

**D LINE (PURPLE) EXTENSION SECTIONS 1, 2, AND 3 HEAVY RAIL PROJECT SERVICE PLAN
TITLE VI PUBLIC HEARING COMMENTS**

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
1	Random Rider	6/6/2025	Agenda eComment	I suggest the route for Line 610 should be; Starting at Hollywood/Vine (southbound); travel straight Vine, left Melrose, right Larchmont, right 3rd, and right La Brea to serve the new Wilshire/La Brea Station (northbound same but opposite direction). I would also consider extending Line 610 via La Brea and Pico to end at Pico/ Rimpau to reduce the number of transfers and increase connectivity. Thank you.	Reroute and extend Metro Bus Line 610	NextGen Bus Plan for Line 610 was based on Rossmore Av, based on the original Line 210.
2	North Westwood Neighborhood Council	6/9/2025	Agenda eComment	The plan's unacceptably low service frequencies risk deterring riders. On behalf of the tens of thousands of stakeholders we were elected to represent, the North Westwood Neighborhood Council urges Metro to improve frequencies at off-peak, weekend, and evening hours on the D Line. Off-peak and evening riders, including UCLA students (many of whom do not own a car) and healthcare workers who travel outside of 9-to-5, would experience degraded service. This disproportionately impacts transit-dependent communities. Long waits create safety concerns that can be alleviated by increasing frequencies. Full statement: https://clkrep.lacity.org/onlinedocs/2005/05-0209-S1_cis_05-25-2025.pdf#page=3	Improve evening and off-peak D Line frequencies	5 min for Line 20 weekdays, 6 min weekends, with 10 min weekday peaks for Line 720 was what NextGen contained. This is subject to review based on how ridership responds to the D Line Extension.
3	Kevin Dedicatoria	6/9/2025	Agenda eComment	How often will buses operate on Metro Line 20 after each D Line extension opens and Line 720 becomes a peak period service?	Question re: Metro Bus Lines 20 and 720	NextGen Bus Plan has 5-minute weekday and 6-min weekend service on Line 20. This is subject to review based on how ridership responds to the D Line Extension.
4	Lawrence Tran	6/10/2025	Agenda eComment	Off-peak frequencies need to be higher. The D Line will still be very much in-use heading into the evening hours, as there will be a great amount of leisure travel by students from Westwood to popular destinations on the Wilshire corridor. Most students will not use the D Line on a 9-5 basis. They will be going out late at night to Ktown; they should have the right to reliable and accessible transportation back home in Westwood. 20 minutes is fairly terrible frequency for those purposes. Since 5-minute frequencies are possible, at least 10 minute evening frequencies should be doable if Metro bears staffing costs.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part, it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the upcoming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
5	Peter O'Neill	6/10/2025	Agenda eComment	I am a student of USC who doesn't own a car and who plans to frequently use the D Line extension. Reasonable frequencies are a huge factor in developing a transit system that people are willing and comfortable using. 20 minute evening frequencies are not reasonable. Along one of LA's biggest corridors, why should frequencies ever dip below those of commuter trains? People who don't have a car by choice or by necessity deserve to be able to get around reliably. LA cannot become a less car-centric city while treating its subway system like it's only for 9-5 commuters. Off-peak transit hour trips have been increasingly since the pandemic. 10 min headways max!	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part, it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the upcoming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
6	Auguste Miller	6/10/2025	Agenda eComment	We need much shorter travel times! 20 mins wait between trains is unheard of in a world class city	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
7	Karen Canady	6/10/2025	Agenda eComment	As a resident who lives a mile from the Wilshire/Western D Line station, I write in support of this project. However, I'm concerned that the proposed frequency of 20 minutes for evening service will significantly discourage ridership. My experience with trying to take Metro home from Downtown in the evenings has been dismal. One time I gave up and called an Uber because after waiting 20 minutes, a further delay was announced. It was getting late to be a woman downtown alone at night. 20 minutes is too long to wait and would make women seek alternative means of transport.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
8	Colin Warn	6/10/2025	Agenda eComment	I would like to see 10 minute intervals for the D Line at midnight.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
9	Mark Bisaha	6/10/2025	servicecouncils@metro.net	I find the idea of 20-minute headways at night unacceptable. I often work until 9-10p. I have reasonably convenient access to the E Line, which has better service frequency. However, I have to transfer at Metro Center. The one time I tried Metro (as opposed to my own vehicle) I ended up cooling my heels at 7th Street for about 18 minutes before my train arrived. Needless to say, I have never again attempted to use Metro to get to/from work. B and D should have at least 12-minute frequencies into the night to accommodate workers and those going out for the night. Would you want to wait 20 minutes for a train at 10p? If you want riders, offer a compelling service! As it is, I'll stick to my motorcycle, thank you.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
