

Communication from Public

Name:

Date Submitted: 03/03/2026 09:09 PM

Council File No: 24-1222

Comments for Public Posting: Please give metro trains signal priority at road crossings. This will greatly improve the system and lives of thousands of people that use it everyday.

Communication from Public

Name:

Date Submitted: 03/03/2026 09:20 PM

Council File No: 24-1222

Comments for Public Posting: Signal priority is one of the most important things that we can do as a city to encourage safe and efficient transportation. Signal priority should be given to all metro trains at all intersections.

Communication from Public

Name: Jonathan

Date Submitted: 03/03/2026 09:21 PM

Council File No: 24-1222

Comments for Public Posting: Hi! I live right off the E line, and take it to Santa Monica frequently. The line goes past crossing gates and it is fast and smooth. Competitive with driving. When I want to take the E line east to USC, DTLA, or if I transfer to go to KTown or Hollywood, I frequently stop at red lights, waiting for traffic. It is a miserable slog. We need signal preemption and crossing gates heading east. We cannot have train cars filled to the brim with people, waiting for minutes for 1 or 2 cars to turn left. It is an embarrassment, especially as the world comes in for the world cup and the olympics. We need signal preemption in the city of LA, especially heading into downtown from the west, immediately.

Communication from Public

Name: Bobby Garrity

Date Submitted: 03/03/2026 07:19 PM

Council File No: 24-1222

Comments for Public Posting: My name is Bobby Garrity, I am an LA resident, and a daily transit rider. I am writing to emphasize the importance of LADOT prioritizing the completion of signal preemption at all intersections where light rail runs through. I live in DTLA and work in Santa Monica, so the lack of signal preemption for the E Line on many of the intersections in between has a direct, significant, and negative impact on my life every single day, as it does for all Angelenos who rely on our light rail service. A train should never be stopped anywhere other than a station. It is unwise and even unjust to force a train full of hundreds of people to sit at a red light to allow cars transporting a few dozen- or even less- people first. This is especially true for LA Metro's Light Rail, which is heavy by light rail standards, and is closer to heavy rail than it is to a streetcar. Between the valuable E Line, the critical K Line, and the A Line holding the title as the longest light rail line on the planet, LADOT must prioritize completing signal preemption in order to improve both speed and capacity. Please prioritize the completion of signal preemption for all intersections where our light rail runs through. We need faster transit and we need more transit capacity. And while we need to build many transformative projects in order to get the transit we need and deserve, completing signal preemption will significantly improve transit speed and capacity without building any new lines. It has tremendous ROI, and is absolutely necessary for all of us who rely on transit.

Communication from Public

Name: Jonathan Hale

Date Submitted: 03/03/2026 12:50 PM

Council File No: 24-1222

Comments for Public Posting: I'm writing to express my strong support for signal preemption for LA Metro's light rail system. Right now, our trains, carrying hundreds of people, are routinely forced to stop at red lights, yielding to single-occupancy vehicle traffic. That makes transit slower, less reliable, and less competitive with driving. Signal preemption is a proven, low-cost way to improve speed, reliability, and safety for riders while reducing delays, collisions, and operator stress at intersections. If we are serious about reducing congestion, cutting emissions, and making transit a real option for working Angelenos, we have to stop treating trains like cars. Give transit the priority it deserves. Please move forward with signal preemption for Metro light rail. Thank you.

Communication from Public

Name: Matthew Suh

Date Submitted: 03/03/2026 10:23 PM

Council File No: 24-1222

Comments for Public Posting: Trains are packed to the brim with folks at rush hour! They should not have to wait at red lights for a handful of cars to drive by. Provide Metro trains the priority we deserve.

Communication from Public

Name:

Date Submitted: 03/03/2026 10:30 PM

Council File No: 24-1222

Comments for Public Posting: I urge the Council to prioritize giving signal priority to public transit, especially at-grade rail, at traffic lights. Transit has the capacity to carry a much larger number of people more efficiently than automobiles, and a big part of getting people to use it is making it fast.

