

Communication from Public

Name: Austin Marshall
Date Submitted: 03/08/2026 09:28 PM
Council File No: 24-1222

Comments for Public Posting: Hello Transportation Committee, I am a transit rider asking you and LADOT to prioritize the completion of signal preemption for light rail and BRT lines: Especially given Los Angeles' goal for a car-free/transit first 2028 Olympics. If Los Angeles is to solve its traffic problems, it must create a transportation network that moves the most amount of people in the least amount of time given a limited amount of space. As documented by the National Association of City Transportation Officials, trains and buses are the best ways for doing so. LADOT put together an informative 8 page writeup on this topic. However, it took them 16 months to do so, giving the impression that it is not a high priority item. Please put together a motion asking LADOT to prioritize transit signal preemption work. Thank you, Austin Marshall, 90034

Communication from Public

Name: Nakul Joshi

Date Submitted: 03/08/2026 09:32 PM

Council File No: 24-1222

Comments for Public Posting: I'm a Santa Monica resident who commutes daily to the Arts District. My home and my office are both within walking distance of E line stations. No transfers, a direct route connecting where I live to where I work. By every measure, I am exactly the kind of rider the transit system is designed for. I drive anyway. At peak hours the E line is barely faster than sitting in traffic. Off-peak it's slower. For a transit advocate, this is genuinely embarrassing. Signal preemption is not a complicated intervention. It does not require new infrastructure, new funding, or new legislation. It requires reprogramming traffic signals to stop making trains wait for left-turning cars. The technology exists. The authority exists. What has apparently been missing is the will to treat it as urgent. That LADOT took 16 months to put together an 8 page report shows that this is not being treated as a priority. Los Angeles has Transit First as official city policy. Signal preemption is one of the lowest-cost, highest-impact tools available to make that policy mean something. I'd ask this committee to direct LADOT to return with a concrete implementation timeline. The infrastructure is there. The case has been made. At some point the answer has to be: just do it.

Communication from Public

Name: AL

Date Submitted: 03/07/2026 06:45 PM

Council File No: 24-1222

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Communication from Public

Name:

Date Submitted: 03/08/2026 02:07 PM

Council File No: 24-1222

Comments for Public Posting: Hello Transportation Committee, I am a transit rider asking you and LADOT to prioritize the completion of signal preemption for light rail and BRT lines: Especially given Los Angeles' goal for a car-free/transit first 2028 Olympics. If Los Angeles is to solve its traffic problems, it must create a transportation network that moves the most amount of people in the least amount of time given a limited amount of space. As documented by the National Association of City Transportation Officials, trains and buses are the best ways for doing so. LADOT put together an informative 8 page writeup on this topic. However, it took them 16 months to do so, giving the impression that it is not a high priority item. Please put together a motion asking LADOT to prioritize transit signal preemption work. Thank you, Colin Raymond, 91101

Communication from Public

Name: Alexander pullin

Date Submitted: 03/08/2026 03:51 PM

Council File No: 24-1222

Comments for Public Posting: I am writing this as someone who has on numerous occasions taken the A and/or E line, experiencing both the northern and southern section of the A line as well. Please add signal pre-emption for the light rail lines sections that currently do not have it. It is frankly absurd that when sitting on a train with hundreds of people on it, the train waits at a stop light for single person to make a left turn. For these light rail lines to serve as viable transportation options, they will need to be fast, frequent, and reliable. While tackling frequency would be much more involved, simply enacting signal pre-emption at intersections will allow the trains to be faster and far more reliable. With the 2028 Olympics soon, there is an imminent need to prove that LA's rail lines can serve as high capacity alternatives to the congested streets and freeways. Enacting signal pre-emption would be one of the fastest and cheapest ways of advancing towards that objective. Either way, money is being spent to operate and maintain our existing light rail lines. It is thereby in the best interest of the city as a whole to maximize the usefulness of those lines as a means of transportation.

Communication from Public

Name: Drew Snoberger

Date Submitted: 03/08/2026 04:00 PM

Council File No: 24-1222

Comments for Public Posting: As someone who takes the metro daily for work (and more than that for getting around the city- no car!) I would save so much time getting to and from work that would add up to hours of reclaimed time to be with my cat! Or get more done! Or anything! It just makes sense for public transit to get the rightaway in these situations. Please listen to your citizens!

Communication from Public

Name: Kristen

Date Submitted: 03/08/2026 04:10 PM

Council File No: 24-1222

Comments for Public Posting: Please prioritize train signals when the train crosses an intersection for cars. This will help prevent delays and speed transit times incentivizing more Angelenos to ride Metro. If we want to make our city more walkable, we need to invest and incentivize public transit. Thank you.