10	Andrew NA	6/10/2025	Agenda eComment	We need MUCH more frequency for the line, including at night. 20 minute headways at any time of day are unacceptable, especially for such a high-capacity line.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
11	Leo Shahbazian	6/10/2025	Agenda eComment	As a user of the Metro network, I strongly urge that no frequency should ever be longer than 10 minutes. 20 minutes is far too long to be waiting, ESPECIALLY in the evening and at night, and will discourage use of transit during this critical time of day. I suggest 10 minute max frequencies on both B and D lines for evening service. Peak should be 5 minutes or faster, and off-peak (and weekends) should ideally be 8 minutes or faster. Thank you.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
12	Michael Karric	6/11/2025	Agenda eComment	I am a huge advocate of the Purple Line, despite being a Beverly Hills resident. It is hard for me to advocate for a line that will have 20 minute headways during off peak hours. This is simply unacceptable if you are trying to change the hearts and minds of a city trying to change the narrative around the Metro. Simply put, perceived and real safety concerns will start to arise if you have such long headways and many people will have a poor experience with the Metro. With this extension we have the opportunity to change the trajectory of traffic in this city in a significant way and 20 minute off peak headways will just be another "why can't we have a functioning metro" moment.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
13	Noel Graham	6/11/2025	Agenda eComment	I completely disagree with the 20 minute evening frequencies as proposed for the evening D Line extension. This is a major thoroughway that should be accessible at least every 10 minutes to encourage higher usage. Many areas off the Purple Line have limited parking and high traffic, why not alleviate this by offering a timely and frequent alternative option?	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
14	Dustin Shahan	6/11/2025	Agenda eComment	The proposed service frequency are inadequate for a decades long project costing \$10 billion. We need higher frequency: • Peak: every 2-3 minutes • Off-peak daytime and weekends: every 4-5 minutes • Evenings: every 10 minutes	Improve evening and off-peak D Line frequencies	Peak frequency is set based on ridership projections. Off peak 10-minute and 20-minute service is a rail systemwide policy. Each are subject to review based on actual ridership once the extension is open. In part, 20-minute frequency in evenings after 9 pm relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
15	Irvin Samuel	6/11/2025	Agenda eComment	I urge the council to strongly reconsider 20 min headways on the D Line extension. As one of the most important transit projects in the county's history, it deserves to be useful to all Angelenos at all hours of the day. Reducing frequency by a factor of 4 from peak hours will strongly deter potential riders and inconvenience many who will rely on this line as their primary mode of transit. As someone who lives along the A line and has loved ones along the D line extension, being able to visit them or frequent area businesses without having to meticulously plan to not miss my train would be much better. If we can do 5 min peak then 10 min night frequency at least.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
16	Nolan Thomas			Please ensure that off peak frequencies, especially on weekends, are worthy of a brand new world class subway line. This line has the potential to redefine LA public transit, but bad weekend frequencies would seriously hurt. As Metro's data shows, weekend ridership is increasing faster than weekday ridership and has exceeded pre-pandemic numbers. Metro should lean into that on a line that will serve lots of tourists and residents exploring town on the weekend. 20 minutes on a Saturday night is brutal. People will just uber instead.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
17	Kevin Fulton	6/11/2025	Agenda eComment	20 minute headways for non peak evening hours are unacceptable for any major city's transit lines, much less the one that goes through the most densely populated area in the city/region. This is NOT how you grow ridership. Get it down to 15 at least.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
18	Julia Griffin	6/11/2025	Agenda eComment	The D Line needs better headways to compete with traffic. 20 minute headways are a very long time to wait and as a long time Metro user and commuter, these kinds of things can be the difference between making your transfer on time, making it to work on time and ordering an Uber or not, putting one more car on the street. Please consider improving these headways for the good of traffic and the people of Los Angeles.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
19	Erik Larsen	6/11/2025	servicecouncils@metro.net	Please stop treating metro like something people only use to get to and from a traditional 9-5 job. The D line extension represents a long overdue investment in transit through one of the densest part of the city and can do so much to get people out of their cars. However, the proposed 20 minute headways in the evenings severely undermines this. Evening trips unrelated to work are and can continue to be a huge driver of increased ridership. Events and meeting friends/family in places where parking is scarce and/or expensive, such as where the D line extension will be, are the easiest way to get people to try metro out. However if they have to wait 20 MINUTES for a train, the odds of actually converting them to regular metro users drops significantly and will put them right back into cars. Beyond that, it ignores people who work later, or have late classes and tells them they are less important. The D line extension provides one of the best opportunities ever to actually get people out of their cars, provided we don't blow it by offering abysmal headways. Please, do the right thing and decrease evening headways so more people can use the system.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
