

April 2026 SBM Public Comments – Item 17

From: Colin Warn [REDACTED]
Sent: Sunday, April 12, 2026 11:15 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222.

As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible.

It should be no more difficult than upgrading the 2070s with the D4 Traffic Signal Control software.

Thank you.

Colin Warn
[REDACTED]

From: Jesse Budlong [REDACTED]
Sent: Sunday, April 12, 2026 11:24 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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Thank you.

Jesse Budlong

[REDACTED]

From: Philip Taylor [REDACTED]
Sent: Sunday, April 12, 2026 11:35 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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Thank you.

Philip Taylor

[REDACTED]

From: Steve M [REDACTED]
Sent: Sunday, April 12, 2026 12:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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Thank you.

Steven Massey

[REDACTED]

From: [REDACTED]

Sent: Sunday, April 12, 2026 12:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: (EXTERNAL) General Public Comment: 2026-0189 Urgently Implement Transit Signal Priority For The A&E Lines

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Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. Commuting north on the A line or east on the A line is devastatingly slow when it doesn't have to be. Me and thousands of other Angelenos are losing valuable commuting time to favor a handful of drivers. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, **full preemption** where possible.

Thank you.

Thanks,
[REDACTED]

From: [REDACTED]

Sent: Sunday, April 12, 2026 1:39 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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Thank you.

Ussiel Burgara

[REDACTED]

From: [REDACTED]
Sent: Sunday, April 12, 2026 2:20 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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Hello Metro Board,

I am a Lincoln Heights residence [REDACTED] and I noticed that in attachment D of 28 x 28 project list, number 23 mentions that LA Metro working on light rail speed and reliability improvements. Currently the Los Angeles City' transportation committee has received hundred of supporting signal preemption for light rail as a higher priority, and this is directed towards LA Metro, LADOT, and the City of Los Angeles. LA City council file is 24-1222. Due to the traffic signal upgrade process at the eight stated key intersections, I request that LA Metro require LA City and LADOT to implement the transit signal preemption feature on the A and E line signal upgrades in s a similar manner as the Metro G Line. I would like to request full preemption whenever possible, but limited preemption is better than nothing.

Signal preemption for light rail will encourage me to Downtown Los Angeles in a more reliable manner, since every time I ride on the A or E line, the entire train gets stuck behind a red light multiple times which causes delays, but only a few people in private vehicle benefit.

Thank you for reading this message.

From: Garry Rosenblum [REDACTED]
Sent: Sunday, April 12, 2026 2:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A&E line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of at least limited preemption, full preemption where possible.

Thank you.

Garry
[REDACTED]

From: Asari [REDACTED]
Sent: Sunday, April 12, 2026 2:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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Thank you.

Asari
[REDACTED]

From: Dan Gould [REDACTED]
Sent: Sunday, April 12, 2026 5:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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(City file 24-1222)

To whom it may concern:

Please prioritize signal preemption on the E line. Whatever gates are needed are a good idea.

Thank you,
Daniel Gould

From: Andrew H [REDACTED]
Sent: Sunday, April 12, 2026 6:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A, E, & K Lines

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Faster transit is critical to increasing ridership, which cascades into a bunch of positive impacts for our city:

- * It decreases fossil fuel emissions, improving the health of our communities, reducing healthcare costs, and making our lives more affordable
- * It reduces traffic, giving us savings on auto repair costs, auto insurance, and gas costs
- * It decreases traffic accidents, further reducing healthcare costs, and saving lives

Please choose to improve communities and save lives today.

Thank you,
Andrew

From: Will Finch [REDACTED]
Sent: Sunday, April 12, 2026 10:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Preemption For The A&E Lines

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Hello Metro Board,

As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A & E line signal upgrades. I would like to request implementation of FULL PREEMPTION wherever possible.

Thank you.

William Finch, [REDACTED]

From: Joe Carlin <[REDACTED]>
Sent: Monday, April 13, 2026 10:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) (No Subject)

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PLEASE PASS THIS, IT MAKES NO SENSE FOR A TRAIN WITH A FEW HUNDRED PEOPLE TO WAIT ON A HANDFUL OF CARS.

Thank you.

Joseph Carlin

[REDACTED]

From: Justin J [REDACTED]
Sent: Tuesday, April 14, 2026 4:17 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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Respectfully, trains stopping for cars is ridiculous.

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Thank you!

