



Board Report

File #: 2025-0319, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
APRIL 24, 2025**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held March 27, 2025.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

February 20, 2025

The Honorable Janice Hahn, Chair
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Proposed Renaming of Douglas K Line Station

Honorable Chair and Metro Board Members,

Metro's Service Councils are appointed by the Metro Board to review and approve bus service changes, and provide monthly opportunities for the public to engage with Metro about service, policies, and programs.

At our February 14, 2025 meeting, the South Bay Cities Service Council approved a motion to formally request the renaming of the Douglas K Line Station to Rosecrans/Douglas Station. Metro's Station Naming policy states that property names will reflect the following principles:

- **Transit system context:** Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.
- **Property area context:** Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can navigate the area after their arrival and to support system access via automobile drop-off and parking.

This station is named after Douglas Street, a little-known, 2.2 mile, north-south street running from Imperial Hwy in the north to Rosecrans Av in the south. The Douglas Station name fails to inform transit users *where* along Douglas St the station is located. Incorporating Rosecrans Av, a major 27-mile east-west thoroughfare, would provide better context both within the transit system and the property area. Rosecrans Av is 0.2 mile from Douglas Station. Other Metro station names taken from nearby locations or landmarks include:

- Azusa Pacific University is 0.4 miles from APU/Citrus College Station;
- Citrus College is 0.2 miles APU/Citrus College Station;
- Watts Towers are 0.4 miles from the 103rd St/Watts Towers Station.

The Rosecrans Corridor is home to more than 1 million square feet of office, creative and retail space, hotels, and restaurants. It includes Continental Park, numerous Class "A" office buildings, the 22-acre, 685,000 sq ft MBS Media Campus (also known as Manhattan Beach Studios), and westdrift Hotel Manhattan Beach, The Hyatt House Los Angeles/El Segundo,

located at 810 S Douglas St, 300 ft from the Douglas Station, is promoted as located “in the heart of the Rosecrans Corridor.”

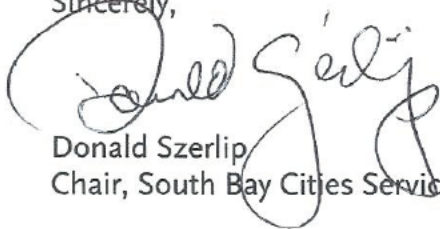
Metro’s Station Naming Policy describes the process for renaming a station as follows:

Requests to rename properties after Board action and the release of project construction documents may be considered by the Board. Property name changes must be approved by a vote of two-thirds of the Board members. All costs associated with changing a property name, including any signage revisions and market research to determine if the proposed name is recognizable by the general public, will be paid for by the requestor unless otherwise determined by the Board.

With the new signage, maps, and timetables being produced for the LAX/Metro Transit Center Station, and additional Metro projects slated to open later this year, now would be an ideal time to make this change as the new name could be incorporated into those products, thus reducing the overall cost of the change. It would also reduce rider confusion which will be key during the multiple special events that the greater Los Angeles area is preparing for, such as the 2026 World Cup, Super Bowl LXI in 2027, and the 2028 Olympics and Paralympics Games. This is particularly key for the 2028 events, as there are shopping, dining, and lodging destinations in close proximity to the Douglas Station.

We encourage the Metro Board to take these factors into consideration and support the renaming of the Douglas K Line Station to Rosecrans/Douglas Station. Our Service Council stands ready to continue to work with Metro to address community transportation concerns and improvements.

Sincerely,



Donald Szerlip
Chair, South Bay Cities Service Council



David Mach
Vice Chair, South Bay Cities Service Council

cc: Stephanie Wiggins, CEO, Metro
Conan Cheung, Chief Operations Officer
Jennifer Vides, Chief Customer Experience Officer

The proposed LA ART gondola project is a 1.2 mile long aerial gondola that is proposed to travel between Union Station and Dodger Stadium. This project has been proposed as a permanent mass transportation system that would be privately owned and financed. As currently proposed, the system would include three passenger stations, one non-passenger junction or angle station, and three towers.

The Echo Park Neighborhood Council's opposition to the LA ART gondola project is rooted in the following findings and analysis.

La Loma, Bishop, and Palo Verde, aka "Chavez Ravine"

The residents of Echo Park live every day in the shadow of the historic injustice caused by the displacement of the residents "Chavez Ravine." We wholeheartedly support the efforts of the descendants of the families of La Loma, Bishop, and Palo Verde in seeking reparations for the land and lost opportunities for generational wealth that was stolen from them.

We do not need to recount these injustices but we want to highlight the irony that the city of Los Angeles is on the verge of repeating the same injustice from the past. This gondola will invade our historic neighborhoods with unnecessary permanent infrastructure without providing any essential services. This project will be an environmental injustice because it places heavy burdens on historic working class communities for the benefits of the wealthy.

Gentrification

The covenants, conditions and restrictions agreed to during the Dodger bankruptcy in 2011 prevent development of the parking lots surrounding Dodger Stadium, still partially owned by Frank McCourt (former owner of the Dodgers), unless the city approves a "mass transportation" option to service the area. We believe the gondola is such a public transit fig leaf that unlocks the development rights to build a luxury high rise shopping and dining experience on much of the land surrounding Dodger Stadium. Why else would you need access to Dodger Stadium every day.

Unfortunately, the gondola will impact multiple neighborhoods already facing increasing rent increases and displacement due to luxury development. McCourt Global is also already a gentrifier in the area. Frank McCourt is building luxury apartments with abysmal affordable options on Stadium Way and on College Ave.

In a city where our most vulnerable working class Angelenos continue to face the realities of being economically and culturally pushed out of their communities, a tourist attraction such as the gondola will only contribute to displacement. This is because having such an attraction in time for the Olympics, now becomes an asset to developers who are bypassing land use protocols to rapidly build luxury buildings, as we have seen across the communities surrounding Dodger Stadium. The city should instead focus on how to protect the lifelong residents that love and care for Los Angeles.

In neighborhood where three quarters of the residents are tenants, approving multi-billionaire projects that do not benefit the constituents of the area, only adds to the housing crisis of Los Angeles because property owners are enticed to sell their properties due to property values increasing as a result of projects such as these. This cycle is what has fueled an unprecedented and accelerated form of evictions, both illegal and unjust, as most tenants cannot afford to defend themselves against much better resourced landlords and property owners.

The Environment

No gondola system in the world operates at the capacities claimed by LA ART and no queuing plan has been presented to demonstrate the feasibility of passenger loading and unloading under the conditions specified for the LA ART gondola, so it seems the project is likely to carry fewer passengers than is purported. And a UCLA Mobility Lab study found that the gondola project does little to take cars off the road, because many will likely drive to the stations to get on. Therefore, it is reasonable to state that the environmental benefits of this project are overstated and based on many unsound assumptions including maximum wait to get on a gondola of 15 minutes and 68% of gondola riders using transit for their entire trip with an average trip of 22 miles.

The negative environmental impacts of the gondola, unfortunately, are too real. LA State Historic Park was an environmental justice victory that was 20 years in the making for the communities surrounding the park including Chinatown, Solano Canyon, and William Mead Homes and will be negatively affected. Not only would the gondola project locate a 98 ft tall station at the entrance of LA State Historic Park and fly cabins as low as 26 ft over recreation areas in the park, invading the viewsheds of the park, including the iconic DTLA skyline view, while removing 80 trees from the park. Finally, the proposed gondola sits directly atop a liquefaction zone and a fault line.

Public Transit

The need for increased public transit around Echo Park and during Dodger games is real but the LA ART gondola project is not the right solution. According to LA ART's own calculations the gondola can transport 5,000 passengers per hour per direction which is woefully inadequate given the 56,000 person capacity of Dodger stadium.

A mix of parking permits, expanding the Metro Dodger Express buses to transport Dodger fans on game days, and using the Hollywood Bowl's transportation system as a model is a cheaper, less invasive, and accessible solution to the traffic caused by games and concerts at Dodger Stadium. We could also look to the highly successful Comuna 13 escalator system in Medellin, Colombia as an example, and simply increase pedestrian access to the stadium.

This privately owned project that provides transportation only to Dodger Stadium at an estimated cost of over \$500 million covering a 1.2 mile 20 minute walk for approximately 88 days a year cannot be called public transit. A real solution to the public transit problems facing the communities surrounding Dodger Stadium would be to restore the many bus lines that LA Metro has eliminated over the last few years, including the only bus that connected Echo Park to Union Station.

Therefore let it be resolved that the Echo Park Neighborhood Council hereby declares that the LA ART Gondal project will negatively impact our community and the surrounding communities of Chinatown, Solano Canyon, William Mead, El Pueblo, LA State Historical Park, and more. We urge Mayor Bass, Councilmember Eunisses Hernandez, Councilmember Hugo Soto-Martinez and the rest of the city council to support the community in their opposition to this development.

Finally, we urge all elected leaders and decision-makers to reconsider the opaque process that has brought this ill-conceived project to this point in the approvals process. Our communities must be treated with respect and dignity, rather than as a path of least resistance. We encourage future discussions with the community on how to improve access to and from Dodger Stadium.

March 2025 RBM General Public Comment

From: [REDACTED]

Sent: Friday, March 21, 2025 4:36 PM

To: Laura.cornejo@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; atagawadisabilitycomm@gmail.com; Councilmember.krekorian@lacity.org; Councilmember.yaroslavsky@lacity.org; Councilmember.padilla@lacity.org; jdupontw@aol.com; Councilmember.park@lacity.org; hydee.feldsteinsoto@lacity.org; dharrison@lacounty.gov; Cc: lauren.hodgins@lacity.org <lauren.hodgins@lacity.org>

Subject: MTA/BRT plans for Colorado Blvd. in Eagle Rock

Dear Public Servants,

I am forwarding a very thoroughly detailed letter about the very real safety issues involved in the plans for the MTA/BRT disruption of a portion of Colorado Blvd. in Eagle Rock.

I also want to call to your attention another aspect of this that will seriously impact neighbors (of which I am one) who live in the several blocks to the North and to the South of Colorado Blvd.

Parking has become a real nightmare for those of us homeowners who must rely on street parking and for the businesses on the Boulevard (the majority) that do not have parking lots. This is a problem that exists every day and which is a disaster on street cleaning days when the already inadequate parking is reduced by fifty percent. On those days my husband and I often have to walk at least a block from wherever we can find space for our cars, often carrying heavy bags of groceries.

And this is to say nothing of the traffic that is already extremely heavy, especially in the morning and throughout the afternoon. We live on La Roda Ave. south of Colorado and we must often wait several minutes just to make a right turn onto the boulevard. In an emergency, this would be unacceptable. This safety issue also speaks to the letter below which I am forwarding to you.

I ask you to PLEASE not allow this bus lane to go through our community.

Respectfully,

Ellen Stern

Subject: NOTICE to the City of LA & the LA MTA that the Colorado Blvd. MTA BRT Design in Eagle Rock Constitutes a Dangerous Condition

LA Times 2-2-25: "What happened in the first critical hours of the Palisades fire? A chaotic scene emerges as delayed alerts, overwhelmed firefighters and gridlocked exits are revealed through photos, videos and emergency service dispatches."

Dear Mayor Karen Bass, Interim Fire Chief Ronnie Villanueva, Former Fire Chief Kristin Crowley, Councilmember Ysabel Jurado, Mr. Stephen Simon, Ms. Laura Rubio-Cornejo, Commission on Disability President Akiko Tagawa, MTA Chief Executive Officer Stephanie Wiggins, Supervisor Hilda Solis, Supervisor Lindsey Horvath, Supervisor Kathryn Barger, Los Angeles County Metropolitan Transit Authority Board of Directors, Councilmember Paul Krekorian, Councilmember Imelda Padilla, Councilmember Katy Yaroslavsky, Councilmember Traci Park, Ms. Jacquelyn Dupont-Walker, City Attorney Hydee Feldstein Soto and County Counsel Dawyn Harrison:

A. NOTICE TO THE CITY OF LA & THE LA MTA THAT THE LA MTA BUS RAPID TRANSIT DESIGN IN EAGLE ROCK CONSTITUTES A DANGEROUS CONDITION.

This letter constitutes NOTICE to both the City of Los Angeles (City of LA) and the Los Angeles County Metropolitan Transit Authority Board of Directors (LA MTA Board) that both the City of LA and the Los Angeles County Metropolitan Transit Authority (LA MTA) created a DANGEROUS CONDITION, when the LA MTA Board approved two Los Angeles County Metropolitan Transit Authority Bus Rapid Transit (LA MTA BRT) only lanes on a City of LA street at the April 28, 2022 MTA Board meeting. Former City Councilperson Kevin de Leon, who represented Eagle Rock, made the first public comment at that meeting by fully supporting this dangerous design, consisting of two LA MTA BRT only lanes adjacent to a median on Colorado Boulevard in Eagle Rock, a neighborhood in the City of LA. Before the MTA Board's approval of the Colorado Boulevard "Refined F1 1-Lane option" (MTA BRT Eagle Rock Design) neither he nor any of the MTA Board members, including LA City Councilperson Paul Krekorian and former LA City Councilperson Mike Bonin, addressed the fact that this design blocks access of fire trucks stationed at City of LA Fire Station #42 (Eagle Rock Fire Station). Both LA Councilperson and former MTA Board member Krekorian as well as former MTA Board member and former LA Councilperson Bonin voted to approve the Colorado Boulevard design at that April 28, 2022 MTA Board meeting.

The MTA BRT Eagle Rock Design removes street lanes by reallocation of one general travel lane on each side of Colorado Boulevard for two dedicated MTA Bus Rapid Transit bus lanes from Eagle Rock Boulevard to Linda Rosa Avenue. Instead of two lanes of general traffic on each side of Colorado Boulevard, the MTA BRT Eagle Rock Design limits general traffic on each side to one lane.

It is undisputed that the MTA BRT Eagle Rock Design blocks fire trucks from the Eagle Rock Fire Station on Colorado Boulevard from turning left onto Colorado Boulevard to travel east bound. This disastrous design includes a double center median directly in front of the Eagle Rock Fire Station, making a left turn impossible for those fire trucks responding to emergencies. In addition, the design makes right turns for trucks traveling west dangerous and difficult due to the new medians, a narrowed traffic lane, and an expanded "bus platform" right at the western edge of the Eagle Rock Fire Station driveway. As a result, the MTA BRT Eagle Rock Design makes

it impossible for any fire truck to turn left to proceed east when exiting the Eagle Rock Fire Station and extremely difficult for fire trucks to turn right exiting the station to proceed west causing substantial delay times in response to any fire or any emergency.

Eagle Rock has been identified as being one of the twenty most evacuation-constrained communities in California, and it was listed before the Pacific Palisades community in a 2019 joint analysis by U.S. News & World Report, McClatchy News Service, and the Associated Press. (Evacuation Constrained California Communities Analysis). See: "Here's why so many California wildfire evacuations turn into deadly traffic jams," Ventura County Star, 4/25/2019 (<https://www.vcstar.com/in-depth/news/local/2019/04/25/california-wildfire-evacuation-routes-traffic-jams/3238313002>) and <https://www.nbclosangeles.com/news/california-wildfire-evacuation-routes-analysis/163922>. Investigative journalists analyzed factors including population, population density, roadway space, and fire threats. In that joint Evacuation Constrained California Communities Analysis Eagle Rock was found to be one of the most endangered California neighborhoods, including Pacific Palisades in the City of LA and Rancho Palos Verdes.

Last month our City and our neighborhood watched as fires destroyed our neighbor the City of Altadena as well as Pacific Palisades. The Evacuation Constrained California Communities Analysis accurately predicted that Pacific Palisades was one of the most endangered California neighborhoods due to evacuation constraints. Let's not be cavalier about a potential fire endangering Eagle Rock.