20	Lindsey Larsen	6/11/2025	servicecouncils@metro.net	The main driver of increased ridership is train frequency and the current D Line proposal is more likely to disincentivize ridership than encourage it. We need to increase the frequency of service if we want to get people actually using the metro.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
21	Max Rico	6/11/2025	Agenda eComment	20 minute headways is completely unacceptable for a line that will be this busy along such a dense corridor. Better headways: 4-6 mins peak, 8 mins off peak, 10-12 mins after 10 PM	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
22	Sean Fox	6/11/2025	Agenda eComment	With an investment of time and financing on the extension to the D line, a 20 minute interval on the line is a contradictory to Metro's goals. With ridership numbers still in recovery, and other lines running at shorten interval times, it is clear the running stock is available to keep intervals to 10 minutes or less on peak travel hours and off-hours. Casual riders hoping to take Metro more, are off put by long waits at stops, with almost 50 years in the making the intervals being 10 minute maximums is a must.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
23	Bandon Taraku	6/11/2025	Agenda eComment	Please increase train frequency. 20 minute intervals between trains will limit usability of transit.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
24	Nick CronDeVico	6/11/2025	Agenda eComment	If Metro doesn't improve off-peak D Line service, the \$10 Billion investment risks falling short. Infrequent trains deter riders—especially students, healthcare workers, and transit-dependent communities—undermining goals of equity and ridership growth. Without strong all-day service, the line may become a commuter-only route instead of a vital transit backbone. Cities with far fewer resources run trains more often; LA must do the same to realize the D Line's full potential.	Improve evening and off-peak D Line frequencies	Peak frequency is set based on ridership projections. Off peak 10-minute and 20-minute service is a rail systemwide policy. Each are subject to review based on actual ridership once the system is open. 20-minute service after 9 pm was set in part as it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
25	Rehan Khan	6/11/2025	Agenda eComment	Hello, I am commenting to say that the 20 minute off peak headways proposed for the D line extension are INSUFFICIENT and should be heavily reduced. This project will become a jewel in the crown piece of LA's Metro system and we should absolutely expect it to be treated as such! It will be a game changer for our city, and a proposed 20 minute headway feels like an intentional hit job to hamstring its success and ability to serve the people.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
26	Noah Mercer	6/11/2025	Agenda eComment	Please run the trains more frequently during evening hours. This line will serve students, doctors, nurses, EMTs, techs and others at UCLA who don't work a 9-5 M-F schedule. It's hard to grow ridership if you don't operate when they need it, and if you can run every 10 minutes during off-peak times then presumably it's just a matter of staffing (not more trains) that keeps you from running that often in the evenings. Let's make this a line that people want to use. It only takes one or two occasions where you have to wait 19 minutes on a spooky deserted platform for the next train before you give up on it.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
27	Wesley Chuang	6/11/2025	Agenda eComment	I support North Westwood Neighborhood Council's position on lowering off-peak frequency for the D Line. The 20 minute off-peak frequency does not serve me and my community well. I can tolerate at most 15 minute when I'm trying to go to and from DTLA in the evenings. The D Line will be our most important transit investment when it opens on par with the LAX station, so we have to make it the fastest travel option for all stakeholders.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
28	Landon Wilson	6/11/2025	Agenda eComment	I would like to support higher frequency headway for off peak and weekend times. 10 minutes or less would be ideal but 15 would be better than 20. Thank you.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
29	Nadia A.	6/11/2025	servicechanges@metro.net	I work at Cedars Sinai, live in Koreatown, and commute on Line 720 or 16 bus, completing the rest of the journey by bicycle depending on which bus I take. The journey takes around 45/50 min door to door. Along with many people on those buses, my hours don't necessarily fall within regular peak time/daytime service. Buses, especially the 16, are often packed at 8 or 9pm with people leaving work at Cedars and at the Grove (closes at 9pm). Many that ride the buses are minorities that rely on timely service to get home after a long day. I count myself in that group as a black woman. After a long day of work, we would love to get home earlier and taking this train would in theory cut down significantly on the time travelled. If it meant getting home earlier, it would be worth to walk or bike from 3rd to Wilshire (if safe to do so). But I would only take the train if the commute time is reduced in practice. Waiting for 20 min for the next train to come would erase all the time benefits the train is promised to provide. Especially if you add the time going up and down to the platform that you don't have in a bus. If I have to wait 20 min for the next train, I'll take the bus instead. I urge you to reconsider the 20 min headways in the evenings. For the sake of equity, don't punish people that are working all day to benefit only office workers and tourists that would take the train during the peak hours/daytime.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