Justin Jones [REDACTED]

April 2026 SBM Public Comment – Item 18

From: Desiaire Rickman [REDACTED]

Sent: Tuesday, April 14, 2026 11:30 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: [REDACTED]

Subject: (EXTERNAL) CA-LEND Policy Brief: Accessible Public Transportation During and Beyond the LA28 Games

Importance: High

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Good morning,

I hope you are doing well. I am writing to invite the L.A. Metro Board of Directors to review the attached policy brief, titled "The LA28 Games as a Catalyst for Sustainable Accessibility and Supports for People with Disabilities." Developed as part of the [CA-LEND](#) program, this brief examines the opportunity to leverage the 2028 Olympic and Paralympic Games in improving long-term accessibility within Los Angeles County's public transportation system.

Our work highlights existing gaps in accessibility, particularly for individuals with neurodevelopmental and related disabilities, and offers practical, systems-level recommendations for agencies such as LA Metro and the LA28 Organizing Committee. The goal is to ensure that accessibility improvements made for the Games translate into lasting benefits for the community members of L.A. County.

This policy brief is particularly timely and relevant to Metro, considering the discussion of lessons learned at Milano Cortina 2026 during the 4/15 Special Board Meeting (No. 2026-0213), and the review of the Neurodiversity in Transit survey results during the 4/16 Operations, Safety, and Customer Experience Committee Meeting (No. 2026-0258).

Thank you for your continued commitment to advancing inclusive and equitable systems. We truly appreciate your support.

On behalf of the CA-LEND Leadership Project Team,

Warmest regards,

Desiaire Rickman

2025-2026 CA-LEND Public Health Scholar

MPH Student, Claremont Graduate University



The LA28 Games as a Catalyst for Sustainable Accessibility and Supports for People with Disabilities

APRIL 2026

A CA-LEND POLICY BRIEF

Authored by: Desiaire Rickman (Public Health Scholar),
Dr. Sarah Aburaisi (Public Health Scholar), and Maria
Saba (Self-Advocacy Scholar)

EXECUTIVE SUMMARY

Despite existing physical accessibility standards required under the Americans with Disabilities Act (ADA) of 1990, public transportation in Los Angeles County remains functionally inaccessible for many people with disabilities, especially those with neurodevelopmental and related disabilities (NDDs). For individuals with NDDs, navigating public transit often requires additional support that is not consistently and readily available. The upcoming 2028 Olympic and Paralympic Games present a powerful time-bound opportunity to address these long-standing gaps. Key findings from previous host cities demonstrate that accessible public transportation can be created and sustained beyond the Games. The City of Los Angeles has launched several initiatives, including Twenty-eight by '28 and its “Games for All” vision, which aim to fill current infrastructure gaps and advance compliance with the ADA. This policy brief outlines recommendations for the Los Angeles Metropolitan Transportation Authority (Metro) and the LA28 Organizing Committee to ensure long-term inclusion for residents with disabilities.

BACKGROUND & DESCRIPTION OF PROBLEM

While Los Angeles County’s transit infrastructure meets many minimum physical accessibility requirements under the Americans with Disabilities Act (ADA), compliance alone does not ensure functional accessibility. For individuals with neurodevelopmental and related disabilities (NDDs), barriers to public transportation are often cognitive, sensory, and communicative rather than structural. These barriers included inconsistent signage and wayfinding, unclear or rapidly delivered announcements, unpredictable service changes, overcrowding, sensory overstimulation, and limited staff preparedness to assist riders with complex support needs¹³. Unlike physical mobility accommodations, which are addressed through ramps and lifts, cognitive and sensory accessibility requires coordinated system design, standardized communication practices, and workforce training. When these supports are absent or inconsistent, individuals with NDDs experience reduced independence, heightened anxiety, and safety concerns while navigating transit systems. Families often compensate by relying on paratransit or private transportation options, which are more costly, less flexible, and limited in capacity².

Transportation accessibility functions as a social determinant of health. Limited transit usability restricts access to employment, healthcare, education, and community participation, reinforcing broader inequities for people with disabilities¹. Although transportation investments are underway in preparation for LA28, planning efforts have primarily focused on expanding physical capacity and accommodating visitor demand. Without explicit attention to functional accessibility and long-term inclusion, improvements made in advance of the Games may fail to address systemic barriers faced by residents with disabilities across Los Angeles County.

RECOMMENDATIONS

Global sporting events such as LA2028 offer an optimal opportunity for host cities to advance public health and health equity objectives. One thousand days out from the Opening Ceremony, Mayor Karen Bass announced a “Games for All” vision for the city of L.A. and signed an executive directive that aims to enhance infrastructure, community resilience, and opportunity for Angelenos⁴. Ahead of the city’s

first time hosting the Paralympic Games, accessibility is one of the building blocks for the creation of an inclusive city for all.