On the morning of January 8, 2025, we followed the Watch Duty app, which showed Zone GLN-E044 Evacuation Order - Level 3 GO. Zone GLN-E044 borders many homes in Eagle Rock. We saw the Eaton Fire spread close to the Chevy Chase neighborhood of Glendale - just north of our Eagle Rock borders. That is why we recognize the importance of providing this NOTICE to the City of LA and the LA MTA because the MTA BRT Eagle Rock Design threatens and endangers our community with its unsafe and dangerous design by its limiting the number of general travel lanes to one in each direction. Fortunately, this time Eagle Rock was spared the devastation experienced by the residents and business owners in Altadena and Pacific Palisades. Many of us still are recovering from how close the fires were to our neighborhood: The mountain adjacent to Eagle Rock was engulfed in flames.

Included above is the February 2, 2025 LA Times News heading that linked to photos, videos and emergency dispatches depicting "the first critical hours of the Palisades fire", and proclaimed that City of LA neighborhood a "chaotic scene" due to "delayed alerts, overwhelmed firefighters and gridlocked exits." By providing this NOTICE to the City of LA and the LA MTA that the MTA BRT Eagle Rock Design constitutes a dangerous condition, both the City of LA and the LA MTA should be found legally responsible for any and all damages, including loss of real property and personal property, in the event a "chaotic scene" results from any traffic gridlock and emergency response delays due to the MTA BRT Eagle Rock's irresponsible and unsafe design.

The MTA BRT Eagle Rock Design is one segment of the LA MTA North Hollywood to Pasadena Bus Rapid Transit Project (NoHo to Pasadena MTA BRT Project). As supported by the

facts in the Evacuation Constrained California Communities Analysis the MTA BRT Eagle Rock Design would most likely cause a catastrophic impact on any mass evacuation in Eagle Rock. On February 15, 2025, the Wall Street Journal wrote an article entitled “After Public -Safety Missteps in Palisades Fire, Residents Want Answers: Nancy Spiller and her husband tried for hours to evacuate their burning Pacific Palisades neighborhood... There was fire on both sides of the road... no one was going anywhere.”

Given this Notice your failure as City of LA officials and LA MTA Board members to review and reconsider the City of LA and the LA MTA’s public safety missteps, viz., the MTA Board’s approving the MTA BRT Eagle Rock Design (and its total disregard for the fact that the LA MTA’s approved design blocks the Eagle Rock Fire Station) a court or jury should find that the City of LA and LA MTA should pay substantial damages resulting from any person’s inability to evacuate after a fire, earthquake or other disaster and any person’s loss of real property and/or personal property.

Even though the MTA will spend millions of dollars on the LA MTA NoHo to Pasadena MTA BRT Project, according to a Wikipedia entry regarding the MTA NoHo to Pasadena Transit Corridor it appears that the LA MTA sent out a May 15, 2024 request for proposals regarding a “Scope of Services for a NoHo-Burbank-Pasadena Rail Transit Feasibility Study”, which includes Colorado Boulevard in Eagle Rock. Documents under the category of Conversion to Light Rail on that Wikipedia.org public website appear to include responses to the MTA’s RFP from companies such as Michael Baker International and Kimley Horn , which wrote: 1) The MTA BRT Eagle Rock Design “is already repurposing a travel lane in the middle of Colorado Boulevard between Eagle Rock Blvd. and SR134... 2) Realign BRT to SR 134 to provide space for rail along Colorado Boulevard...3) LA Railway 5 Car (streetcar) operated on Colorado Boulevard between 1920 and 1955”. STV, another company, apparently responded: “This segment could likely be converted from BRT to rail, with the rail alignment in the median along Colorado Boulevard through Eagle Rock.”

In a worst case scenario involving a natural or human caused disaster the MTA Eagle Rock BRT Design will have a catastrophic impact on evacuations, but a MTA Eagle Rock Rail Design on Colorado Boulevard will be even worse: Unprecedented and substantial destruction of our community similar to what recently occurred in the City of LA neighborhood of Pacific Palisades. During an emergency, Colorado Boulevard in Eagle Rock would become a virtual obstacle course for fire trucks and other emergency vehicles. Emergency drivers would be forced to navigate gridlocked conditions, confused motorists and the median would act as a physical impediment to any emergency vehicle access: All blocking fire fighters stationed at the Eagle Rock Fire Station on Colorado Boulevard from quickly responding and frightened residents from evacuating.

These outcomes will constitute clear violations of California and City of LA fire codes if the City of LA and the LA MTA fail to include the City of LA and County of LA Fire Departments in their requisite evaluations to approve either the MTA BRT Eagle Rock Design or a MTA Eagle Rock Rail Design.

On April 6, 2022, before the LA MTA Board approved the MTA BRT Eagle Rock Design some of us as individuals and on behalf of Save Eagle Rock Community previously sent a letter to former City of LA Fire Chief Kristin Crowley, former City of LA Councilmember Kevin de Leon, former City of LA Police Department (LAPD) Chief Michael Moore and former LA County Fire Department Chief Daryl Osby that raised many of these same points and detailed unsafe fire design issues with the MTA BRT Eagle Rock Design. We received no response from anyone except former LAPD Chief Michael Moore on April 13, 2022. He replied as follows:

“Re: Fire Code Violations/Safety Concerns in Metro BRT Noho-Pasadena Final EIR designs:

Hello,

Thank you for your correspondence. However, I believe the City’ established protocols for this matter fall outside of our areas of responsibility. We will remain available to the appropriate city entity overseeing these proposed design changes as appropriate.

Respectfully,

Mike”

That April 6, 2022 letter also was copied to Stephanie Wiggins, MTA’s then and current CEO (swiggins@metro.net); Supervisor Hilda Solis (firstdistrict@bos.lacounty.gov), who was and is the LA County Supervisor for our district; then County Counsel Rodrigo A. Castro-Silva (contact_us @counsel.lacounty.gov); former City Attorney Mike Feuer (mike.n.feuer@lacity.org) and former General Manager for the City of LA Department of Transportation (LADOT) Seleta Reynolds (seleta.reynolds@lacity.org), who now is employed by the LA MTA as the LA MTA’s Chief Innovation Officer (ReynoldsS@metro.net). None of them responded to our letter.

The City of LA supported the MTA BRT Eagle Rock Design as evidenced by City of LA Councilperson Paul Krekorian and former City Councilperson Mike Bonin's April 28, 2022 MTA Board votes to approve the design; former Councilperson de Leon’s public comments at that same MTA Board meeting; as well as the December 28, 2020, City of LA MTA BRT Environmental Impact Report Comment Letter No. 5 RE: the NoHo to Pasadena MTA BRT Project (City of LA MTA EIR Comment Letter No. 5). The LA DOT (headed by current MTA Chief Innovation Officer Seleta Reynolds) prepared the City of LA MTA EIR Comment Letter No. 5 because former Mayor Eric Garcetti decided that “key City agencies coordinate a single request with precise mitigation measures” regarding “impacted City streets/public rights of way”. With respect to the MTA BRT Eagle Rock Design on a City of LA street the LA DOT was the designated “key” City of LA agency to coordinate the City of LA’s position.

In that City of LA MTA EIR Comment Letter No. 5 the LA DOT focused primarily upon a center running MTA BRT lane alignment on Colorado Boulevard. Based upon a Public Records Act response we learned that the LA DOT completely disregarded the December 14, 2020 recommendation sent to the LA DOT from former Mayor Garcetti’s Office that “(b)ased on engagement with community stakeholders and field investigation, the on-street side-running

North Hollywood to Pasadena BRT alignment within Eagle Rock is recommended because a ‘potential 1.7 mile center running BRT on Colorado Boulevard impacted some of the City’s planned curb extensions and medians, eliminated left turns at 15 unsignalised intersections and required that medians be narrowed or removed/be less contiguous; - 40% reduced on-street parking spaces’” in Eagle Rock’s commercial center.

With respect to “Emergency Access” the City of LA MTA EIR Comment Letter No. 5 failed to set forth that the MTA BRT Eagle Rock Design blocked a fire station on Colorado Boulevard, and it took issue with the LA MTA’s own preferred side-running bus alignment (and former Mayor Garcetti’s internal recommendation to the LA DOT) because the LA DOT believed that a side-running MTA BRT option would degrade the “travel experience for bicycle riders” under the City of LA Mobility Plan 2035. A center running MTA BRT bus only lane on Colorado Boulevard will force all MTA BRT passengers, including disabled passengers, to enter and exit a MTA BRT bus in the middle of a City of LA street at designated MTA BRT stations on Colorado Boulevard: Degrading the travel experience for disabled passengers and creating a dangerous condition for them in violation of their access rights. It should be noted that the City of LA MTA EIR Comment Letter No. 5 made no mention of any disabled person’s rights.

Notably, both the MTA Board, including two former MTA Board members - LA Councilperson Krekorian as well as former LA Councilperson Bonin- and the City of LA failed to address the fact that **on August 12, 2020, a federal court found that the City of LA violated Title II of the Americans With Disabilities Act and Section 504 of the Rehabilitation Act, 29 U.S.C. Section 794 and California Government Code Section 11135 after the City of LA installed a similar street design on Reseda Boulevard as described in “Sarfaty v. City of LA” U.S. District Court Case No. 2-17-cv-039594- SVW-KS. Public records establish that LA Councilperson and former MTA Board member Krekorian moved for the City of LA to resolve “Sarfaty” on April 21, 2021, a year before he voted to approve the MTA BRT Eagle Rock Design on Colorado Boulevard with the same street design flaws, which violated the plaintiff’s rights in “Sarfaty”. The LA City Council unanimously approved resolving “Sarfaty” on April 21, 2021.**

By way of background, plaintiff Ron Sarfaty, a disabled person, successfully sued the City of LA in “Sarfaty v. City of LA” for violations of the ADA and the aforementioned equal access statutes. Like the MTA BRT Eagle Rock Design’s street alterations on Colorado Boulevard, “Sarfaty” involved the introduction of “cycletracks”, i.e., physically separated protected bike lanes along the curb in Mr. Sarfaty’s City of LA neighborhood. In April 2015, the City of LA altered Reseda Boulevard, a City of LA street “as part of the City’s ‘Great Streets Initiative’... The alterations included the installation of cycletracks and buffer zones containing bollards, and the restriping/relocation of parking spaces away from the curb.... The City assert(ed) that one of the goals of the Great Streets Project was to ‘improve access and mobility’ and that the alterations to Reseda Boulevard involved accessibility review.” However, the court in “Sarfaty” found, “No portion of the information packet describing the Reseda Boulevard project to residents discusses accessibility, references disabled individuals or depicts wheelchair use.”

After the City of LA altered Reseda Boulevard as part of the City of LA’s “Great Streets Initiative” in April 2015, Mr. Sarfaty was no longer able to use his wheelchair out the back or

side doors of his van to reach the street curb. It was necessary for him to ride his wheelchair in the newly designed bike lane, down the street, to the corner to access a ramp to get on to the curb. In letters to the City of LA Department of Street Maintenance Mr. Sarfaty “suggests that the alterations must have been ‘designed by a moron with no sensitivity whatsoever to disabled or handicapped person.’”

Like the illegal Reseda Boulevard street design, the MTA approved Final Environmental Impact Report Diagrams (MTA FEIR Eagle Rock Diagrams) for the alteration of Colorado Boulevard depict installation of “cycletracks” (bike lanes next to the curb), including in front of and across the Eagle Rock Fire Station. In that specific Eagle Rock location the bike lane also will be next to the curb where MTA Lines 180, 81 and City of LA Dash buses will stop. Along Colorado Boulevard the MTA BRT Eagle Rock Design will force disabled, elderly people, and all bus riders to step into a bike lane as they depart the buses on those lines, cross that bike lane in order to step on to the curb. It will be just a matter of time until a disabled person or transit rider is hit by a fast moving electric bike, bicycle or electric scooter.

2010 ADA Standards Section 810.2.2 supports liability against the City of LA and the MTA for violating disabled person’s access rights. That section states: “**810.2.2 Dimensions.** Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.” Rather than comply with the law the MTA BRT Eagle Rock Design includes a bus stop just west of the Eagle Rock Fire Station with a 60” bike lane directly adjacent to the sidewalk- not the requisite legal clear length of 96 inches. See: MTA FEIR Eagle Rock Diagram Sheet No. 0-2.

Even though the court in “Sarfaty” found the City of LA liable for equal access violations because it failed to ensure that a City of LA street was accessible to persons with disabilities when it installed “cycletracks”, **both the City of LA and the MTA Board have ignored that 2020 federal court decision as established by their support and approval of this same illegal design on Colorado Boulevard** in Eagle Rock in April 2022. Both the City of LA and the MTA Board chose to disregard the “Sarfaty” court’s finding that the City of LA failed to ensure that Reseda Boulevard, a City of LA street, was accessible to persons with disabilities as demonstrated by their support and approval of the same unsafe and illegal street design on Colorado Boulevard.

In August 2020, the court in “Sarfaty” found Mr. Sarfaty’s “past encounters and continuing fear of cyclists hitting him in the bike lane to be credible...It is readily apparent that any encounter between a cyclist and a wheelchair-bound individual in this narrow bike lane carries the potential risk of a collision and possible harm. This constitutes a significant accessibility concern for individuals like Plaintiff.” By approving and supporting the MTA BRT Eagle Rock Design and the MTA FEIR Eagle Rock Diagrams, both the MTA Board and the City of LA showed its complete disregard for the “Sarfaty” court’s rationale for finding that the City of LA violated the ADA and other key access laws when it altered a City of LA street to include a continuous bike lane adjacent to a City of LA sidewalk; in April 2022, the MTA Board deliberately approved the same “Sarfaty” street design to alter Colorado Boulevard.

Public Records Act responses from the City of LA Department on Disabilities (LA DOD) prove that the LA DOT did not conduct a coordinated City of LA response with another sister City department – the LA DOD – before the LA DOT submitted the City of LA MTA EIR Comment Letter No. 5 regarding the MTA BRT Eagle Rock Design in December 2020. As pointed out in former LAPD Chief’s April 13, 2022 response LA City has “established protocols for this matter”, and a sister City department such as either the LA DOD or the LAPD was “available to the appropriate city entity overseeing these proposed design changes as appropriate”.

The City of LA also has a Commission on Disability, which works with the City of LA Department on Disability “to work together to respond to the needs and concerns of citizens in Los Angeles”. Before submitting the December 28, 2020 City of LA MTA EIR Comment Letter No. 5, the LA DOT failed to contact both the City of LA Commission on Disability and the LA DOD even though the MTA BRT Eagle Rock Design fell within the LA DOD’s “areas of responsibility” regarding accessibility of a new street design on Colorado Boulevard.

In April 2022, when the MTA Board approved the MTA BRT Eagle Rock Design the City of LA and the MTA (including then MTA Board members Krekorian and Bonin) knew that unsafe street design for Colorado Boulevard is similar to the street design, addressed in “Sarfaty”, that a federal court found to be in violation of the ADA. A court may use that fact to support a finding that the City of LA and the MTA showed their deliberate indifference to the rights of disabled persons, constituting intentional discrimination. See: “Sarfaty”.

B. THE MTA BRT EAGLE ROCK DESIGN VIOLATES DISABLED PERSONS’ ACCESSIBILITY RIGHTS AND CONSTITUTES A DANGEROUS CONDITION FOR DISABLED PERSONS.