30	Arjun Kallapur	6/11/2025	servicechanges@metro.net	I am a resident of Westwood. I worry that the proposed frequency of 20 minutes during evenings/ late nights is insufficient, and will lead to lower ridership than more frequent services at those hours. As a resident of the Westside who lives near the proposed Wilshire/ Westwood UCLA station, I love to go to museums near Wilshire/ La Brea, shopping near Westwood/ Constellation Century City, and restaurants and bars near Wilshire/ Western. All these activities often have me out during the evening and at night. Although all these activities are near future or current D line stations, the 20 minute frequency during evenings and nights would lead to me not taking the metro. I strongly believe that improving evening and late night frequency will lead to whole new groups of people taking metro, and is worth the additional cost and effort. Thank you for your consideration of my comment.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
31	Daniel Gottesman		servicechanges@metro.net	I'd like to voice my support for headways shorter than 10-20 minutes on the new D-line extension. Frequent, reliable service will increase ridership.	Improve evening and off-peak D Line frequencies	20-minute service is a rail systemwide policy after 9 pm. In part it relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
32	Sophia Wang		servicechanges@metro.net	I am a student at UCLA and excited about the D Line subway extension coming soon, particularly the 2027 phase reaching Westwood/UCLA. The decisions you make today regarding train frequencies will critically shape how effectively this project serves our community for decades. While the planned peak frequency of every 5 minutes is commendable, the proposed off-peak daytime (10 minutes) and evening (20 minutes) frequencies fall significantly short of the needs of riders along this dense, vibrant corridor. Destinations such as UCLA, LACMA, Little Ethiopia, Rodeo Drive, and Century City Mall require reliable and frequent service throughout the day, evenings, and weekends. Limited frequencies during these periods disproportionately impact transit-dependent communities and discourage widespread adoption of public transit. With a \$10 billion investment into this project, it is essential that Metro leverages existing equipment and operations effectively to provide frequent, reliable service all day long. Addressing frequency now sets a robust foundation for future service levels and ensures maximum return on public investment. I respectfully urge Metro to revisit and improve the planned frequencies, providing the frequent all-day service essential to support vibrant communities and equitable transportation access across our city. Thank you for your consideration.	Improve evening and off-peak D Line frequencies	Peak frequency is set based on ridership projections. Off peak 10-minute and 20-minute service is a rail systemwide policy. Each are subject to review based on actual ridership once the system is open. 20-minute service after 9 pm in part relates to maintenance access as well as ridership levels. Staff will review service options that reflect the various markets for riders travelling in the evening/late nights for work and leisure, especially important with the up and coming major events to be held in LA. A revised policy will need to address maintaining a sustainable rail system in a state of good repair while addressing the market opportunities for evening/late night rail travel.
33	Eugene Salinsky	6/11/2025	Public hearing comment	Not opposed to rerouting 210 to La Brea. He is against splitting Line 210. He thinks it should operate with through service from Crenshaw to Hollywood/Vine. Thinks that Service Development should do a study of how many people transfer from Metro Bus Lines 20 and 720 at Wilshire/Vermont and Wilshire/Western. He thinks if not done right, people may just stay on the bus rather than transferring to the subway.	Concerned about bus service around D Line Extension	NextGen Bus Plan for Line 610 was based on Rossmore Av, based on the original Line 210 north end, as ridership was much less north of Wilshire Bl for Line 210.
34	Hiram	6/11/2025	Public hearing comment	Rides 720 bus along Wilshire. During peak hours, it's packed. If to rely solely on the D Line and it goes down, need to have an alternative such as 20 or 720 so people can get to their destinations	Concerned about bus service around D Line Extension	Line 20 will offer 5-minute service as well as the peak period 10-minute Line 720 service.

#	Commenter Name	Date Received	Method Submitted	Comment	Position Summary	Agency Response
35	Catherine Gabster	6/11/2025	Public hearing comment	It would help to understand how Metro came to the decisions on frequency. She assumes they will be tracked over time to ensure that they are sufficient for amount of ridership.		Peak period estimated ridership demand forecast by forecast modeling. Off peak frequencies are set by policy. Each are subject to review based on actual ridership once the extension is open.