Communication from Public

Name: Jacklyn Ma

Date Submitted: 03/03/2026 09:26 PM

Council File No: 24-1222

Comments for Public Posting: Hello, I am writing to urge you to prioritize completing signal preemption for all rail lines. Efficient rail movement is a social justice and equity issue and Angelenos who choose to commute by rail deserve efficient mobility over single occupancy vehicles. Any mobility options that moves people the most efficiently and safely should be prioritized. Thank you for your consideration!

Communication from Public

Name: Maria Almanza

Date Submitted: 03/03/2026 09:35 PM

Council File No: 24-1222

Comments for Public Posting: I think it's ridiculous that trains full of people are made to wait minutes at a time to let an extra handful of cars through an intersection just a bit earlier. Even if both modes of transit were equally costly to the environment, signal preemption would be the logical choice to prioritize the higher capacity train over individual cars. When you add the fact that trains use far less CO2 per person per mile, it should be obvious that our city needs to make public transit as fast and reliable as it possibly can. It's the best way to get people where they need to go while reducing the number of cars on our streets.

Communication from Public

Name: Bradley Potter

Date Submitted: 03/03/2026 09:51 PM

Council File No: 24-1222

Comments for Public Posting: Trains often carry 20× more passengers than the cars at an intersection, prioritizing rail serves far more Angelenos efficiently. Faster, dependable service attracts more riders.

Communication from Public

Name: Zach Dietrich

Date Submitted: 03/03/2026 09:52 PM

Council File No: 24-1222

Comments for Public Posting: I'm writing in support of signal preemption for light rail. I ride the E line regularly, and it's very frustrating how long it takes to get from Santa Monica to downtown LA, largely due to waiting at traffic lights. Thank you for considering this!

Communication from Public

Name: Daniel

Date Submitted: 03/03/2026 09:58 PM

Council File No: 24-1222

Comments for Public Posting: Please ensure signal preemption for metro lines. The trains should never be stopping for cars. All cars should be stopping for trains no matter how inconvenient it makes it for them. The point is to incentivize the service we all paid a lot of money in this city to have! It turns what should be a fast route into a nightmare slog.

Communication from Public

Name: Ricardo Anderson

Date Submitted: 03/03/2026 10:36 PM

Council File No: 24-1222

Comments for Public Posting: i support signal pre emotion for our light rail and BRT lines

Communication from Public

Name: Sebastien Payannet

Date Submitted: 03/03/2026 10:42 PM

Council File No: 24-1222

Comments for Public Posting: We need signal preemption for LA metro rail. We invest a ton of money into these systems, and want as many people on them as possible. And then have all those people sit at a red light while a few cars with single people drive by them. Meanwhile 200 people are now delayed, and the car is just going to stop at another red light in 40seconds as it is. Make transit fast, give signal preemption, the ability to have trains and busses get green lights.

Communication from Public

Name: Justin Jones

Date Submitted: 03/03/2026 10:52 PM

Council File No: 24-1222

Comments for Public Posting: Why hasn't this been done? Is someone in a car going to call and complain that they had to stop for a train full of people?

Communication from Public

Name: Jacky Tran

Date Submitted: 03/03/2026 11:26 PM

Council File No: 24-1222

Comments for Public Posting: Please prioritize light rail signal preemption. It's frankly silly that a train with a minimum of 30 people has to wait at a traffic light for a few cars to pass. This is especially true on the E line during rush hour when the train is standing room only. Are people in cars more valuable than people in trains? How many train riders does it take to equal a car driver? 5 to 3? 4 to 1? When you don't prioritize trains with signal preemption, you are saying they are less valuable than car drivers. Fun fact. I have a car. I choose to ride the train because it's better for the environment. But frankly, it's a horrible choice because trains are slow due to waiting at lights! Choosing public transit shouldn't be the irrational choice. We need signal preemption now.

Communication from Public

Name:

Date Submitted: 03/03/2026 11:41 PM

Council File No: 24-1222

Comments for Public Posting: I support prioritizing completing signal preemption for rail. It doesn't make sense for rail to have to wait for traffic light signals with other cars. It slows down the entire segment of rail. If the rail does not provide faster transit experience than driving, why would people consider transit over driving? We lose out on reducing the number of cars on the road and on potential increases in ridership.