In the previously described April 6, 2022 letter it also was pointed out that the MTA BRT Eagle Rock Design is dangerous for disabled persons and the elderly. The LA DOD’s response to a February 24, 2022 Public Records Act establishes that the LA DOT failed to coordinate the City of LA’s response with the LA DOD before the LA DOT provided the City of LA’s support of the MTA BRT Eagle Rock Design to the LA MTA on December 28, 2020. Most importantly, the LA DOT did not request that a LA DOD Americans With Disabilities Act Compliance Coordinator review the MTA BRT Eagle Rock Design to ensure that the MTA BRT Eagle Rock Design complied with the Americans With Disabilities Act (ADA) as well as all applicable federal and state accessibility guidelines and laws.

LA DOD’s August 3, 2022 Public Records Act Response also proves that the LA DOT failed to comply with the City of LA’s own Mobility Plan 2035 outreach requirements before it provided the City of LA’s support for the MTA BRT Eagle Rock Design to the LA MTA. The City of LA’s Public Records Act Response is clear: LA DOT failed to conduct any outreach to either the LA DOD or to the board members of the City of LA Commission on Disability at any time. It also is doubtful that the LA MTA obtained the approval of the LA MTA Accessibility Advisory Committee before the MTA Board approved the MTA BRT Eagle Rock Design.

The LA DOD took more than five months to respond to the aforementioned Public Records Act request. In its response the LA DOD established that it had no involvement with the City of LA’s

approval of the MTA BRT Eagle Rock Design. In addition, the LA DOD made no finding that the MTA BRT Eagle Rock Design complied with the ADA as well as all applicable accessibility laws and guidelines enacted to protect disabled persons because the LA DOT never asked the LA DOD to perform its responsibilities to ensure that the MTA BRT Eagle Rock Design complied with all disability access laws and guidelines. The LA DOT did not request, therefore, it did not obtain, any written comments from the LA DOD regarding the MTA BRT Eagle Rock Design on Colorado Boulevard, a street in the City of LA that is substantially affected by the accessibility aspects of the NoHo to Pasadena MTA BRT Project. Additionally, the City of LA had notice of the Colorado Boulevard street design's illegalities and unsafe design because a federal court issued its "Sarfaty" opinion on August 12, 2020, that reviewed a similar street alteration.

It also should be noted that MTA ACCESS vehicles will not be allowed to use the MTA BRT bus only lanes in Eagle Rock. Based upon a City of LA DOT record-also obtained pursuant to a Public Records Act request- the LA MTA does not recommend allowing non-BRT MTA or any municipally-operated buses to use a MTA BRT bus only lane on City of LA streets. As a result, non-MTA BRT vehicles and MTA ACCESS vehicles are required to use the reduced one lane of general traffic in each direction on Colorado Boulevard.

C. THE MTA BRT EAGLE ROCK DESIGN WILL MAKE BUS STOPS INACCESSIBLE BY SEPARATING THEM FROM THE SIDEWALK, VIOLATING THE ADA.

According to a LA Times December 27, 2022 Op-Ed, noted climate activists and attorneys Sebastien Jodoin, Penelope J.S. Stein and Michael Ashley Stein wrote: "People with disabilities are two to four times more likely to die or be critically injured during disasters... Organizations of persons with disabilities have had to fill the gaps, leading efforts to disasters, including wildfires in California... Climate solutions developed without input from people with disabilities, their representative organizations and allies run the risk of being exclusionary and inaccessible. Consider some seemingly straightforward strategies to cut emissions, the world's top climate goal. Protected and continuous lanes for bicycling, for example, make it faster and safer to bike through city streets, a greener alternative to cars. **However, redesigning streets to add bike lanes can make bus stops inaccessible by separating them from the sidewalk, and it can introduce other obstacles for wheelchair users as well as pedestrians with visual and hearing disabilities, thus violating the ADA.**" That is exactly what the MTA BRT Eagle Rock Design does – Separates a MTA BRT Bus from the sidewalk on Colorado Boulevard in Eagle Rock, "thus violating the ADA". See: LA Times Op-Ed: Climate change efforts won't work if they exclude people with disabilities. <https://www.latimes.com/opinion/story/2022-12-27/climate-change-disab...>

It should be noted that Mr. Jodoin is a law professor at McGill University, where he directs the Disability-Inclusive Climate Action Research Programme. Mr. Ashley Stein is the executive director of the Harvard Law School Project on Disability and a visiting professor at Harvard Law School; he participated in drafting the United Nations Convention on the Rights of Persons With Disabilities.

D. THE VOICES OF PERSONS WITH DISABILITIES WERE NOT HEARD BEFORE THE LA MTA BOARD APPROVED THE MTA BRT EAGLE ROCK DESIGN NOR WERE

THEIR VOICES HEARD BEFORE THE CITY OF LA APPROVED THE CITY MOBILITY PLAN 2035.

The City of LA Mobility Plan 2035 committed the City of LA to publicly communicate “the consequences of any major proposed changes to the City’s right-of-way that carries out the Plan’s vision by requiring the City to ‘(p)rovide a web portal to receive feedback’ regarding any new street design.” Despite having years to create such a portal the City of LA has yet to do so for the MTA BRT Eagle Rock Design. The LADOT has been well-aware of the City of LA Mobility Plan’s notice and community outreach requirements before it sent the City of LA MTA EIR Comment Letter No. 5 and long before the LA MTA approved the MTA BRT Eagle Rock Design on April 28, 2022 – almost three years ago. In fact, the City of LA MTA EIR Comment Letter No. 5 pointed out that the City of LA Mobility Plan 2035 “committed the City to continue to communicate to the public the consequences of any major proposed changes to the City’s right of way that carries out the Plan’s vision.”

Since the MTA BRT Eagle Rock Design results “in a general purpose lane reduction” both the City of LA and LA MTA have failed in conducting a “thorough review of the potential effect of” that reduction on adjacent streets as required by addressing the concerns of disabled persons. As a result, the City of LA has failed to comply with its own requirements set forth in the City Mobility 2035 Project Outreach and Evaluation Process FlowChart as mandated for the MTA BRT Eagle Rock Design.

It is clear that the City of LA did not comply with any of its outreach obligations to the disabled community regarding the street and curb impacts, which the MTA BRT Eagle Rock Design will cause on Colorado Boulevard. In fact, the City of LA absolutely failed in its outreach to the disabled community before the City of LA approved the City of LA Mobility Plan 2035. By way of background, the LA DOD was not included in the “task force” before the City of LA Council adopted the City of LA Mobility Plan 2035 even though the LA MTA was on the “task force”. The only reference to any disability group in the acknowledgements of the City of LA Mobility Plan 2035 is an unknown entity “Disabled Access Commission”.

In contrast, the LA MTA was included in the Acknowledgement and Task Force before the City of LA Mobility Plan 2035 was approved by the City of LA Planning Commission on June 23, 2016, and adopted by the City Council on September 7, 2016. The LA DOD and the City Commission on Disabilities were not included as participants on the City Mobility 2035 Task Force. Even though the City of LA Mobility Plan 2035 Plan describes over a hundred different “programs” only one of the hundreds of City Mobility Plan 2035 Programs address the rights of children, disabled persons and seniors.

The City of LA Mobility Plan 2035 itself provides a scant reference to the ADA at Page 84. That single page states: “3.2 People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right of way. Seemingly minor modifications such as adding curb cuts and audible signals at intersections, providing an occasional bench to rest, and ensuring that pathways are free of obstacles, can do much to increase the comfort and safety of all pedestrians, particularly those with disabilities.” In that entire 150 plus page City of LA Mobility Plan 2035, that’s it for addressing disabled persons.

It is clear that both the City of LA and the LA MTA failed to conduct proper outreach to disabled persons in April 2022, before the LA MTA Board approved the MTA BRT Eagle Rock Design. In a January 19, 2023 Harvard Law Today article, Rachel Reed quoted Mr. Ashley Stein as follows: “For example, consider a situation that requires evacuation. What happens when the evacuation or refugee center is not accessible, or there is no accessible transportation? What happens to those left behind that may have wished to migrate but cannot?” Mr. Ashley Stein called on scientists “to include the diverse needs of persons with disabilities when thinking about adaptations and responses to a changing climate.... People with disabilities must be part of the conversation.” Both the City of LA and the LA MTA too must include people with disabilities in the conversation about the street design of Colorado Boulevard in the City of LA neighborhood of Eagle Rock as well as all of the City of LA Mobility 2035 programs, which will affect City of LA neighborhoods and streets.

E. THE LA MTA AND THE CITY OF LA MUST RETRACT THEIR RESPECTIVE APPROVAL AND SUPPORT OF THE UNSAFE AND ILLEGAL MTA BRT EAGLE ROCK DESIGN. ANY REDESIGN MUST BE SAFE AND MUST COMPLY WITH THE “SARFATY” COURT’S FINDINGS AND THE CITY OF LA MOBILITY 2035’S OUTREACH FLOW CHART REQUIREMENT, THE ADA AND ALL ACCESSIBILITY LAWS.

For all the reasons set forth in this NOTICE, the MTA Board should immediately retract its approval of the MTA BRT Eagle Rock Design, and the City of LA should retract its support for the MTA BRT Eagle Rock Design. Both the LA MTA and the City of LA at minimum must engage with their respective County of Los Angeles and City of LA Fire Departments, their own respective disability committees and departments to ensure that people with disabilities are a part of the conversation before any additional work proceeds that impacts Colorado Boulevard in Eagle Rock.

The MTA BRT Eagle Rock Design:

- 1) Creates unsafe conditions because it blocks the Eagle Rock Fire Station;
- 2) Worsens Conditions of an Evacuation Constrained Street – Colorado Boulevard;
- 3) Causes a catastrophic impact on any emergency evacuation on Colorado Boulevard; and
- 4) VIOLATES DISABLED PERSONS’ ACCESSIBILITY RIGHTS as established by applicable legal precedent: “Sarfaty v. City of LA”. The City of LA made no findings and made no effort to ensure that the MTA BRT Eagle Rock Design complied with the ADA, and made no finding that it complied with the City Mobility 2035 Project Outreach and Evaluation Process Flow Chart as mandated for the MTA BRT Eagle Rock Design.

Given the County of Los Angeles’ and the City of LA’s painful recovery from the recent fire disasters it is clear that the LA MTA must retract its approval of the MTA BRT Eagle Rock Design to comply with all applicable state, local and City of LA fire/safety codes and regulations as well as the ADA, all accessibility laws and guidelines in any redesign of Colorado Boulevard in Eagle Rock that must occur. Failure for either the LA MTA to retract its approval or the City

of LA to retract its support will likely subject both public entities to huge damages if these two public entities are found to be civilly liable for a dangerous condition created by the MTA BRT Eagle Rock Design.

In any potential action against the City of LA and the MTA, both also may be found to have intentionally discriminated against disabled persons. Should each of them fail to retract their respective support and approval of the MTA BRT Eagle Rock Design a court may find that both public entities ignored a federal court's legal conclusions in "Sarfaty". This March 5, 2025 NOTICE is ACTUAL NOTICE to the MTA and the City of LA that the MTA BRT Eagle Rock Design on Colorado Boulevard that was approved by the MTA Board on April 28, 2022, constitutes a DANGEROUS CONDITION and VIOLATES the ADA.

Respectfully Submitted By Concerned Eagle Rock Stakeholders, Homeowners, Business Owners and Residents as Individuals,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, March 21, 2025 11:10 PM

To: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; MHSOAC <MHSOAC@mhsoac.ca.gov>; info <info@lalafco.org>; Board Clerk <BoardClerk@metro.net>; Kevin Cody <kevin@easyreadernews.com>; Garth Meyer <gmeyer@easyreadernews.com>; City Council <citycouncil@hermosabeach.gov>; citycouncil@manhattanbeach.gov; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org

Subject: Public Comment All Agencies: BCHD Simply CANNOT Tell the Entire Truth - The District condemned the 10 acre site for the benefit of "residents who reside" within the District

LALAFCO, in the same meeting as BCHD cites below in its HALF TRUTH Q&A, also clearly stated that BCHD has no preclusion from having a RESIDENCY REQUIREMENT for its services. BCHDs Board and its \$2.4M per year in executives are CHOOSING to give away the value of taxpayer-owned facilities along with taxpayer-funding to non-residents. Notwithstanding any opinion of the LALAFCO, the language of the condemnation of the Prospect land CLEARLY requires residency for services. It states clearly that benefits of the land to be condemned are for the "residents who reside within the District".

Redondo Beach, California
Telephone: FRontier 4-3456

FILED
JUL 31 1957
CLERK OF COURT, COUNTY OF LOS ANGELES
Redondo
DEPUTY

Attorney for Plaintiff

DUPLICATIONS ISSUED

IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA
IN AND FOR THE COUNTY OF LOS ANGELES

SOUTH BAY HOSPITAL DISTRICT,
a governmental agency, } NO. INTEL. C-1594

upon said real property and operating on said real property a
hospital in order to provide hospital facilities for the various
residents who reside within the South Bay Hospital District.

Q: Does BCHD charge non-resident fees?

A: BCHD has two fee-based facilities, the Center for Health & Fitness and AdventurePlex. Later this year, these facilities will introduce a non-resident fee to help contribute to costs, offset expenses, and maintain high-quality services. Government entities like cities and healthcare districts have the option to charge non-resident fees or give preference to residents in their jurisdiction.

The Los Angeles County Local Area Formation Commission, or LAFCO, has jurisdiction over special districts, including BCHD. In September 2022, they confirmed that residency requirements are not mandated, let alone required. The following is from the LAFCO staff report as part of the most recent Municipal Services Review of the County's Health Districts:

“The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (“Act”) empowers a special district to provide services within its jurisdictional boundary. LAFCO’s statutory authority pertains to what services a district offers, and where those services are provided. The Act does not impose a “residency” requirement for an individual who receives services within the boundary of a special district – doing so would be both contrary to State law, and is impractical. If one thinks of this issue in the context of other municipal services – such as law enforcement, fire protection, retail water service, and sanitary sewage treatment – the limits of such a residency requirement become apparent.”

From: Mark Nelson (Home Gmail) <menelson@gmail.com>

Sent: Friday, March 21, 2025 11:16 PM

To: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; MHSOAC <MHSOAC@mhsoac.ca.gov>; info <info@lalafco.org>; Board Clerk <BoardClerk@metro.net>; Kevin Cody <kevin@easyreadernews.com>; Garth Meyer <gmeyer@easyreadernews.com>; City Council <citycouncil@hermosabeach.gov>; citycouncil@manhattanbeach.gov; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org

Subject: Public Comment ALL AGENCIES: South Bay Hospital District testified to the Superior Court that it condemned the 10 acres Prospect parcel for the Benefit of "Residents Who Reside" within the District

BCHD continues its PR campaign of half truths. In order to gain funding and condemn the Prospect site and take it from private residential use, the District clearly stated in its pleading that the land was needed for the benefit of the "residents who reside" within the District. That contemporaneous evidence provided to the Court by the District is a clear statement of the limits of the specific need of the District. Had the District intended to "take" the land for the broad use of the region, it was compelled to state that. IT DID NOT.

Q: What is the original language for the measure establishing Beach Cities Health District (né South Bay Hospital District)?

A: On Thursday, December 23, 1954, the Daily Breeze included a Public Notice in its "Legals and Proposals" section: "Notice of Special Election to be held on January 11, 1955, to determine whether the proposed South Bay Hospital District shall be formed."

NOTICE IS HEREBY GIVEN that on Tuesday, the 11th day of January, 1955, a special election will be held, pursuant to a resolution adopted by the Board of Supervisors of the

County of Los Angeles dated November 30, 1954, for the purpose of submitting to the qualified voters of the proposed South Bay Hospital District a proposition which will appear on the ballot in substantially the following form:

“Shall the proposed South Bay Hospital District, with boundaries as fixed and described in that certain resolution of the Board of Supervisors of the County of Los Angeles, duly adopted on the 20th day of November, 1954, be formed and organized pursuant to the Local Hospital District law?”

