

Communication from Public

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Council File No: 24-1222

Comments for Public Posting: To whom it concerns, I am a Lifelong LA Resident and avid user of public transit. It is, in fact, my primary form of personal transport and key to my freedom in the city, the ability to get across the county for under 5\$—no down payment on a car or tank of gas—is an incredible asset to myself and the city as a whole. Unfortunately, a distressing amount of the time, a train with dozens of people onboard is forced to wait for a mere handful of cars, not only having to wait for the light to change, but also operate at reduced speeds around the intersection. This is an unacceptable waste of time for hundreds of transit riders waiting at the intersection every day. I am in absolute favor of implementing the maximum level of signal priority for as many at-grade crossings along the A, E, G and K lines as possible. Anything that can be done to reduce dwell times for Metro Local busses would also be of great benefit to myself and the almost *million* other Angelenos who board transit every day. Finally, I think it is a wretched disgrace for LADOT to not only miss every deadline laid out in the Council file No. 24-1222 TRANSPORTATION COMMITTEE REPORT, but to also return a report that only technically meets requirements for part a. and b. of the Council motion, but utterly fails to establish a "Transit-First Policy" as laid out in part c. Additionally, the report submitted is utterly pathetic for a major city department. The report barely has 3 pages, a large portion of which is very basic description of the types of signal priority available. No timeline for implementation was presented, and frankly for a report which probably could have been written in a few days, it is insane it took 5 months past the due date. Someone should at minimum be reprimanded for that.