

Fwd: Public Comment possibly not received via City Clerk's form today: Ventilation Maximized with Locked-Open Windows on LADOT DASH Connectors and Metro Buses (Proposal to the Los Angeles City Council Transportation Committee - General Public Comment re February 2, 2021 meeting)

1 message

Izabella Hovhanisian <izabella.hovhanisian@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Tue, Feb 2, 2021 at 4:37 PM

----- Forwarded message -----

From: **Gregory Wright and Christina Coolidge** <CoolPilot@roadrunner.com>
Date: Tue, Feb 2, 2021 at 4:32 PM
Subject: Public Comment possibly not received via City Clerk's form today: Ventilation Maximized with Locked-Open Windows on LADOT DASH Connectors and Metro Buses (Proposal to the Los Angeles City Council Transportation Committee - General Public Comment re February 2, 2021 meeting)
To: <cityclerk@lacity.org>, <clerk.publiccomment@lacity.org>

City Clerk's Office, City of Los Angeles

Hello.

I have just now submitted two comments via the Public Comment form of the Los Angeles City Clerk's office. The first submission was acknowledge as received, but the second -- copied below -- has not, despite my conformity with the Captcha requirement and inclusion of information in all fields.

Perhaps this second Public Comment also was received, and if it was, mostly likely several times, as I made several attempts to submit it, without electronic acknowledgement of receipt by the City Clerk's office. Please add this comment to the Public Comment record if it has not been received.

I have also sent the Comment to my City Council representative for CD 4, Nithya Raman, and to Transportation Committee members Paul Koretz and Mike Bonin.

Thank you!

Gregory Wright
coolpilot@roadrunner.com

VENTILATION MAXIMIZED WITH LOCKED-OPEN WIDOWS ON LADOT DASH CONNECTORS AND METRO BUSES

(A Proposal to the Los Angeles City Council Transportation Committee - General Public Comment re February 2, 2021 meeting; possibly relevant to Item 21-0126, per councilmanic comment during live meeting)

All of the windows on all of our public transportation -- Metro buses, as well as LADOT's DASH Connectors -- need to be **locked open and therefore stay open for the duration of the Covid pandemic**, to provide greater ventilation and enhanced Covid safety, whatever the temperature or weather conditions. The shift should start with the windows open, not closed.

Opening the rear hatch, mentioned in the draft report, is a good idea too.

It should *not* be "up to the patron whether windows [are] kept open or closed"! Drivers have told me that the windows they open at the start of their shifts are closed, one by one, as the shift proceeds. Being overly hot or cold on the bus is not pleasant, but is not as big a bummer as catching and getting sick with this terrible disease, or dead.

Re not "overtaxing HVAC systems or compromising climate control for passengers": Except in extreme heat or extreme cold conditions, consider simply not using and turning off the bus HVAC systems. If this is done, meter the fuel savings achieved by this measure (and call it a climate-conscious move!).

And: If/when the windows are locked open, Metro (and LADOT, and other public transportation agencies) should robustly promote this pandemic safety measure! (Metro points out that the East Japan Railway educates passengers about air flow ... from windows to **provide customers with reassurance.**)

If the drivers, who are on the carriers all day long, are understandably uncomfortable from the high temperatures of driving a shift without the air conditioning or from cold temperatures without interior heating because of permanently opened windows, hopefully a technical fix that allows for the direct application of cooled or heated air into the driver's area is possible.

One additional idea for maximum interior ventilation on Metro buses and LADOT Connectors, the main driver-adjacent door to the vehicle might be kept permanently open during operation to maximize air flow through the bus (and possibly for driver comfort without AC during hot weather), but with a sturdy mesh or similar barrier installed in the open-door space to keep boarders from entering there (or the front door is closed during stops). An upgrade in the mesh barriers between the driver's area and the general seating also would be necessitated by this an open-during-operation driver-side door. I assume a securely belted-in driver will not be endangered by the open front door.