It is important to note that the public notice and proposed ballot language make no mention of limiting services to residents of the Beach Cities. In addition, the Local Hospital District Law was updated in 1994 to meet the evolving health needs of communities.

From California Health Care District Law, section 32000, known as “The Local Health Care District Law.” Any reference in any statute to the Local Hospital District Law shall be deemed a reference to the Local Health Care District Law, and any reference in any statute to a hospital district shall be deemed to be a reference to a health care district. (Amended by Stats. 1994, Ch. 696, Sec. 1. Effective January 1, 1995)

From the Legislative Analyst's Office: State Law Enumerates Various Powers. Authority granted to health care districts under current law includes, but is not limited to:

- Operating health care facilities such as hospitals, clinics, skilled nursing facilities (SNF), adult day health centers, nurses' training school, and child care facilities.
- Operating ambulance services within and outside of the district.
- Operating programs that provide chemical dependency services, health education, wellness and prevention, rehabilitation, and aftercare.
- Carrying out activities through corporations, joint ventures, or partnerships. - Establishing or participating in managed care.
- Contracting with and making grants to provider groups and clinics in the community.
- Other activities that are necessary for the maintenance of good physical and mental health in communities served by the district.

From: [REDACTED]

Sent: Friday, March 21, 2025 11:35 PM

To: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; MHSOAC <MHSOAC@mhsoac.ca.gov>; info <info@lalafco.org>; Board Clerk <BoardClerk@metro.net>; Kevin Cody <kevin@easyreadernews.com>; Garth Meyer <gmeyer@easyreadernews.com>; City Council <citycouncil@hermosabeach.gov>; citycouncil@manhattanbeach.gov; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org

Subject: Public Comment All Agencies: BCHD continues to falsely take credit for results of programs that are unevaluated

In California Public Records Request responses, BCHD clearly acknowledges that it does not even have the capability to determine if any of its programs have any net benefits (that is, benefits that exceed program costs). For example, LA County was clear to say that NO EVALUATION has ever been done of the LiveWell Kids program, because BCHD failed to structure a control group and the other needed measures to evaluate the program.

All claims by BCHD of community benefits are subjective and unmeasured. We truly have no idea what the net benefit (if any) of the hundreds of millions spent by the District has been.

On Thu, Apr 7, 2022 at 5:15 PM PRR <PRR@bchd.org> wrote:

Please see below for the District's response (*in BOLD*) to your public records request received 1/27/22 that reads:

Q -For each KPI presented in the Board study session Jan 26, 2022, provide Forecasted Benefit-to-Cost ratios to justify continued program operation.

A - Please note that the District has previously explained that **calculating a dollar community benefit for each program is beyond the scope of the District's mission, financial resources and abilities.**

Further, Gallup director of research stated on video in a BCHD Board Meeting that Gallup does not conduct any evaluation of any BCHD programs.

See video at <https://www.facebook.com/bigbadbchd/videos/3753666611629022> for Gallup's Dan Witter statement on the record.

Taxpayer's deserve more than happy chat. They deserve 100% of BCHD assets and funds to be spent ON RESIDENTS.

Q: What is BCHD's impact on the community?

A: Here are some examples of BCHD's positive impact on our community:

- The Beach Cities are near the nation's best in the Gallup National Health and Well-Being Index (WBI) while well-being has declined nationally.
 - The Beach Cities' WBI score of 68.0 is well above the national score of 58.2.
 - Manhattan Beach's WBI score of 70.6 is the highest ever recorded by Gallup among 1,500+ community scores since 2008.
 - From these results, Gallup estimates that [Beach Cities adults save \\$182.4 million on healthcare costs each year](#) thanks to lower rates of obesity, diabetes and smoking.
- In 2024, the obesity rate for RBUSD elementary school students was 5.0%, the lowest rate in 17 years.
 - There has been a 75% decline in RBUSD student obesity since 2007, when the BMI rate was 20%. 2007 is the year BCHD and RBUSD began the LiveWell Kids program in schools.
- During the 2023-24 fiscal year, 1,611 BCHD volunteers put in 28,433.43 hours, which equates to \$1,097,583.07 in value, based on Independent Sector's average volunteer value for California of \$38.61 per hour*. The 2023-24 value delivered by BCHD volunteers surpassed

the previous record, set in 2018-19, when volunteers contributed \$1,082,872 in value to our community.

- In November 2022, BCHD opened the first allcove center in Southern California/second allcove facility in California. Since opening, more than 10,000 young people have visited allcove Beach Cities, with nearly 1,200 young people enrolled in an allcove service stream. Fifty-five percent of enrollees are from the Beach Cities (more than 650 young people).
- BCHD was named a recipient of a five-year, \$625,000 Drug-Free Communities Grant in 2019 and 2024.
 - Since receiving the DFC grant, the percentage of Beach Cities 11th graders who report ever using alcohol has dropped 14 percent, from 46% in 2019 to 32% in 2023, according to the California Healthy Kids Survey.
 - The [Beach Cities Partnership for Youth Coalition](#) conducted on-campus assemblies for nearly 800 Beach Cities students to warn of the dangers of substance use and illicitly manufactured fentanyl. The assemblies were held at Redondo Union HS on January 13 and Mira Costa HS on January 17.
- BCHD's Center for Health & Fitness (CHF) is one of just two facilities in California certified by the Medical Fitness Association.

- During the COVID-19 pandemic (2020-2023):
 - BCHD coordinated 74 COVID-19 vaccine clinics, with more than 23,100 doses administered
 - BCHD ran a COVID-19 testing site that administered 155,684 tests.
 - BCHD's 500+ volunteers helped complete more than 2,600 errands for residents needing assistance and delivered more than 4,700 meals.
- The Little Hoover Commission, a non-partisan oversight agency that promotes economy and efficiency in California government, cited BCHD as an exemplar of [how a health district can successfully operate](#).
- The Beach Cities were named the 1st certified Blue Zones Project® community in the US in 2016.
- In June 2016, U.S. Surgeon General Vivek Murthy visited BCHD, and told representatives, "We tend to believe that America's health problems are too big and intractable. You have proven that communities can take charge and reverse the trend."

Sent: Friday, March 21, 2025 11:40 PM

To: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; MHSOAC <MHSOAC@mhsoac.ca.gov>; info <info@lalafco.org>; Board Clerk <BoardClerk@metro.net>; Kevin Cody <kevin@easyreadernews.com>; Garth Meyer <gmeyer@easyreadernews.com>; City Council <citycouncil@hermosabeach.gov>; citycouncil@manhattanbeach.gov; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org

Subject: Public Comment All Agencies: 100% of BCHD's revenues and assets are TAXPAYER FUNDED

BCHD creates no revenue. BCHD loses \$1M annually on the CHF (costs are \$1M greater than revenues). BCHD loses \$880K per year on AdventurePlex. Both allow for the free ridership of non-residents and taxpayers in the District subsidize non-residents as well.

Clearly, 100% of the revenues from building rents, interest payments, taxes, LPs, etc. are the property of RESIDENT TAXPAYERS ONLY.

For an easy example of BCHD's doublespeak, CHF and AdventurePlex require \$2M in taxpayer subsidies, ABOVE AND BEYOND the undercharges that BCHD claims as "revenue". BCHD needs to transparent in its claims and stop obfuscating its use of 100% TAXPAYER FUNDS.

Q: How is BCHD funded?

A: BCHD has a diverse funding structure, maximizing your tax contribution and allowing the District to provide residents with a wide range of community health and wellness programs. FY23-24 Incoming Funding:

- 33% (\$5m) – Property Taxes
- 27% (\$4.1m) – Property Leases
- 15% (\$2.4m) – Grants, Interest
- 14% (2.1m) – AdventurePlex/Center for Health & Fitness user fees
- 11 % (\$1.7m) – Limited Partnerships

BCHD has maintained a balanced or surplus budget for the last decade. The only exceptions were during the pandemic, and those shortfalls were later reimbursed by FEMA. We are projecting a revenue shortfall two years from now when the old South Bay Hospital building is decommissioned and will address that shortfall through alternative revenue sources and expenditure reductions.

The District's annual audits routinely report no issues and for the last five years, BCHD has received the Certificate of Achievement for Excellence in Financial Reporting award from the Government Finance Officers Association of the U.S. and Canada (GFOA).

From: [REDACTED]
Sent: Tuesday, March 25, 2025 1:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: GENERAL PUBLIC COMMENT

Hello,

What will the timeframe for the LAX/Metro Transit Center to be fully open, in regards to alerting riders on buses and social media informing them about the grand opening weekend? I am asking because I am excited about the project being fully operational after many years of construction.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, March 26, 2025 5:00 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Greg Goldin <goldinarch@gmail.com>; Jarrett Thompson <jarrett.thompson@lacity.org>; George Hakopiants <george.hakopiants@lacity.org>; Joanne D'Antonio <trees@nca.la>; Charles Miller <CharlesAllenMiller@gmail.com>; Michael Bircumshaw <mbircumshaw@me.com>; Rebecca Schwaner <raschwaner@gmail.com>

Subject: Metro Board Meeting 3/27/25 - General Public Comment

Dear Metro Board,

This is regarding the 6 Holm Oaks located on the Ogden side of the new Metro stop on Wilshire Blvd, across from LACMA and Urban Lights, and located in the Miracle Mile neighborhood. This is also the Metro stop for my Carthay Circle neighborhood, Beverly Grove, and more.

Since 2021, I have watched these handsome oak trees and pressed Metro to save these shade trees to integrate into the design of the subway stop. Thanks to Heather Repenning, in 2022, Metro agreed to save these trees and placed inventory tags on their trunks. The trees have thrived during the last 2 rainy winters. From time to time, I stop by to prune watershoots and make sure they are OK.

Now that we are headed into the final stretch of construction for the subway stop, we need to be sure the 6 Holm Oaks will receive the kind of environment needed for them to become even bigger shade trees and long-lived oaks. I have been advised by knowledgeable tree experts that the tree wells need to be enlarged, and the concrete block wall needs to be removed to stop the encroachment on the trees.

It is advisable for Metro to have an arborist on site during demolition of the nearby walls, and during expansion of the tree wells, to be sure the trees, and their root zones, are properly protected. I urge Metro to please take this precaution and make this effort. We have no other such shade trees in the area, which is losing its tree canopy due to development, both private and public.

Ned Racine of Metro has informed me that LACMA will take possession of the east side (Ogden) of the subway stop where the trees reside. We don't know the nature or terms of this agreement with Metro, but community members would like to be apprised of what will take place and be assured that the 6 Holm Oaks will be properly integrated into design plans and receive proper care on an on-going basis.

These Holm Oaks will be enjoyed for 100 years by all the visitors and neighbors who walk this stretch, to and from the museums, and to and from the subway. Personally, I plan to continue visiting the trees on Fridays on my way to listen to jazz at LACMA during the warmer months. Please stop by to see these oaks, and you will see what compels us to preserve them here.

Thank you,

[REDACTED]







March 2025 RBM Public Comment – Item 6

From: [REDACTED]
Sent: Wednesday, March 26, 2025 4:26 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: kimani.black@lacity.org; hakeem.parke-davis@lacity.org; info@crenshawsubway.org
Subject: 3/27/25 Metro Board Meeting -- 6. SUBJECT: EXPO/CRENSHAW JOINT DEVELOPMENT

Item 6.
SUBJECT: EXPO/CRENSHAW JOINT DEVELOPMENT

Dear Metro Board,

This is such a tragedy to demolish these native Sycamores on the public lot at the Expo Line as part of the plans for affordable housing, located in CD-10.

The Joint Development could stand as a shining example of how to integrate existing big trees into site design.

The future residents of this new housing development would enjoy living with these handsome California Sycamores as part of the property. These kind of trees are not replaceable in one's lifetime.

This is our public land, and Metro has the power to assert our interests on this matter.

I urge you to require the developer to have their architect integrate these California Sycamores -- which are protected tree species here -- into their new building, for the sake of future residents and their health, our ecology, and to serve as a model going forward.

Please see attached photos and short video.

Thank you,

[REDACTED]







March 26, 2025

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Agenda Item 9: Vermont Transit Corridor Environmental and Planning Study

Dear Board Members,

On behalf of Los Angeles City Council District 1, I am writing in support of the Los Angeles County Metropolitan Transportation Authority (Metro) Vermont Transit Corridor Project. I view this project as critical to meet our need for high-quality transit service on *the busiest* bus corridor in the County.

My district contains a key portion of the corridor, including a proposed station at Vermont/Pico. The communities along this corridor are densely populated, consisting of mostly low income residents who are transit dependent. The 204 and 754 buses are critical lifelines for these communities who use them in order to access their jobs and other major centers across the City. Given the significant amount of infrastructure and changes proposed with this project, I believe effective collaboration between Metro and the City of Los Angeles (City) will be necessary, especially as it relates to maintaining station infrastructure.

As Chair of the City's Public Works Committee, I would like to encourage Metro to continue coordinating with the City and develop a comprehensive maintenance plan to ensure stations are clean and well maintained, not just for the transit users but in order to improve the quality of life for each neighborhood where these stations are located. We also encourage Metro to continue to coordinate with the City and consider implementing stations in accordance with the [City's Sidewalk and Transit Amenities Program](#) which provides a cohesive, modular, and cost-effective set of transit shelter standards that can be more easily maintained over the long term.

In March 2024, nearly $\frac{2}{3}$ of voters in the City of Los Angeles mandated the implementation of the Mobility Element via Measure HLA, which designates Vermont on the Transit Enhanced Network, Bicycle Lane Network, and as a Pedestrian Enhanced District. Vermont also appears on the City's High Injury Network, which notes the 6% of City streets that account for 70% of the deaths and severe injuries that occur as a result of traffic violence. This project provides a great opportunity to reimagine Vermont as a safer, truly multimodal corridor. I encourage Metro, in partnership with the City, to implement the City's Mobility Element to the maximum extent possible in order to facilitate increased transit ridership and provide infrastructure that will protect our pedestrians and cyclists.



I believe that these additions will help ensure the project best meets the needs of our transit users. I look forward to continued partnership and collaboration between Metro and the City of Los Angeles.

If you have any questions, please contact my Planning Director, Helen Campbell, at helen.campbell@lacity.org or by phone at (213) 473-7001.

Thank you for your consideration,



Eunisses Hernandez
Los Angeles Councilmember, 1st District



MARQUEECE HARRIS-DAWSON
Los Angeles City Council President

March 21, 2025

Dear Metro Board of Directors,

On behalf of Council District 8, I would like to express our full support for the Vermont Transit Corridor Project, a transformative initiative, that will enhance public transportation, alleviate traffic congestion, and promote sustainable mobility throughout our community.

As Council President and representative of Council District 8, I acknowledge the immense benefits this project will bring to our residents, riders, and the wider region. The Vermont Corridor is one of the most heavily traveled and congested routes in our system. This project will offer an efficient, safe, and environmentally friendly transportation option for those who need it most.

For the residents of Council District 8 and neighboring communities, this project represents an opportunity to access reliable transit that connects them to essential destinations, including jobs, schools, healthcare facilities, and key activity centers within and beyond their neighborhoods. Investing in this corridor is an investment in economic opportunity, equity, and the long-term sustainability of our transit network. I urge the Metro Board of Directors to prioritize and expedite this project of much-needed transportation improvements. The future of our community depends on an accessible and sustainable transit network that serves the needs of all residents and communities alike.

Thank you for your consideration and leadership. Please feel free to contact us with any questions regarding this correspondence.

