

## Communication from Public

**Name:** Dom  
**Date Submitted:** 03/04/2026 12:13 AM  
**Council File No:** 24-1222  
**Comments for Public Posting:** Trains shouldn't have to wait for cars. You're talking about hundreds of people vs tens in cars.

## Communication from Public

**Name:** Amanda Der Bedrosian

**Date Submitted:** 03/04/2026 12:23 AM

**Council File No:** 24-1222

**Comments for Public Posting:** Hey there, can the metro not stop at red lights? The metro should have priority so it can get more people from point A to point B faster. Statistically if more people rode the metro, traffic would go down so much more, so realistically both cars and mass transit users would benefit from the metro being prioritized both literally and figuratively. Please make Los Angeles a leader in mass transit because man are we not.

## **Communication from Public**

**Name:**

**Date Submitted:** 03/04/2026 01:01 AM

**Council File No:** 24-1222

**Comments for Public Posting:** We need signal preemption priority on all Metro rail lines ASAP!

## Communication from Public

**Name:** Jesse Budlong

**Date Submitted:** 03/04/2026 08:42 AM

**Council File No:** 24-1222

**Comments for Public Posting:** I am writing in strong support of prioritizing the planning, funding, and implementation of signal preemption for Los Angeles' light rail system. Improving how trains interact with signalized intersections is one of the most practical and cost-effective steps the City can take to improve transit performance in the near term, while delivering clear benefits for riders, neighborhoods, and the broader transportation network. Today, light rail trains in Los Angeles are frequently delayed at traffic signals, even when operating in exclusive or semi-exclusive rights-of-way. These delays compound across a trip, leading to slower travel times, inconsistent headways, unreliable transfers, and a frustrating rider experience. Signal preemption directly addresses these issues by allowing trains to move through intersections efficiently and predictably, which improves on-time performance and system reliability without the need for major capital expansion. Prioritizing signal preemption would immediately benefit the hundreds of thousands of riders who rely on Metro light rail every day, many of whom depend on transit as their primary mode of transportation. Faster and more reliable service reduces total travel time, improves access to jobs, education, healthcare, and essential services, and makes transit a more competitive alternative to driving. These improvements are especially important for riders with time-sensitive trips and for communities that have historically experienced underinvestment in transportation infrastructure. Signal preemption also supports the City of Los Angeles' stated goals around climate action, congestion reduction, and street safety. By improving transit speed and reliability, the City can encourage more people to choose transit over driving, reducing vehicle miles traveled, greenhouse gas emissions, and traffic congestion. At the same time, predictable signal operations for trains can improve safety at intersections by reducing sudden stops, irregular movements, and conflicts between trains, pedestrians, cyclists, and vehicles. Importantly, this is not an untested or experimental concept. Signal preemption for rail is a proven best practice used successfully in cities across the United States and internationally. Los Angeles has already made significant investments in building out its rail network; failing to prioritize signal preemption leaves much of that potential unrealized. Improving operations through

better signal coordination is a smart way to maximize the return on existing infrastructure and public investment. I urge LADOT to treat light rail signal preemption as a core operational priority rather than a secondary or optional enhancement. Proactive coordination with Metro, clear timelines, and dedicated resources are essential to ensure progress is made. Delays in implementation translate directly into ongoing delays for riders and missed opportunities to improve system performance. There is clear and growing public support for making our transit system faster, more reliable, and more effective. Advancing signal preemption would demonstrate LADOT's commitment to practical, rider-focused improvements and provide City Councilmembers with tangible evidence that Los Angeles is serious about improving transit outcomes. I strongly encourage the City to move forward and make signal preemption for light rail a priority action. Thank you for your consideration and for your continued work to improve transportation in Los Angeles.