

Communication from Public

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Council File No: 24-1222

Comments for Public Posting: As a user of public transit in the San Fernando Valley (and throughout LA County), the biggest delays typically arise at intersections that are at-grade, and at these at-grade intersections, transit signal priority (TSP) is typically not issued by LADOT, which can be incredibly infuriating. Far too often, I have witnessed the light signals on the A/E/G lines prioritize giving the green light signals first for vehicles numbering in the single digits to make a left/right turn over a packed bus/train with dozens/hundreds of people. On the A/E lines, the at-grade segment along Flower Street (in particular, Pico Station with the wye junction at Flower and Washington) severely constrains these two light rail lines' capacity, speed, and reliability. LADOT only issued TSP for this section when the 10 Freeway closed back in Nov. 2023; however, TSP did not remain along this intersection following the reopening of the 10. This segment still frequently encounters delays that would be substantially mitigated with the permanent issuance of TSP (until either grade separation or City Council decides to prevent cars from crossing the tracks on Washington Blvd. by closing it off to vehicular traffic). The lack of TSP is particularly egregious on the G Line. Although efforts are being made to grade separate several major intersections, a large majority of the G Line will still be at-grade, and thus, the G Line's overall efficacy is directly correlated with whether or not the light signals prioritize cars or buses. From my observations, it genuinely seems like the signals prioritize automobiles for an overwhelming majority of the route, which significantly adds to the G Line's overall end-to-end travel time. I urge LA City Council to adopt Council File 24-1222 for all of LA Metro's rail lines and along all major bus routes, as it would provide innumerable benefits to all commuters in the forms of reducing local congestion and improving the quality of public transit. I additionally implore LA City Council to mandate LADOT to cooperate with LACMTA's requests for TSP at any intersection that interacts with any of LACMTA's BRT/LRT lines.