I hope the Recovery Task Force Final Report will include the maximum-ventilation measures I have recommended here, and that they will be acted on. Please do not wait for even more months to enact a simple consistently locked-open windows measure!

Thank you for this opportunity to comment. And thank you for Metro!

Gregory Wright

A Car-less 73-year-old Angeleno in Sherman Oaks and resident of CD 4
coolpilot@roadrunner.com / (818) 784-0325 landline

[Note: The Public Comment form at clerk.lacity.org did not verify that this Public Comment has been received, despite my non-robot status verified via Captcha and unlike my previous Comment sent moments ago by e-mail and submitted over the Office of the City Clerk's Public Comment page, whose receipt was verified. If multiple copies of this Comment have nevertheless been received over the City Clerk's Public Comment form, this is the reason.]

Previously shared with:

Metro Recovery Task Force - Comment for Recovery Task Force Final Report Re: Increase[ing] Ventilation - Recovery Task Force Draft Final Report - Excerpt: Page 34

Update: Typically, buses start service with all windows closed to maintain a controlled HVAC environment. If the patron boards a bus with operable windows, it is up to the patron whether windows would be kept open or closed. This past summer, Metro tested the use of an open operator window in combination with opening the rear hatch to create more directed air flow, without overtaxing HVAC systems or compromising climate control for passengers. Findings of the open window test are under review. Staff are also considering posting signs explaining the safety benefits of partially open windows. In parallel with open window studies, staff is exploring the *possibility of increasing HVAC fresh air intake and improving the frequency of fresh air exchange* in buses during normal operations.

Best Practices: East Japan Railway encourages passengers to open windows and educates them about air flow from ventilation systems, opening and closing of doors at stops, and air flow from windows to provide customers with reassurance. They also ask customers to refrain from talking while riding. 58

Bus drivers in Jerusalem have been instructed by the Transportation Ministry to keep windows open to allow for an exchange of air. 59

APTA recommends that windows be opened slightly while revenue vehicles are in use and to maximize ventilation rates on HVAC systems. 60

58 Akiko Ito, JREast Representative to APTA; Director, East Japan Railway Company. Via APTA.

59 See <https://hamodia.com/2020/03/09/coronavirus-bus-ruleswindows-open-no-standing-stay-away-driver/>

60 See www.apta.com/wp-content/uploads/COVID-19_Transit_Guide_FINAL_04132020.pdf

Also previously shared with:

Metro Office of Extraordinary Innovation Joshua Schank, Chair; Nolan Borgman, Manager, Transportation Planning

From: Gregory Wright and Christina Coolidge <CoolPilot@roadrunner.com>

Date: Tuesday, January 26, 2021 at 1:36 AM

To: Joshua Schank <SchankJ@metro.net>, "nolan.borgman@metro.net" <nolan.borgman@metro.net>

Subject: Ventilation Maximized with Locked-Open Windows on Metro Buses: Comment for Recovery Task Force Final Report (re Comments due February 8, 2021)

Joshua Schank, Chair
Nolan Borgman, Manager, Transportation Planning
Office of Extraordinary Innovation
Los Angeles Metro

Hello.

My main thought as I ride Metro during these Covid days -- a desire for every window to be *locked* open at all times -- is my most important recommendation to the Metro Recovery Task Force as it prepares its Final Report, which I have just shared with the Task Force, and copied below.

Many thanks for Metro!

-- Greg Wright, Car-less Metro Rider in Sherman Oaks
(who has used his 15 years of bus-riding to think of every idea he can for extraordinary public transportation improvement)

On 1/26/2021 9:39 AM, Schank, Joshua wrote:

Thank you Greg for your ideas! We will We will definitely consider these comments as we revise our report.

Joshua

2/4/2021

City of Los Angeles Mail - Fwd: Public Comment possibly not received via City Clerk's form today: Ventilation Maximized with Locked-Ope...



Virus-free. www.avast.com