It is imperative for Metro to complete the remaining transportation projects that were outlined in former Mayor Eric Garcetti's "Twenty-Eight by '28" initiative to improve accessibility and transit options for visitors and residents with disabilities and NDDs ahead of the Games³. This initiative aimed for the development of 28 transportation projects ahead of LA28¹². Nine (32%) of the projects have been completed with 19 (68%) still in progress¹⁰.

Additionally, new and current transit systems (e.g., buses, trains, and subways) should be compliant with ADA requirements. In a 2025 Metro needs assessment survey, respondents identified lack of priority seating during peak hours, inadequate wheelchair-accessible spaces, and communication barriers (e.g., navigating systems and understanding announcements) as challenges faced while riding public transit¹¹. Beyond physical ADA standards, Metro should improve wayfinding, modify announcement systems, and expand staff training to assist riders with cognitive, sensory, and communication needs. Metro must address these gaps ahead of LA28 to ensure that accessibility improvements result in lasting, system-wide change rather than temporary compliance measures.

The LA28 Organizing Committee must strive to enact and build upon the accessibility advancements observed in host cities during prior Games. In 2024, Paris designed an Athletes' Village that had fully accessible accommodations, and the city's bus and tram network – which includes 59 bus lines, eight tramways, and 1,750 accessible bus stops – achieved 100 percent accessibility ahead of the Games^{7,8}. After the 2020 Games, Japan increased the number of wheelchair accessible seats in the Bullet Trains' newest coaches⁹. For London 2012, the city upgraded and expanded its entire transit system, resulting in more trains, more accessible platforms and stations, and a completely accessible bus network⁵. However, there is limited research that explicitly examines how past host cities have improved accessibility on public transportation for individuals with NDDs. This gap presents an opportunity for Los Angeles to lead in this field and establish a new standard for future host cities.

In its 2020 Accessibility Guide, the International Paralympic Committee recommends that new structures built for the Games should contribute to a permanent legacy structure that is accessible and promotes an inclusive environment for all⁶. This aligns with the City of L.A.'s "Games for All" vision, and permanent accessible structures should be prioritized to benefit the everyday lives of residents with disabilities and NDDs.

CONCLUSIONS

Public transportation in L.A. County presents notable challenges for many people with disabilities, particularly individuals with NDDs, who rely on constant support to navigate complex transit systems. As outlined in this brief, these challenges are not isolated issues but systemic gaps that affect quality of life for this population, not just for the Olympics, but for the longer term. LA28 presents a unique and time-sensitive opportunity to address these long-standing inequities. Investments already underway demonstrate that Los Angeles has both the resources and the momentum to improve access across its transportation systems. Lessons learned in previous host cities reinforce how treating accessibility as a core planning principle leads to improved transportation systems for everyone. Through adoption of

these recommendations, Metro and the LA28 Organizing Committee can ensure that accessibility enhancements made for the Games translate into lasting, inclusive infrastructure and services for residents with disabilities. Reinforcing long-term support will help ensure that the legacy of LA28 is not only global recognition, but a more navigable, equitable, and inclusive Los Angeles for all.

REFERENCES

1. Bascom, G. W., & Christensen, K. M. (2017). The impacts of limited transportation access on persons with disabilities' social participation. *Journal of Transport & Health*, 7(Part B), 227–234. <https://doi.org/10.1016/j.jth.2017.10.002>
2. Bédard, L., Bendo, C., Brassard, L., Marceau, M.-P., Lettre, J., & Routhier, F. (2025). Obstacles and facilitators to access to paratransit for people with disabilities: A scoping review. *Journal of Transport & Health*, 45, 102177. <https://doi.org/10.1016/j.jth.2025.102177>
3. City of Los Angeles. (2022, February 28). *Executive Directive No. 28*. https://lacity.gov/sites/g/files/wph2281/files/2022-12/garcetti_ed28.pdf
4. City of Los Angeles. (2025, October 17). *1,000 Days Out: Mayor Bass Announces “Games for All” Vision for 2028 Olympic and Paralympic Games, Signs Executive Directive to Streamline Execution*. <https://mayor.lacity.gov/news/1000-days-out-mayor-bass-announces-games-all-vision-2028-olympic-and-paralympic-games-signs>
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This policy brief was developed under the CA-LEND Program, funded by MCHB, DHHS, HHS. The following individuals contributed to this brief: Desiaire Rickman, Dr. Sarah Aburaisi, Maria Saba, and Dr. Cary Kreutzer. For questions, please contact desiaire.rickman@cgu.edu and kreutzer@usc.edu.