

Communication from Public

Name: Eduardo Maroto
Date Submitted: 03/13/2025 06:06 PM
Council File No: 24-1222

Comments for Public Posting: I support transit signal priority for LA Metro light rail trains and buses. It is a no brainer to allow trains and buses with much higher per-vehicle capacity. It makes no sense at all that a train is forced to wait at a traffic signal when it is carrying tens or hundreds of passengers, rather than the extremely inefficient nature of cars that only allows them to carry single digit passenger numbers. The whole point of a traffic signal is to maximize traffic flow to allow as many people as possible to get to their destination as fast as possible: therefore, since trains have the most people, they should be prioritized. Additionally, this will reduce congestion on streets by eliminating a common gripe with lines such as the E, which is criticized often for its speed through Downtown LA (around Pico station to Jefferson/USC station), and at various grade crossings on the Westside. At the same time, it will increase speed and capacity on the system which is crucial for the upcoming 2025 FIFA Club World Cup, 2026 FIFA World Cup, and the 2028 Olympics and Paralympics.

Communication from Public

Name: Haroutun Nazarian

Date Submitted: 03/13/2025 09:43 PM

Council File No: 24-1222

Comments for Public Posting: I am fully in support of prioritizing transit lines like the G line and all light rail lines. We need to improve their efficiency, especially given the volumes of people they transport. A single light rail train can carry far more people than the cars passing through an intersection yet it must wait for the cars to pass.

Communication from Public

Name: Nicholas De La Torre

Date Submitted: 03/13/2025 02:59 PM

Council File No: 24-1222

Comments for Public Posting: Hi my name is Nicholas De La Torre, I ride the E line and want to have a more reliable ride. Signal Priority is an important step in making transit faster it'll make my commute faster and so much easier when trains can get by signalized intersections without having to wait for cars. (Crenshaw Blvd & Exposition Blvd is an infamous example.) It's frankly ridiculous that these Light Rail trains with 100+ people have to wait anywhere from 2-5 mins at red lights to let SOV drivers get by. This will benefit transit riders, make trains faster, and more attractive to solve our climate and congestion issues. Thank you.

Communication from Public

Name: John Delshadi

Date Submitted: 03/13/2025 11:36 AM

Council File No: 24-1222

Comments for Public Posting: I'm writing to express my strong support for providing signal priority to transit vehicles. This is the single most impactful action the city can take to improve the quality of ridership in Los Angeles. With the current state of affairs, once a Metro train approaches downtown during rush hour, it is faster for a rider to get off and walk from Pico station to the 7th Street metro stop. This is a sad state of affairs for the core backbone of the LA Metro rail system. This too has knock-on effects on passengers connecting to Metrolink, and Amtrak. Each preventable delay pushes a transit rider to become another driver.

Communication from Public

Name:

Date Submitted: 03/13/2025 04:01 PM

Council File No: 24-1222

Comments for Public Posting: Hello, I encourage the city council to work with LADOT and LACMTA to expediently support signal priority/pre-emption on all at-grade crossings as the entire LA Metro system is slowed down by trains getting stuck at traffic lights. As a rider of the system, I can confirm that the A & E lines greatly suffer from delays in and around DTLA. The delays in downtown also exacerbate A & E delays further out as trains are not able to traverse downtown fast enough to reach their edge destinations in a timely manner. Thank you for your time.