Sincerely,

Council President Marqueece Harris-Dawson
Council District 8



HUGO SOTO-MARTINEZ
Councilmember, Thirteenth District

March 27, 2025

Los Angeles Metro Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

RE: Improving the Vermont Transit Corridor

Dear Metro Board,

As Councilmember for District 13 in the City of Los Angeles, the northernmost segment of this project, I want to share support for the continued improvements to the Vermont Transit Corridor and offer some suggestions for Phase 2. This type of investment is needed to connect all transit riders, especially the working class that depends on the bus to get to their destinations. The residents of my district along the Vermont Corridor in East Hollywood have some of the highest rates of transit dependence and opportunities for transit connectivity - this is an opportunity to improve mobility for our most vulnerable communities that cannot be delayed.

As we work to improve mobility access for our communities, we must recognize that Measure HLA has changed the landscape of how projects are accomplished in the City to bring improvements for people walking, bicycling, and taking transit. All these improvements stand to benefit Metro's customers as well as help meet local, regional and state mobility and sustainability goals. To achieve these shared goals, I encourage our agencies to collaborate and build on successful partnerships such as the Bus Speed and Reliability Working Group to incorporate improvements for people walking and bicycling alongside transit improvements led by Metro. Measure HLA uplifts the 2035 Mobility Plan, which increases connectivity to and from Metro's network as well as to destinations across the City. This can provide us with an opportunity to build connectivity to future BRT stations by leveraging the Mobility Plan's flexibility of identifying alternative corridors as needed to deliver the connectivity voters demanded last March.

Los Angeles deserves a world class Transit System. I understand the tradeoffs between center and side running configurations, and want to collaborate with Metro as Phase 2 develops to ensure that the station and accessibility improvements elevate this corridor into an iconic project, like what is seen in

cities such as Mexico City, Bogota, and Albuquerque. I hope to see stations with inviting environments and amenities including shelters, effective wayfinding, trash bins, trees for shade, and real time arrival information. Additionally, Metro must take a more inclusive and welcoming approach to the vibrant vendors who help make the Vermont Corridor the lively and dynamic community it is today. As the home to Hollywood, we must dream boldly and deliver a vision that truly transforms how Angelenos move.

In the near future, as the peak hour bus lanes are implemented through my District, I am encouraged by the Transit Signal Prioritization coming in southern stretches of the corridor. However, the lack of peak hour bus lanes should be met with other improvements to increase accessibility and reliability of bus service along Vermont. Our most vulnerable transit users deserve a comprehensive approach—not a patchwork of fixes. Only by making service more frequent, reliable, and comfortable throughout the corridor can we fulfill the promise of this project.

Thank you for your attention to this letter. Once more, I am in support of this project and look forward to collaborating as details for Vermont Avenue's transformation take shape . Should you have any questions, please contact our Transportation Deputy, Rogelio Pardo, at rogelio.pardo@lacity.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Hugo Soto-Martinez". The signature is stylized and includes a double colon at the end.

Hugo Soto-Martinez
Los Angeles City Councilmember, 13th District



March 26, 2025

RE: Vermont Transit Corridor

Dear Metro Los Angeles Board of Directors,

The League of Women Voters of Los Angeles County has long championed meeting the [Basic Human Needs](#) of all people, including [Transportation](#). The League of Women Voters of California has established critical principles including Accountability and Voter Intent in the [Position on Initiative and Referendum](#).

In March 2024, City of Los Angeles Voters overwhelmingly (65.5%) approved Measure HLA. The wording of Measure HLA:

A **"yes"** vote supported requiring the City of Los Angeles to implement street modifications outlined in the Mobility Plan 2035 anytime a street improvement, such as paving, is made on a street segment that is at least one-eighth of a mile long.

The [Mobility Plan 2035](#) (adopted September 2014) clearly shows on Map D1 (page 161) that Vermont Ave, between approximately Gage south to Del Amo Blvd, is part of the planned "Low Stress" Bicycle Network that will receive a protected bike lane.

The [Metro Vermont Transit Corridor Environmental and Planning Study](#) shows no protected bike lane. LWVC understands that minor changes may be necessary when implementing voter initiatives:

- a. Under limited circumstances, the legislature, without approval by the voters, should be allowed to amend a statute adopted by initiative. Circumstances could include that the amendments are consistent with the original intent of the initiative or are made after a waiting period.

However, omitting the protected bike lanes altogether is nullification of voter intent, not a minor amendment. This is unacceptable. Please do not approve the plans submitted today. Direct staff to put the low-stress bike lanes in the road redesign.



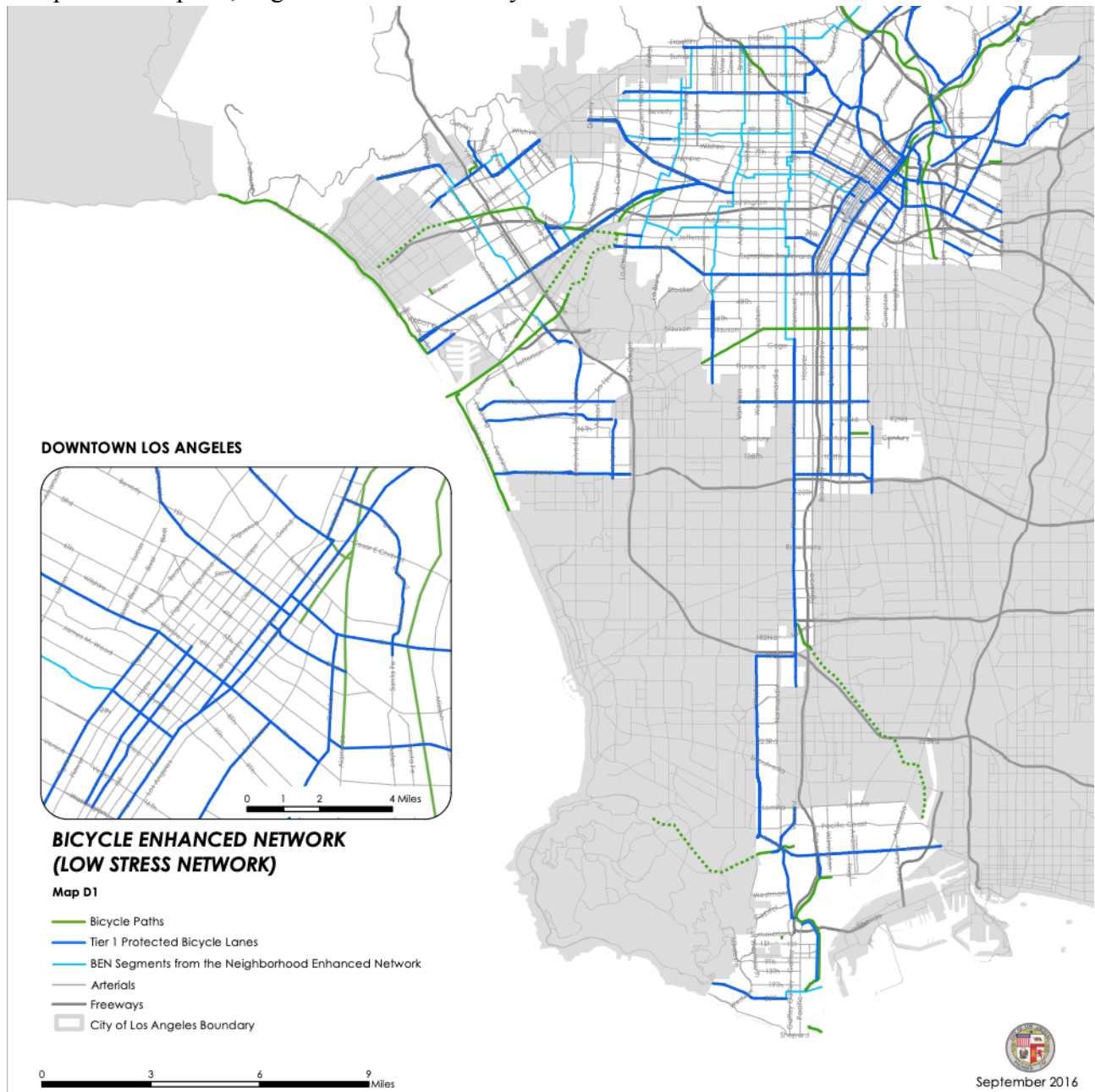
Thank you for the opportunity to provide input on this important matter.

Sincerely,

A handwritten signature in blue ink that reads "Margo A. Reeg". The signature is written in a cursive style with a large initial "M" and "R".

Margo Reeg, President, LWV Los Angeles County Inter League Organization

Excerpt from Map D1, Page 161/202 of Mobility Plan 2035



March 26, 2025

RE: Vermont Transit Corridor

Dear Metro Los Angeles Board of Directors,

I am writing to urge you to vote no and disapprove the plans submitted for the Vermont Transit Corridor. Direct staff to honor Voter Intent of Measure HLA and implement plans that include protected bike lanes along Vermont Ave.

In March 2024, City of Los Angeles Voters overwhelmingly (65.5%) approved Measure HLA. The wording of Measure HLA:

A "**yes**" vote supported requiring the City of Los Angeles to implement street modifications outlined in the Mobility Plan 2035 anytime a street improvement, such as paving, is made on a street segment that is at least one-eighth of a mile long.

The [Mobility Plan 2035](#) (adopted September 2014) clearly shows on Map D1 (page 161) that Vermont Ave, between approximately Gage south to Del Amo Blvd, is part of the planned "Low Stress" Bicycle Network that will receive a protected bike lane.

The [Metro Vermont Transit Corridor Environmental and Planning Study](#) shows no protected bike lane. I understand that implementing voter initiatives can be difficult and necessitate some minor changes. However, omitting the protected bike lanes altogether is nullification of voter intent, not a minor amendment. This is unacceptable.

The Vermont Corridor is heavily and negatively impacted by freeways along and adjacent to it. Heavy truck traffic, few crossings of the freeways and the Dominguez Channel, and frequent freeway on/off ramps impair access for everyone in the area.

Because travel outside of cars is so perilous in the area, people traveling with bicycles will take buses on even very short distances just for safe passage through the shark-infested (truck traffic) area. The bus bike racks are full even though waiting for a bus takes more time than just riding through the area on a bicycle directly. This is a time tax and prevents people from traveling freely.

I have also witnessed bus pass ups of wheelchair users because the buses are too full to accommodate another wheelchair. Metro's own reporting on missed bus trips shows this corridor experiences one of the highest cancellation rates of scheduled bus trips.

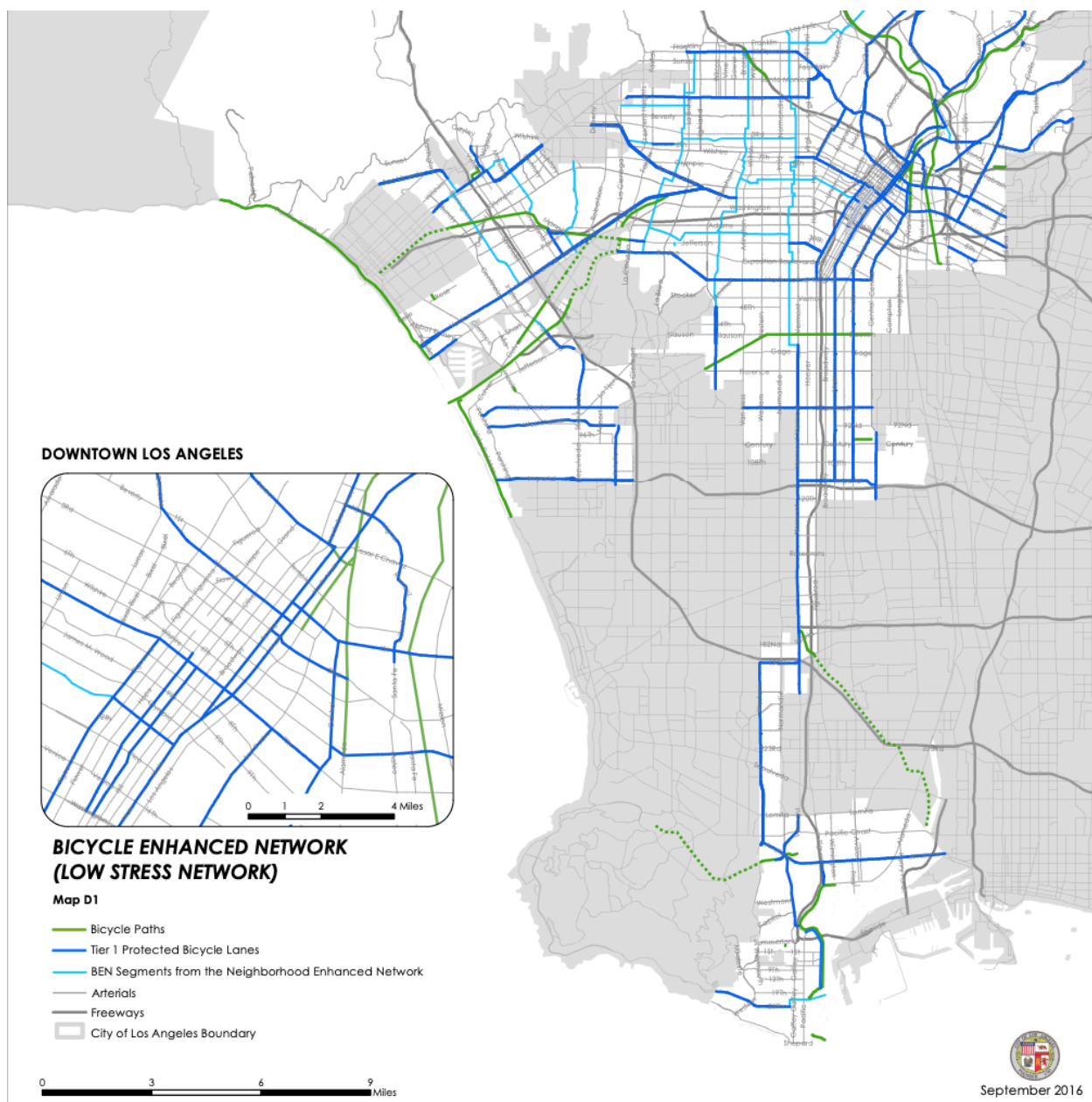
Protected bike lanes are mobility lanes. They can be used by people in motorized wheelchairs to move freely, efficiently, safely and with dignity.

I have also ridden the quick-build bike lanes in Culver City. Where the bus and bike lanes are separated, you can see families with children riding in the bike lane. Where

the bus and bike lanes are combined, you see only very fit adults and confident eBike riders. People do not become confident and fit riders without practice in low stress bike paths and bike lanes first. Build the protected bike lanes and let the people move.

Please do not approve the plans submitted today. Direct staff to put the low-stress protected bike lanes in the road redesign. Thank-you for giving me the opportunity to comment.

Grace Peng, PhD
Natural Resources Director, LWV LA County



Vermont Corridor Planning Team (vermontcorridor@metro.net)
LA Metro Board of Directors
Stephanie Wiggins, Chief Executive Officer
Heidi Jackson, *Manager, Community Relations*
Martha Butler, *Countywide Planning*

One Gateway Plaza
Los Angeles, CA 90012
DATE: 3/26/2025

SUBJECT: HLA Compliance for Vermont Transit Corridor Project (Item 9)

Dear LA Metro and Vermont Transit Corridor Team,

In light of this week's March 27th meeting regarding the Vermont Transit Corridor project, we would like to comment on item 9.

