the light rail Makes it more difficult to Los Angeles to reduce its greenhouse gas emission reduction targets by dissuading transit usage Makes it more difficult for poorer Angelenos to access services, jobs, and other destinations in a reasonable amount of time Is inequitable as it prioritizes a smaller number of wealthier drivers over a larger number of transit riders Dissuades overall transit usage Based on this available information, I strongly urge the Board to continue with the motion to implement absolute transit signal preemption along the LRT and BRT intersections where appropriate, such as in the examples provided above, and transit signal priority in the small number of intersections where vehicular traffic is large enough. The current status quo must end. We cannot move forward towards a more green and more equitable future in this city if we continue to value transit riders the least out of all of our road users.

Dear Board Members,

I am writing regarding the motion to implement signal preemption for the LA Metro light rail lines A and E. Currently, there are segments of at-grade travel on both light rail lines where the trains have to stop at traffic signals to allow vehicular cross traffic to cross. This increases the travel time for those taking public transit and makes riding the train a less attractive alternative to driving.

I would like to submit data showing that this practice of holding trains that carry hundreds of riders to allow a small number of single occupancy vehicles to cross is inequitable, as public transit riders are overwhelmingly of a lower socioeconomic class and rely on transit in order to access necessary services and jobs. The current status quo counter to the goals of making the city more accessible to people of all socioeconomic classes.

Using traffic counts gathered by LADOT (see: <https://ladot.lacity.gov/residents/traffic-counts>), I have identified the most egregious examples of intersections with obscenely low vehicle traffic where the light rail trains nonetheless stop at the traffic light. The absurdly unbalanced numbers that I will show should demonstrate to all logical and reasonable people that light rail trains should receive absolute signal preemption (think crossing gates) at such intersections.



*Figure 1: Expo/Robertson intersection, riders by travel mode (train v. vehicle)*

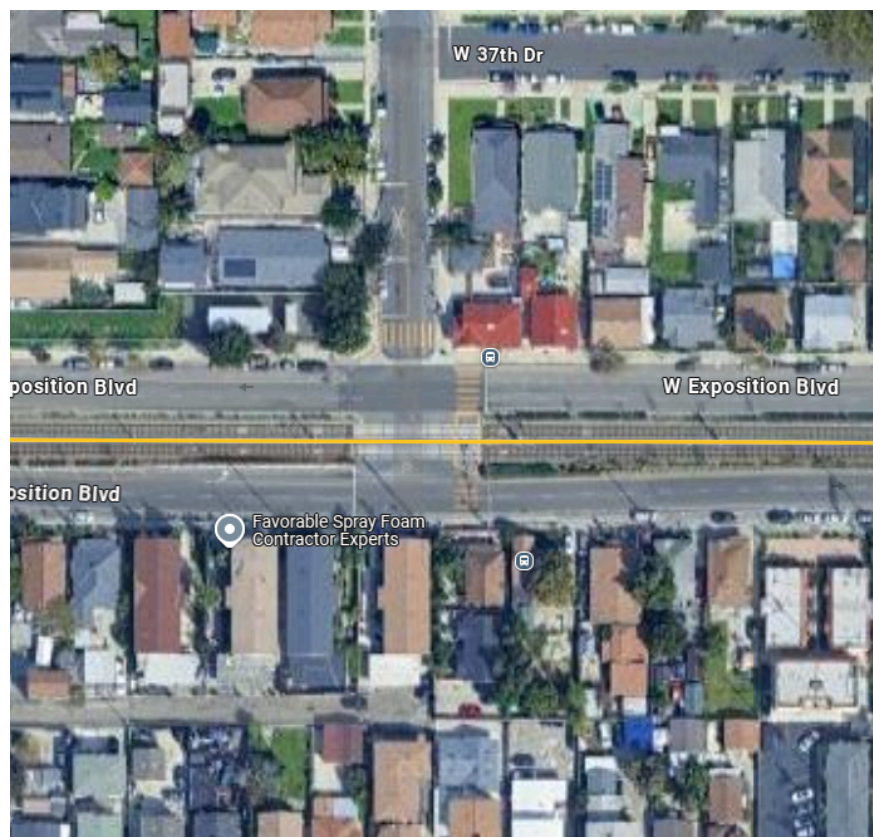
**Over 25 times more train riders than vehicle crossings**

*Source: LADOT Traffic Counts and LA Metro Station Ridership Counts*

The image above illustrates the intersection of Expo/Bill Robertson, where LADOT traffic counts from 2011, the most recent available, show that only 357 cars traveled through the intersection on peak hours weekdays (7-10AM/3-6PM). A conservative estimate of doubling this number means that roughly 700 cars crossed the E line tracks Expo/Bill Robertson every weekday.