South Bay Forward seeks to move the South Bay LA region forward on housing, transit, and active mobility. We are a volunteer-run chapter of Abundant Housing LA, a grassroots nonprofit organization working to solve Southern California's housing crisis. The Torrance-Carson region is the 3rd largest jobs center in Los Angeles County but lacks high-quality transit.¹ We envision a South Bay with abundant and affordable housing near good jobs with convenient, sustainable transportation and have enthusiastically provided our support for the C Line Extension to Torrance and the Vermont Transit Corridor.^{2 3}

In our previous letter regarding this topic, we were concerned regarding certain aspects of this project.

We would like to echo a few statements made from other mobility organizations on this project and add additional comments of our own.

The Vermont Transit Corridor (VTC) is in dire need of a Complete Streets reconfiguration to speed up buses and accommodate safe infrastructure for biking and walking. As the longest street in the county, it serves a large population of residents and businesses. We are overall supportive of Metro's plan to implement high-quality transit on Vermont Ave through bus improvements, bus rapid transit, and a future rail line. As one of the longest streets in the county, one of the highest ridership corridors, and one of the deadliest by pedestrian and bike fatalities, it is an obvious candidate for transit investment and safety improvements.

However, the current plans do not include protected bike lanes, but instead opt for combo bus and bike lanes. This combination will be a detriment to those traveling by bus, bike, and foot, because combination bus-bike lanes pose dangers to people on bikes who must pass or allow buses to pass them, thus slowing down buses, and are not safe for all ages and abilities to ride.

As stated in our earlier letter, Measure HLA requires protected bike lanes for the VTC. We were disappointed to learn that Metro is choosing to preserve more than 90% of underutilized parking space,

¹ <https://hub.scag.ca.gov/datasets/5a9796e44aba46f1b217af1b211ce2ac>

² https://docs.google.com/document/d/1uj8_H8cMeWzpQfOOo2XdtzGLi3ow2WQ1ntDkbbk-oIk/edit?usp=sharing

³ https://drive.google.com/file/d/1L_PVxo8IlflBo_qxWswbYtVPpavAOSYp/view?usp=sharing

of which, only 48% has been utilized (according to your own technical report⁴). Furthermore, this decision does not prioritize equity as nearly 20% of households in the corridor do not have access to a car. Safer infrastructure for biking and walking along the corridor will provide the most safety and mobility benefits to the communities nearby. We urge the Metro Board to include protected bike lanes in the designs for the Vermont BRT.

In addition to this, we would also like to restate the importance of **including the South Bay extension to maximize the benefits of this project** to equity-focused communities in the South Bay:

Route termination at 120th St. overlooks benefits of extending further into the Harbor Gateway and South Bay region as was previously studied and found to be feasible.⁵ We were told that the ridership numbers do not justify the extension past 120th. However, these numbers do not provide the full picture as there is no continuous bus service south of 120th St. due to service switching to GTrans Line 2. The right-of-way along Vermont into the South Bay is similarly wide and could accommodate bus lanes and bike lanes. We know if you build it they will come, and extending the BRT all the way to San Pedro will better serve South Bay residents in high-need neighborhoods such as Carson, West Carson, Wilmington, Harbor Gateway, and San Pedro. We urge the board to include the South Bay extension in plans for the Vermont Transit Corridor and to work with the agencies involved to plan this including Gardena Transit and CD15.

We urge the LA Metro Board to work with the city of LA and advocates to comply with Measure HLA, include the South Bay extension into the VTC project, and to prioritize bus, pedestrian, and bicycle facilities over parking. We appreciate Metro's commitment to building transit to serve high-need areas like the Inland South Bay.

Thank you for considering our comments,

South Bay Forward Steering Committee & Harbor Area Members

Allen Natian, Communications Lead, San Pedro
Brianna Egan, Transportation Lead, Redondo Beach
Brandon Smith, City Lead, Gardena
Chester Li, Events Team, Gardena
Courtney Alicia Miles, Field Organizer, Gardena
Ivan, Transportation Team Member, Wilmington

cc:

Supervisor Holly J. Mitchell, Second Supervisorial District
Supervisor Janice Hahn, Fourth Supervisorial District, LA Metro Board Chair
Mayor James Butts, South Bay Representative
Jacki Bacharach, South Bay Cities COG Executive Director
South Bay Cities COG Staff, Board, Chair, and Transportation Committee
Andy Sywak, LA Metro South Bay Representative

⁴ [2017 VermontBRT-Chapter 2 Setting the Transportation Context](#)

⁵ https://boardarchives.metro.net/boardbox/2022/220524_Vermont_Transit_Corridor-%20South_Bay_Extension_Feasibility_Study.pdf

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont BRT should include bike lanes
Date: Monday, March 24, 2025 4:46:58 PM

hello Metro board,

I am very excited for a Vermont Ave BRT, and believe it is of the most impactful improvements possible for bus riders in the county (country!?).

Please recall that Measure HLA requires that bike lanes be implemented on this street, a safety improvement that not only helps bike riders but increases safety for all road users.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 10:54:38 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 10:18:09 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:57:47 PM

Dear Metro board,

As a transit rider and L.A. resident, I am excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Ross Rivas

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:57:37 PM

Metro Board,

Please add bike lanes to the bus lanes on Vermont. If not, it will be such a miss opportunity and more lives will be at risk for a longer time. You have the power to protect lives, at a very low cost. Please use it now.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:39:27 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:20:39 PM

Dear Los Angeles County Metropolitan Transportation Authority (Metro/LACMTA) Board,

My name is David Tran, and I am a resident of Canoga Park. I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users. I would love to be able to access all parts of Los Angeles County with my ebike, and this bus lane along Vermont would greatly incentivize me to visit and support businesses along the corridor.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. I urge LA City Council to work out an agreement with LACMTA to resolve the funding and jurisdiction issues raised by their legal team.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. It would make LA that much better and green! We cannot let this opportunity pass us by risking future litigation and the lives of Angelenos. LA City Council, LADOT, and LACMTA must work together at this critical junction for the sake of constantly evolving green transportation infrastructure. LA deserves no less and voted in Measure HLA with resounding approval.

Best regards,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:18:30 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:12:18 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:55:14 PM

Dear Metro board,

I am very excited about BRT on Vermont Avenue, and believe it is of the most impactful improvements possible for bus riders throughout the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I strongly encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Best,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:53:46 PM
Attachments: [image175746.png](#)

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let us know by e-mail reply and delete it from your system; you may not copy this message or disclose its contents to anyone. Please send us by fax any message containing deadlines as incoming e-mails are not screened for response deadlines. The integrity and security of this message cannot be guaranteed on the Internet.

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:27:45 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:20:17 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:19:59 PM

Dear Metro Board,

As an avid e-bike rider and a father of two young children, I'm writing to express my strong support for the Bus Rapid Transit (BRT) project on Vermont Avenue. I believe this is a crucial step towards improving public transportation accessibility and efficiency for our community.

I'm deeply concerned about the current plans that seem to disregard the mandatory bike lane implementation required by Measure HLA. Vermont Avenue is notoriously dangerous, and as someone who frequently uses my e-bike for local errands and recreation, I understand the urgent need for safer infrastructure. The average of five fatalities per year on this street is unacceptable, and implementing bike lanes is a critical safety measure that benefits everyone, not just cyclists.

As a parent, I worry about the safety of all road users, including pedestrians and drivers. Safer streets mean a safer community for my children and everyone else. The benefits of dedicated bike lanes extend beyond cyclists, contributing to traffic calming and overall road safety.

Having had a year since the passage of HLA, Metro's resistance to incorporating these bike lanes is disheartening. It feels like a missed opportunity to create a truly comprehensive and safe transportation corridor.

I urge you to direct your staff to move forward with the BRT project *and* incorporate the required bike lanes as mandated by Measure HLA. Let's prioritize the safety of our community and avoid future litigation by adhering to the law. We cannot afford to compromise on safety.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:17:40 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:05:59 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:05:25 PM

Dear Metro board,

As Los Angeles citizens, taxpayers, homeowners and cyclists, we are excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

We urge you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:57:00 PM

Dear Metro board,

I oppose bus lanes as well as any bike lanes that result in the loss of general vehicle traffic lanes on Vermont Ave.

The radicals that think streets are for everything other than cars cannot be allowed to destroy our city and inconvenience everyone else for their utopia.

I oppose the loss of general purpose traffic lanes and support protected bike lanes that do not take away the existing general purpose traffic lanes.

Respectfully,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:46:24 PM

Dear Metro board,

Please build the Bus Rapid Transit on Vermont. This bus route attracts the most riders of any bus bus route in all of Los Angeles. It should at least be redesigned for Bus Rapid Transit, which hopefully could be upgraded to Light Rail to increase capacity.

However, I also can't believe I have to say this, but please follow the law. When voters passed HLA, they made it the law of the land (at last here in Los Angeles) to follow to mobility plan. The mobility plans calls for bike lanes. So please build those.

You are not Donald Trump. This city won't take your cowardice and attempt to skirt the law lying down. Respect the will of the voters. Build the bike lanes.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; [Randall Winston](mailto:RandallWinston); tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:36:35 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

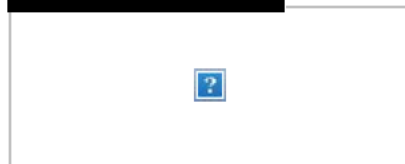
However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]



From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; hollymitchell@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:20:24 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:15:10 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:03:20 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:58:27 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:37:42 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:33:45 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year.

Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users. Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:26:38 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county!

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:23:06 PM

Dear Metro board members,

As a longtime county resident, I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. This is unconscionable and irresponsible. The vast majority of metro users access the system by foot or bike. Ensuring our streets are transit, pedestrian and bike friendly is good business.

Please direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:21:17 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:11:06 PM

Dear Metro board,

HLA requires bike lanes on Vermont. For a year Metro has dragged it's feet and has failed to act in accordance with the law, ignoring the requirement to implement bike lanes. I urge Metro to correct this situation by immediately, and in coordination with the Vermont Bus Rapid Transit Project, implementing the required bike lanes.

Vermont is one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to start implementation of the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. If Metro fails to implement Bike lanes in conjunction with the Vermont Bus Rapid Rapid Transit project, the ultimate cost of compliance with HLA will be higher, and, in all likelihood, the lack of coordination in designing the two projects will result in a less functional, and possibly less safe, result.

I encourage you to direct staff to simultaneously move forward on both the bus lanes AND the bike lanes that are required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:59:36 PM

Dear Metro board,

I am very excited about BRT on Vermont, and being a Pico Union resident, I believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:53:49 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:52:48 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:52:25 PM

Dear Metro board,

Include bike lanes on Vermont! Please don't prioritize driver convenience over the safety of our lives.

Also, and I shouldn't have to remind you of this, but you are required by law (HLA) to incorporate these bike lanes.

Thank you.

[REDACTED]
[REDACTED]

This electronic message is from a law firm. It may contain confidential or privileged information. If you received this transmission in error, please reply to the sender to advise of the error and delete this transmission and any attachments.

We may monitor and record electronic communications in accordance with applicable laws and regulations. Where appropriate we may also share certain information you give us with our other offices (including in other countries) and select third parties. For further information (including details of your privacy rights and how to exercise them), see our updated Privacy Notice at www.bclplaw.com.

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:40:30 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: [councilmember.padilla@lacity.org](#); [Councilmember.Yaroslavsky@lacity.org](#); [idupontw@aol.com](#); [HollyJMitchell@bos.lacounty.gov](#); [ThirdDistrict@bos.lacounty.gov](#); [firstdistrict@bos.lacounty.gov](#); [randall.winston@lacity.org](#); [tina.backstrom@lacity.org](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:39:30 PM
Attachments: [Outlook-wlsfdmqj.png](#)
[Outlook-lhyxia35.png](#)

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:37:23 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:22:19 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:21:28 PM

Dear Metro board, I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users. Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos. [REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:21:20 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:18:20 PM

Dear Metro board,

I am a Kaiser Permanente member, so I often find myself in the Vermont Ave corridor. I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:16:54 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Thanks,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; [Holly J. Mitchell; ThirdDistrict@bos.lacounty.gov](mailto:Holly.J.Mitchell@ThirdDistrict@bos.lacounty.gov); firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:16:16 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

This is personal for me. I have had multiple terrifying near-miss experiences as a cyclist on Vermont. Currently, the only sane way to navigate Vermont on a bicycle is to ride on the sidewalk, which has its own obvious problems.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. This is very hard for me to understand. Perhaps this is just a question of culture and hardware: is it because Metro is mainly in the bus and train business, and not in the bicycle business?

I strongly encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:12:59 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:12:25 PM

Dear Metro board,

This is a public comment regarding the Vermont Transit Corridor for the March 27 board meeting. In summary, it voices support for Metro's refusal to pay for betterments requested by the City of LA.

You will probably be receiving numerous comments as part of a campaign directed by Streets for All to get Metro to pay for Measure HLA improvements in the City of LA as part of this projects. This follows the release of a letter from your legal team making it (I thought) very clear that Metro has no obligation under state law, the MCA, or the text of HLA to be responsible for the cost of betterments requested by the City, and the subsequent misreading of this letter by Streets for All and associated entities with the result of blaming the wrong entity for this dispute.

I urge the Metro board not to cave to misdirected advocate pressure on Thursday. No matter how inexpensive relative to the cost of the full project HLA improvements consisting of striping changes may be, setting a precedent in which municipalities can shunt off unrelated transportation improvements onto Metro's project budgets can only have deleterious effects on efficient project delivery - costs will grow higher still and more uncertain, timelines will expand, and other jurisdictions may use this case as precedent for their own extractions beyond the strict text of their respective MCAs. Metro should certainly - as the legal letter states it will - cooperate with the City to implement these HLA improvements, but the City of Los Angeles must pay its way and uphold its side of the agreement.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:11:46 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:08:31 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:06:48 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:01:41 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. Yay Buses are great! We should stop Waymo from clogging traffic with empty cars and have more bus lanes.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA **requires that bike lanes be implemented on the street**, a safety improvement that not only helps bike riders but increases safety for all road users.

I commute to work and ride recreationally. This city would be ideal for bike riding if it received more of a priority in these design decisions.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; hollymitchell@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:01:20 PM

Dear Metro board,

Cutting out bike lanes is not the future. It's a chauvinist, cowardly move that will further entrench LA in pollution, congestion, debt, and road deaths. I've had two cars destroyed in crashes while both were parked, both in LA. For about 3 years I've been car free and both love it but see how needlessly dangerous and inadequate it is given how much space is dedicated to cars.

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:59:41 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:59:35 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:58:47 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:55:04 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users. Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

I used to bike to work on Vermont, the bike lanes would make that a viable option again.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:51:15 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:50:56 PM

Dear Metro board,

For the last five years I have lived 2 blocks from Vermont near the intersection at Santa Monica. I don't have a car, so get around the city using public transportation and on my bike. Besides the bike path on Virgil, there are few bike lanes in the area so I was very excited to hear about BRT on Vermont. I know firsthand how dangerous the street is for cyclists and pedestrians.

It's been over a year since Measure HLA, passed. It's past time that Metro direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law.

Thousands of people are impacted by the current conditions of Vermont Street. This is your chance to make it better for all of them.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:50:24 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:46:23 PM

Dear Metro board,

I am excited about the new bus lanes on Vermont, but Vermont is also one of the most dangerous streets in LA- and HLA (which I voted for) requires that bike lanes be added as well.