In contrast, LA Metro's ridership numbers (obtained via public records request #24-1225) show that the passenger load of the trains crossing this intersection was 17,502 per weekday. This number was calculated by adding up all of the station-level boardings and subtracting alightings along the E line to see how many riders remain on the train during this section of the route.

These results mean that there are **over 25 times more people taking the train** than there are cars crossing this intersection every day, and yet the trains do not receive absolute priority. Even worse, drivers can take the parallel Vermont/Expo crossing less than a few hundred feet to the west if they wish to cross Expo. This intersection should absolutely be either closed, or trains given absolute signal preemption.



*Figure 2: Expo/Halldale intersection, riders by travel mode (train v. vehicle)*

**Over 48 times more train riders than vehicle crossings**

*Source: LADOT Traffic Counts and LA Metro Station Ridership Counts*

On Expo/Halldale, LADOT traffic counts from 2006 showed only 396 cars traveling southbound on Halldale approaching the intersection in peak hours weekday, and likely less that number

actually crossing the train tracks because some of these drivers may be turning right onto Expo and not crossing the tracks. LA Metro ridership counts show that a passenger load of trains crossing this intersection is 19,248 per weekday.

This means that there are **over 48 times more people taking the train** than there are cars approaching this intersection every weekday, and *many of the cars approaching this intersection aren't even crossing the train tracks.*

To the Board members reading this comment, I hope you can see how absurd it is that in intersections where there are as many as 50 times more transit riders than there are cars, that transit riders are forced to stop and wait for a small number of vehicles?

This current status quo:

- Unnecessarily increases travel time on the light rail
- Makes it more difficult to Los Angeles to reduce its greenhouse gas emission reduction targets by dissuading transit usage
- Makes it more difficult for poorer Angelenos to access services, jobs, and other destinations in a reasonable amount of time
- Is inequitable as it prioritizes a smaller number of wealthier drivers over a larger number of transit riders
- Dissuades overall transit usage

Based on this available information, I strongly urge the Board to continue with the motion to implement absolute transit signal preemption along the LRT and BRT intersections where appropriate, such as in the examples provided above, and transit signal priority in the small number of intersections where vehicular traffic is large enough.

The current status quo must end. We cannot move forward towards a more green and more equitable future in this city if we continue to value transit riders the least out of all of our road users.

## Communication from Public

**Name:** Tim  
**Date Submitted:** 03/08/2025 06:33 PM  
**Council File No:** 24-1222  
**Comments for Public Posting:** Traffic signal preemption is critical to getting our light rail system up to speed.

## Communication from Public

**Name:**

**Date Submitted:** 03/08/2025 07:04 PM

**Council File No:** 24-1222

**Comments for Public Posting:** I am writing in strong support of the motion to implement Transit Signal Priority (TSP) across Los Angeles. This initiative is a necessary and long-overdue step toward improving our public transportation system, making it faster, more reliable, and a true alternative to car dependency. For too long, Metro buses and at-grade trains have been forced to wait at traffic signals like personal vehicles, creating frustrating delays and discouraging ridership. By implementing signal priority, we can finally ensure that public transit moves efficiently, allowing Angelenos to reach their destinations on time. This policy is not just about convenience—it's about equity and sustainability. Millions of Angelenos, including many who do not have access to a car, rely on public transit daily. Reducing unnecessary delays will make our transportation network more dependable, directly benefiting working families, students, and seniors. Moreover, a more efficient transit system will encourage higher ridership, reducing congestion and greenhouse gas emissions in line with our city's climate goals. With the 2028 Olympics approaching and increasing pressure to modernize our infrastructure, we cannot afford to wait. Cities around the world have already embraced Transit Signal Priority to improve mobility—Los Angeles must do the same. I urge the City Council to pass this motion and direct LADOT and Metro to move quickly on its implementation. Transit riders deserve a system that prioritizes their time, just as we prioritize the movement of cars. Thank you for your leadership on this issue.

## Communication from Public

**Name:** Nathan Adair

**Date Submitted:** 03/08/2025 11:32 AM

**Council File No:** 24-1222

**Comments for Public Posting:** I recently took the A Line for a week and a half while I was doing jury duty, and was shocked at how often the trains were sitting around just waiting for the stop light to turn green. I see no reason that a train packed with riders should be stopping to let cars get through an intersection which are only carrying 1-2 passengers. Please make signal prioritization permanent on our metro lines.



## Communication from Public

**Name:** Erik

**Date Submitted:** 03/08/2025 02:36 PM

**Council File No:** 24-1222

**Comments for Public Posting:** As a citizen and transit user without a car, I support signal prioritization for transit. Our population is only growing, and we have to decide which do we value more - moving people or moving cars? Prioritizing transit where it intersects with street traffic will move more Angelenos more efficiently for a minimal cost. It is so frustrating to be in a train full of people that is stuck waiting at a red light for one or two cars to pass, and it sends the message that people in cars have more worth than people on transit.