In 2012 I was struck by a car while riding my bike on Sunset Blvd. I was on my way to get Bus Passes for my kids. We have a long way to go in this city to make the streets safe. HLA is a start.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under HLA. We cannot let this opportunity pass us by.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:45:48 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:45:01 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I understand Metro wants to do combo bus/bike lanes simply because you want to preserve more than 90% of on-street parking. This move is very shortsighted because:

- a) Parking is a symptom of car dependency, Good transit will negate the need for all or most of that parking
- b) Preserving parking at the expense of everyone NOT in a car preserves the dangerous and classist status quo.
- c) This figure was obtained for today's needs. Metro needs to plan for the future without car dependency, not now.
- d) combo bus/bike lanes are bad at either task, slowing down buses, and making it dangerous for cyclists to let them pass.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:44:54 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. This safety improvement not only helps bike riders but increases safety for all road users. Ideally the bike lane would also have a physical barrier to general traffic. Perhaps the bike lane is adjacent to the curb with parking/bus lane next to traffic as in culver city?

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos given that litigation costs seem to be bankrupting our lovely city.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:44:52 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:43:22 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:42:54 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:42:22 PM

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However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:41:44 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

My husband is a bike commuter and bike safety in Los Angeles is very important to me.

Thank you.

[REDACTED]

From: [REDACTED]
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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:41:22 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

I don't own a car, and I use metro and the bus as my primary mode of transportation. It's how I get around, so I am always supportive of more projects like this that make the bus faster and more efficient for Angelenos. More buses please!! And more bus lanes!

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Back when I had a bicycle, I used that as my primary mode of transportation.

I remember how scary driving on the street was. I felt like I was risking my life any time I wanted to go somewhere. I was almost hit by a driver more times than I like to remember. And without a dedicated bike lane, drivers would get *furious* at me simply for existing in their lane, trying to get to my destination.

In a world that is dying because of climate change, we need to make biking an appealing and safe option so that more people choose to do it instead of driving. It's better for your cardiovascular health. It's great for your legs!

If you don't get killed in the process.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

This makes me sad. Buses and bicycles should co-exist on the road together.

It's gas-guzzling car drivers that should have to take a backseat.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:41:16 PM

Dear Metro board,

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Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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[REDACTED]

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:41:02 PM

Dear Metro board,

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However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:40:50 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:39:44 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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[REDACTED]

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:39:04 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

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Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:37:50 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:36:48 PM

Dear Metro board,

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[REDACTED]

[REDACTED]

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:34:52 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 11:28:23 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: [councilmember.padilla@lacity.org](#); [Councilmember.Yaroslavsky@lacity.org](#); [idupontw@aol.com](#); [HollyJMitchell@bos.lacounty.gov](#); [ThirdDistrict@bos.lacounty.gov](#); [firstdistrict@bos.lacounty.gov](#); [Randall Winston](#); [tina.backstrom@lacity.org](#)
Subject: Item 9: Vermont and HLA
Date: Monday, March 24, 2025 6:52:05 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

I also ask that you drop the frivolous lawsuit threats regarding Measure HLA, avoid unnecessary redesigns down the road, and agree to construct Metro projects in accordance with Measure HLA.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Comment on Item 9: Vermont BRT Project - We need bike lanes!
Date: Tuesday, March 25, 2025 9:11:03 AM

Dear Metro Board,

As a resident of Los Angeles, I'm writing to express my enthusiasm for the Vermont Bus Rapid Transit (BRT) project, which I believe will significantly enhance public transportation in our county. However, I'm concerned about the current plans overlooking a crucial aspect of street safety.

Vermont Avenue's alarming safety record, with an average of five fatalities annually, cannot be ignored. The recently passed Measure HLA mandates the implementation of bike lanes on this street, a requirement that not only benefits cyclists but also improves overall road safety for all users.

It's disappointing to see that despite having a year since HLA's passage, Metro has not incorporated the required bike lanes into the project plans. This oversight goes against both legal obligations and common-sense safety improvements that are both necessary and cost-effective.

I strongly urge the board to instruct staff to proceed with the bus lane project while simultaneously incorporating the bike lanes as mandated by law. We must seize this opportunity to create a safer, more inclusive Vermont Avenue for all Angelenos. Failing to do so risks potential legal challenges and, more importantly, jeopardizes the lives of our community members.

Let's make Vermont Avenue a model of progressive urban planning that prioritizes both efficient public transit and the safety of all road users.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
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Subject: Item 9 / Vermont (Support for Vermont BRT & Required Bike Lanes)
Date: Tuesday, March 25, 2025 11:28:08 AM

Dear Metro Board,

I'm thrilled to see the Vermont Bus Rapid Transit project moving forward—it's one of the most impactful transit improvements possible for bus riders in LA County. With more riders than any other street in the region, Vermont Ave deserves this investment.

However, Vermont is also one of the most dangerous streets in LA, with nearly 50 people killed in the last decade. Measure HLA mandates bike lanes as part of this project to benefit cyclists and improve safety for everyone on the road. Metro has had a year to incorporate this requirement but is instead resisting a straightforward, cost-effective safety improvement.

If these bike lanes aren't implemented now—while Metro is already making major infrastructure upgrades—the City of LA will bear the full cost later, despite its current budget crisis. Worse, delaying them means risking more lives on an already deadly corridor.

I want you to ensure that the Vermont BRT project moves forward with the required bike lanes. This is our chance to impact safety and mobility—we can't afford to miss it.

Thank you for your time and leadership.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 6:09:33 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

Please walk, bike and take public transit on Vermont Blvd with your young kids/loved ones and tell me the REQUIRED Bike Lanes aren't needed for their safety.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]
[REDACTED]

From: [REDACTED]
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Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 7:12:02 AM

Dear Metro board,

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However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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[REDACTED]

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Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 7:56:12 AM

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[REDACTED]

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Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 8:13:50 AM

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However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:09:04 AM

Dear Metro board,

I am glad to hear your new bus plans for the BRT project on Vermont Ave. However, I was upset to learn you are failing to include a bike lane as mandated by HLA. You are already repaving the streets, the cost of adding a bike lane at this stage is not drastic. The addition will go a long way to making this corridor safer, which is essential in this moment when road deaths are at a historic high. However, if you fail to do this, the city will have to later repave the street to make it compliant, only further driving up the cost to us Los Angeles tax payers. This is wasteful. Your leadership's complete refusal to engage on adding bike infrastructure is discouraging to someone who is a biker and who frequently uses your services.

It is misleading at best to claim that when the average Los Angeles voter cast their ballot in favor of HLA they believed that this provision would not apply to Metro projects. Your threat to sue the city over forced compliance is fundamentally anti-democratic and demonstrates that you are out of touch with the very people you claim to serve. Do the right thing. Comply with HLA and the will of the people. Install a bike lane when you upgrade Vermont.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:20:10 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:25:41 AM

Dear Metro board,

I live near Los Feliz and frequent Vermont as a driver, pedestrian, and cyclist.

Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

The government is meant to serve ALL people of the municipality, not just the interests of car drivers, and if the city is serious about achieving Vision 0, this is a crucial first step.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:28:33 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is one of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:47:57 AM

Dear Metro board,

As someone who has spent a majority of their lives in LA unable to drive an automobile and using all modes of active and public transportation, I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:55:15 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 10:17:04 AM

Dear Metro board,

As a public transit user, I'm happy to see that you're planning to make improvements to Vermont Avenue for people who ride the buses. However, also being a cyclist who has crashed and come close to getting run over on Vermont, I urge you to implement bike lanes into the project. Our public streets and roads must be safe for EVERYONE... not just for people in motor vehicles.

Another thing to consider is that the City of Los Angeles has a one billion dollar budget deficit, in no small part due to lawsuit settlements. Unless Metro starts building complete streets, the city will likely remain in this quagmire and will be an even bigger embarrassment when visitors from all the world's less car-centric and more enlightened metropolises come to the Olympics in 2028.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; [Mitchell, Holly](#); ThirdDistrict@bos.lacounty.gov; [Solis, Hilda](#); randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:07:28 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:14:01 AM

Dear Metro Board,

I am very excited about BRT on Vermont and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:25:48 AM

Dear Metro board,

I'm very excited about the projects Metro has in the pipeline to bring more transit access to LA County – especially BRT on Vermont, which will be an incredibly important upgrade to the efficiency and reliability of transit in a busy and important corridor.

However, there is a lot more work necessary to make Vermont a safe and efficient streets. It's currently one of the most dangerous streets in Los Angeles and an average of 5 Angelenos are killed on it every year. Measure HLA, which was widely supported and passed by nearly two thirds of voters, requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

It's been over a year now since HLA passed, and rather than working to implement the desperately needed, and legally required, safety improvements, Metro is instead fighting to keep our streets dangerous. As a Metro rider, and person who cares deeply about safe streets, I encourage the board to direct staff to move forward on both the BRT project as well as the bike lanes that are required by law.

Each day that we wait to improve our street safety results in more preventable injuries and deaths in our communities.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:29:21 AM

Dear Metro board,

I concur with Streets for All... I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:43:55 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 5:50:32 AM

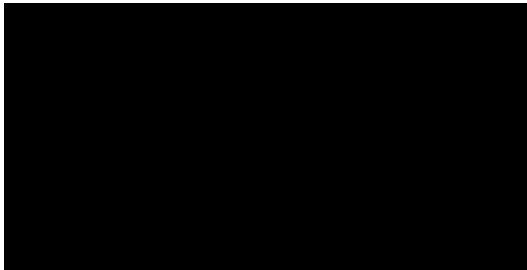
Dear Metro board,

I ride my bike to the Vermont/ Beverly and to Vermont/ Wiltshire stations. I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.



From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 1:40:37 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 1:27:07 PM

Dear Metro Board,

Awesome that the Bus Rapid Transit project on Vermont is moving forward. It will benefit many bus riders.

I'm an avid bicycle rider, and I know how dangerous L.A.'s streets are. Vermont Avenue is one of the most hazardous streets in Los Angeles. **Under Measure HLA bike lanes must be added as a critical safety upgrade.** This will protect cyclists and also enhance safety for *everyone* using the road.

It sounds like despite having a year to integrate these legally required bike lanes, Metro has resisted implementing this straightforward and cost-effective safety measure.

I urge you to ensure that both the bus lanes and the mandated bike lanes move forward. This is a crucial moment to prioritize public safety, prevent legal challenges, and save lives.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 12:51:14 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 12:49:02 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. My family lives and works near Vermont Ave, so this is an extremely personal issue for us.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

My family commutes via public transportation or bike to school and work. We currently take a longer bike route to avoid biking on Vermont because we do not feel it is safe at all. Part of why we were so excited for HLA to pass was because we thought the city and Metro would finally recognize and prioritize safer streets for all of us who try to get around without cars in this city.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 12:24:34 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 1:58:18 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:10:10 PM

Dear Metro board,

I'm thrilled about BRT on Vermont, believing it's a significant improvement for bus riders. However, Vermont is also one of LA's deadliest streets, averaging 5 fatalities annually.

Measure HLA mandates bike lanes, enhancing safety for all road users. Despite a year since HLA passed, Metro opposes common sense and affordable road safety improvements.

Please direct staff to implement bus lanes and bike lanes as required by law. We can't miss this opportunity, risking future litigation and Angelenos' lives.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:18:08 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:27:15 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:35:53 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:45:25 PM

Dear Metro board,

I am very excited about BRT on Vermont Ave., and believe it is of the most impactful improvements possible for bus riders in the county. I am particularly excited since our son is a patient at CHLA so we frequently drive down Vermont to get to his appointments and BRT will add a vital connection for the thousands of transit users who use that corridor along with drivers like us.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 3:05:40 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 12:15:11 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
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Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 4:03:49 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 3:27:20 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. I live right at the intersection of 1st & Vermont and cannot safely use Vermont for my needs due to how dangerous it is.

There is no alternative that isn't meandering and time consuming to be able to ride my bicycle from my home south to the USC area.

Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: randall.winston@lacity.org; councilmember.padilla@lacity.org; tina.backstrom@lacity.org; councilmember.yaroslavsky@lacity.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; thirddistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 4:13:41 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Agenda Item 9 / Vermont
Date: Wednesday, March 26, 2025 6:49:16 AM

Dear Metro board,

I am writing to you to submit a public comment in support of Metro implementing BRT on Vermont Ave and seeing through to it that they adhere to Measure HLA that voters overwhelmingly passed.

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont - Measure HLA
Date: Wednesday, March 26, 2025 10:11:18 AM

Good morning, my name is Andrew Solomon. I'm a resident of West Hollywood, a daily cyclist, a transit rider, and I serve as a city planning commissioner.

I want to express my full support for the Vermont Transit Corridor BRT project. Vermont is the busiest bus corridor in Los Angeles County, and this project is long overdue. It will improve travel times, access, and equity along a critical spine of our city.

But I must implore the Board to follow the law.

Measure HLA passed overwhelmingly in March 2024. It mandates that any major street project must include the Mobility Plan 2035 enhancements—especially bike lanes. This is not optional.

Vermont is one of the deadliest streets in Los Angeles, with an average of five traffic deaths per year. It is on the City's High Injury Network. The Board cannot justify hundreds of millions in public investment without making this corridor safer for cyclists.

The Metro report admits the BRT project complements—but does not implement—the full Mobility Plan. That's not enough. Sidewalk bulb-outs and crosswalks improve pedestrian safety, but cyclists are left behind. That's both unacceptable and unlawful under Measure HLA.

If Metro is truly committed to equity, sustainability, and safety, then bike lanes must be integrated into this project. I urge the Board to coordinate with LADOT and **ensure Vermont becomes a complete street—not just a better bus route.**

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 7:48:39 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 8:22:11 PM

Dear Metro Board,

I am thrilled about the Vermont BRT project and believe it's one of the most significant improvements for bus riders in the county.

My wife uses her bike and the bus on Vermont to get to and from her job at USC. Every time she does I worry she won't make it back alive. Vermont is one of the most dangerous streets in the city, killing (on average) 5 people a year. Measure HLA mandates the installation of bike lanes, a safety feature that not only benefits cyclists but also enhances overall safety for all road users.

Metro has had a full year since HLA passed to implement the required bike lanes, yet it continues to resist sensible, cost-effective safety measures - measures that might keep my wife from being killed or paralyzed. (As has happened to friends of hers.)

I urge you to direct staff to proceed with both the bus lane and the bike lanes as required by law. We cannot miss this critical opportunity, which would not only avoid potential litigation but might also save my wife's life.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 10:49:21 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

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Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 12:42:18 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is one of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I ask you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 12:51:38 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 1:12:33 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 6:40:57 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 10:37:35 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 10:55:01 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 6:38:38 PM

Dear Metro board,

I live about a half mile from Vermont and it is one of my nearest commercial boulevards. It is also one of the most dangerous streets in LA. There are parks and other city amenities that my family foregoes because walking along Vermont, especially after dark, is a gamble.

I support the bus lane AND insist that Metro incorporate bike lanes as required under the law.

Metro has had a year since HLA passed to incorporate required bike lanes, why has it taken so long?

Thank you,

[REDACTED]

[REDACTED]



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 19, 2025

The Honorable Janice Hahn, Chair
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Station Experience Program

Honorable Chair and Metro Board Members,

At our February 12, 2025 meeting, the Westside/Central Service Council received our quarterly update on Metro's Station Experience Program. As transit users and advocates, our Councilmembers have personally seen the beneficial effects of the fare gate improvements, use of background music, brightened lighting, increased layered staffing presence and fresh air circulation at Metro stations. These efforts have improved the flow of people, making the system more similar to those in other large cities that are good at directing people where to go and making it easier for tourists to navigate. The Metro Ambassadors and law enforcement provide a welcoming presence that makes the environment feel safer, and makes personnel available to respond if customers have questions. We appreciate how much cleaner and inviting Metro rail stations have become since these interventions were implemented. Upon further discussion of the success of these interventions at our March 12 meeting, we voted unanimously to offer some ideas for consideration as these interventions are expanded and other pilot programs considered.

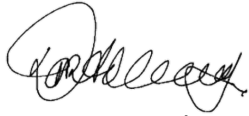
We would encourage Metro to develop a busking program similar to the City of New York (MTA Music Under New York). We understand that Metro Art occasionally organizes events such as the recent Expo Line 15th Anniversary Quinceñera, where mariachi played at the East LA Civic Center Station and on the Expo Line to greet morning riders. We would love to see more regular performances at more stations, and for our own local performers to be provided opportunities to partner with Metro to provide our riders with a welcoming experience. Further, we understand that the 2028 Olympics Organizing Committee has a goal of enlivening transit hubs for the Games. We would suggest that such a program be launched sooner rather than later, at those transit hub sites already identified for those types of efforts, to align with related Olympics initiatives and complement the Station Experience interventions being implemented across the Metro system.

As supporters of Metro, we recognize that these programs directly and rightfully benefit riders of those who rely most heavily on Metro services, including women, people of color, and low income communities. We applaud Metro for these improvements, and support continuing and potentially expanding such efforts to other stations across the system so that transit

users throughout LA County can benefit from these investments, enabling more Angelenos to consider riding Metro or increasing their use of the system.

We will continue to work with Metro to address community transportation concerns and improvements. We hope our suggestion for an expansion of these interventions will help the Los Angeles County residents understand the efforts that Metro is making and the success being achieved in making the system safer and more attractive to all residents and visitors.

Sincerely,



Dan Wentzel
Chair, Westside/Central Service Council



Thomas Praderio
Vice Chair, Westside/Central Service Council

cc: Stephanie Wiggins
Jennifer Vides
Conan Cheung



MINUTES

Thursday, March 27, 2025

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Janice Hahn, Chair
Fernando Dutra, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair*
James Butts
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

***Attended virtually under AB2449 under Just Cause.**

CALLED TO ORDER: 10:14 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 8, 9, 10, 11, 12**, 14, 15, 20, 21, 22, 23, 24, and 29.

Consent Calendar items were approved by one motion except item 12, which required a two-thirds vote and was taken separately due to absences.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
Y	Y	A	Y	A	A	A	A	Y	Y	Y	Y	Y

**Voting Deviations:*

Item 6 – the following Directors were conflicted: LH and KRB

2. SUBJECT: MINUTES

2025-0224

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held February 27, 2025.

3. SUBJECT: REMARKS BY THE CHAIR

2025-0222

RECEIVED remarks by the Chair.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
P	P	P	P	A	P	A	A	A	P	P	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2025-0223

RECEIVED report by the Chief Executive Officer.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
P	P	P	P	A	P	A	A	A	P	P	P	P

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

5. **SUBJECT: PROGRAM FUNDS FOR CITY OF REDONDO BEACH IMPROVEMENTS AT AVIATION AND ARTESIA BOULEVARD** **2025-0064**

APPROVED ON CONSENT CALENDAR:

- A. \$1,500,000 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs for improvements at the intersection of Aviation Blvd at Artesia Blvd in the City of Redondo Beach within the South Bay Subregion; and
- B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements for the Board-approved projects.

6. **SUBJECT: EXPO/CRENSHAW JOINT DEVELOPMENT** **2024-1093**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO), or designee, to execute and enter into a joint development agreement (JDA), ground lease, and other related documents with Expo Crenshaw Apartments, LP (Developer), for the construction and operation of a mixed-use affordable housing project (Project) on 1.77 acres of Metro-owned property located at the southeast corner of W. Exposition Blvd. and Crenshaw Blvd. (Metro Site), adjacent to the K Line Expo/Crenshaw Station in the City of Los Angeles in accordance with the Summary of Key Terms and Conditions and upon receipt of concurrence by the Federal Transit Administration (FTA); and
- B. FINDING the Project complies with the requirements of the California Environmental Quality Act (CEQA) for using a Sustainable Communities Environmental Assessment (SCEA) as authorized pursuant to Public Resources Code Section 21155.2(b), which is consistent with the Environmental Studies and Report, making the CEQA findings set forth further below (CEQA Findings) and authorizing the CEO or designee to file a Notice of Determination for the Project in accordance with said findings by the Metro Board of Directors (Metro Board).

8. **SUBJECT: ADOPTION OF THE PROJECT PRIORITIZATION FRAMEWORK FOR THE 2025 SCAG CMAQ/STBG CALL FOR PROJECTS** **2025-0040**

AUTHORIZED ON CONSENT CALENDAR the CEO or their designee to submit to SCAG the Project Prioritization Framework Metro will use to evaluate and rank projects for Los Angeles County as part of the 2025 SCAG CMAQ/STBG Call for Projects.

9. SUBJECT: VERMONT TRANSIT CORRIDOR ENVIRONMENTAL AND PLANNING STUDY 2025-0044

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the Vermont Transit Corridor environmental study findings as per Senate Bill 922 Statutory Exemption requirements;
- B. the proposed Vermont Transit Corridor Project, a new 12.4-mile at-grade, side-running bus rapid transit (BRT) line with 26 stations at 13 intersection locations, as the Locally Preferred Alternative (LPA);
- C. the finding that the Project is statutorily exempt from CEQA under Section 21080.25(b); and
- D. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk and the Governor's Office of Planning and Research.

10. SUBJECT: MAJOR CAPITAL PROJECT GRANTWRITING 2025-0052

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. PS125381000 to Capitol Government Contract Specialists for Major Capital Project grantwriting services to support Board priorities, in an amount Not-to-Exceed (NTE) \$6,332,734 for a two-year base period, with one, two-year option in the amount of \$6,287,602, for a total NTE amount of \$12,620,336, effective April 7, 2025, subject to resolution of any properly submitted protest(s), if any.

11. SUBJECT: METRO CENTER PROJECT CLOSE-OUT 2024-1164

AUTHORIZED ON CONSENT CALENDAR an increase to the Life of Project budget in the amount of \$13,000,000 from \$143,688,310 to \$156,688,310 for the Metro Center Project to fully resolve all claims and complete the close-out of the Project.

12. SUBJECT: ZERO EMISSION BUS (ZEB) CHARGING INFRASTRUCTURE FOR DIVISIONS 18 & 7

2024-1073

APPROVED BY TWO-THIRDS VOTE OF THE BOARD:

- A. FINDING that authorization of the use of alternative delivery methods, including Progressive Design Build Operate Maintain (PDBOM), pursuant to Public Utilities Code Section 130242 (b), will achieve integration of design, project works, and operations and maintenance of charging equipment in an efficient manner for ZEB Charging Infrastructure Projects at Divisions 18 & 7; and
- B. APPROVING a competitive solicitation of a PDBOM contract to achieve the proposed design approach, specific project features and functions, and other project criteria in addition to price, pursuant to Public Utilities Code 130242 (e).

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
Y	Y	Y	Y	A	Y	A	A	A	Y	Y	Y	Y

13. SUBJECT: FEMALE PARTICIPATION IN PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY CONSTRUCTION PROJECTS

2025-0036

RECEIVED AND FILED the Construction Workforce Disparity Study report and response to Board Motion 29.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
P	A	P	P	A	P	A	A	A	P	P	P	P

13.1 SUBJECT: MEETING THE MOMENT: A REGIONAL APPROACH TO REALIZING LA METRO'S WORKFORCE EQUITY GOALS MOTION

2025-0237

APPROVED AS AMENDED Motion by Horvath, Hahn, Dutra, Solis and Yaroslavsky and that the Board direct the Chief Executive Officer to:

- A. expand the Cultural Competency Plan requirement to integrate Community Benefits and Workforce Equity components into RFP procurements, and identify mechanisms to embed workforce commitments, such as childcare accessibility, reliable transportation, supportive work environments and an inclusive workplace culture, ensuring alignment with Metro's broader workforce initiatives;

(continued on next page)

(Item 13.1 – continued from previous page)

- B. establish a regional roundtable with the Program Management Office (PMO), general contractors’ associations, contractors, the Los Angeles Department of Economic Opportunity (DEO), LA/OCBCTC, union trades, and other key stakeholders to develop a strategic action plan. Discussion should include, but not be limited to consistent goal setting for regional public contracting agencies, the provision and/or subsidization of childcare services similar to that of “TradesFutures” childcare pilots in Milwaukee and New York City, and “Care That Works” in Boston, and apprentice/journeyman ratios on construction sites. The roundtable should provide a unique forum for stakeholders to address the systematic barriers that confront the participation of women in the trades;
- C. conduct a Women in the Trades Regional Summit to bring together public agencies, trade unions, workforce development boards, and academic institutions to foster collaboration, share best practices, and drive commitments to increase female participation in the construction workforce;
- D. establish a Construction Female Advisory Group composed of experienced women in the Trades, which will provide mentorship, guidance, and best practices to help dismantle barriers for women in construction; and
- E. launch a targeted social media campaign (Built By Her) focused on women, youth, and mentorship opportunities. The social media campaign should be complemented with outreach to potential partners in the field of women’s sports and the creative arts.

WE FURTHER MOVE that the Chief Executive Officer be directed to report back in June 2025 with a series of workforce equity components that could be embedded in RFP procurements, such as a contractor’s previous commitments and attainment of workforce hiring goals, the maintenance of an inclusive and harassment-free workplace, and the provision or subsidization of childcare resources, that would generate more accountability for a contractor meeting proposed hiring goals.

DUPONT-WALKER AMENDMENT: Report back in May on the status of efforts to address cultural competency requirements for the rest of the historically underutilized, including the other cultural sensitivities and the disparities that continue to exist and what factors to consider, and include best practices of those that took the scorecard seriously.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
Y	A	Y	Y	A	Y	A	A	A	Y	Y	Y	Y

14. SUBJECT: INVESTMENT POLICY

2025-0043

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING the Investment Policy;
- B. APPROVING the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA's Officials; and
- C. DELEGATING to the Treasurer or their designees, the authority to invest funds for a one-year period, pursuant to California Government Code ("Code") Section 53607.

15. SUBJECT: WEB PLATFORM DEVELOPMENT SERVICES

2024-1163

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. PS87947000 with Exemplifi, LLC in the amount of \$400,000 increasing the Not-to-Exceed (NTE) contract value from \$550,000 to \$950,000, and extend the period of performance from August 31, 2025 to June 30, 2026 to continue providing essential digital maintenance and development support for Metro.net and standalone websites (The Source, El Pasajero, and art.metro.net).

20. SUBJECT: METRO B AND D LINES UNINTERRUPTIBLE POWER SUPPLY BATTERIES

2024-1128

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to amend Contract No. OP44570-2000B with Skyler Electric Company, Inc., in the amount of \$1,403,491 for Task Order No. 9, to provide Uninterruptible Power Supply (UPS) Batteries for Metro B and D Lines, increasing the cumulative Not-to-Exceed (NTE) contract amount from \$3,468,400 to \$4,871,891.

21. SUBJECT: COUNTYWIDE TRANSIT SIGNAL PRIORITY (TSP) CLOUD SOLUTION

2025-0045

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 30-month, firm-fixed-price Contract No. PS125493000 to JMDiaz, Inc., for the design, development, and implementation of a cloud-based Transit Signal Priority (TSP) system on portions of the NextGen Tier One network in the County of Los Angeles in the amount of \$2,443,389, subject to the resolution of any properly submitted protest(s), if any.

22. SUBJECT: PEST AND BIRD CONTROL SERVICES **2025-0160**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to award a firm fixed unit rate Contract No. OP48505(2)0008370 to CDS Services, Inc. DBA Legion Pest Management, for pest and bird control services throughout Metro's bus and rail facilities, rail cars, and non-revenue vehicles, in the Not-To-Exceed (NTE) amount of \$2,887,332 for the three-year base period and \$1,925,728 for the two-year option, for a combined NTE amount of \$4,813,060, effective May 5, 2025; subject to the resolution of any properly submitted protest(s), if any.

23. SUBJECT: METRO AGENCYWIDE FURNITURE AND MOVING SERVICES **2025-0071**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. PS125302000, for furniture, space planning, and installation services, to M3 Office, Inc., for a Not-to-Exceed (NTE) amount of \$3,475,000.00 for the three-year base period and \$1,075,000.00 for each of the two, one-year options, for a combined total of \$5,625,000.00 effective April 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

24. SUBJECT: METRO BIKE SHARE **2025-0096**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 18 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) in the amount of \$8,357,384 to continue Metro Bike Share (MBS) program services increasing the total contract value from \$116,292,084 to \$124,649,468 and extend the period of performance by a total of 7 months from April 30, 2025 through November 30, 2025, inclusive of a base period of four months and three, one-month options; and
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

28. SUBJECT: COMMUNITY ADVISORY COUNCIL (CAC) QUARTERLY UPDATE **2024-1145**

CARRIED OVER TO THE MAY 2025 REGULAR BOARD MEETING:

~~RECEIVE AND FILE quarterly status report on the Community Advisory Council (CAC).~~

29. SUBJECT: STATION ACTIVATION MOTION

2025-0217

APPROVED ON CONSENT CALENDAR Motion by Yaroslavsky, Bass, Dupont-Walker, Sandoval and Mitchell that the Board direct the Chief Executive Officer to:

- A. Create a pilot station activation program to help Metro reimagine and determine how to elevate the experience of our transit riders and the surrounding communities, using tools like farmers markets, cultural programming, vending, and community events and report back in 3 months on the progress. The plan should also identify a rapid deployment that can support Purple Line Extension Section 1 station openings;
- B. Open TAP Card art contest for the new stations, time permitting;
- C. Explore TAP ticket integration art entertainment venues and cultural centers near stations, such as, but not limited to, the El Rey Theater, Pomona Fairplex, LACMA, and the Petersen Museum, building off of the successful Hollywood Bowl pilot; and
- D. Report back on the progress of the actions above on a quarterly basis to the Operations, Safety, and Customer Experience Committee, including progress on the Visionary Seed Fund station activation program at Leimert Park Station, Willowbrook/Rosa Parks Station, and Westlake/MacArthur Park Station.

30. SUBJECT: FEDERAL AND STATE REPORT

2025-0162

APPROVED:

- A. RECEIVING AND FILING the March 2025 Federal and State Legislative Report; and
- B. ADOPTING Staff Recommended Position:
 - AB 1237 (McKinnor). County of Los Angeles: sporting events: ticket charge: public transit. - SUPPORT-WORK WITH AUTHOR/SPONSOR.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
Y	A	Y	Y	A	A	A	A	A	Y	Y	Y	Y

31. SUBJECT: CLOSED SESSION

2025-0238

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(D)(1)

1. Julissa Adriana Castaneda v. LACMTA, LASC Case No. 22STCV04100

APPROVED settlement in the amount of \$1,350,000.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
Y	Y	Y	Y	A	Y	A	A	Y	Y	Y	Y	Y

2. Angel Saucedo v. LACMTA, LASC Case No. 23LBCV01790

APPROVED settlement in the amount of \$250,000.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
Y	Y	Y	Y	A	Y	A	A	Y	Y	Y	Y	Y

3. Sara Valtierra v. LACMTA, LASC Case No. 23CHCV00139

APPROVED settlement in the amount of \$1,000,000.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
Y	Y	Y	Y	A	Y	A	A	Y	Y	Y	Y	Y

B. Public Employment - G.C. 54957

Title: Chief Executive Officer

No report.

C. Conference with Labor Negotiator - Government Code 54957.6

Agency Designated Representatives: Cristian Leiva and Dawn Jackson-Perkins

Employee Organizations: AFSCME, SMART and Teamsters

No report.

ADJOURNED AT 1:05 P.M.

Prepared by: Jennifer Avelar
Administrative Analyst, Board Administration



Collette Langston, Board Clerk