

Communication from Public

Name: Harold Shapiro
Date Submitted: 02/23/2026 01:55 AM
Council File No: 23-1168

Comments for Public Posting: I am disappointed to see that there will only be a single location within the entirety of Sherman Oaks where a Speed Safety System will be implemented. Sherman Oaks is plagued by speeders, reckless drivers who ignore stop signs, run red lights, drive aggressively and dangerously, and jeopardize the lives and safety of pedestrians and bicyclists. A recent speeding incident on 1/27/2026 on Woodman Avenue in Sherman Oaks took the lives of an 84-year-old resident and his dog. The driver hit and ran and has not been caught. Another speeding incident in that same area resulted in an auto accident that took the life of a young child. Can we please have more patrol officers or speeding ticket cameras for the area? People run red lights ALL the time, and nothing is ever done about it. People have died; it's time for something to change. Another area within Sherman Oaks that is of concern is a need for traffic mitigation on Camino De la Cumbre from the 3300 - 3500 block Coy Drive to Glorietta Drive. Residents are concerned about the dangerous conditions of speed and a blind turn. They would like something done before anyone is severely injured or dies. Another area of concern is Knob Hill at (and north of) Valley Vista. The road is twisty with blind spots - drivers go flying up and down on the wrong side of the street because so many cars are parked along the narrow road. It's extremely dangerous; bottlenecks happen frequently. Additionally, the no right turn restriction from 7 AM until 10 AM is not well adhered to, but truthfully the problem continues throughout the day. It's truly scary and unsafe to drive there. Another area of concern is Woodcliff Road from Mulholland Drive to Valley Vista. Thousands of cars utilize this residential neighborhood narrow street daily as a cut-through to avoid traffic on the 405 Freeway and Sepulveda Blvd. These cars ignore the speed limits, they ignore the stop signs, and they don't even slow down for the speed humps. Traffic enforcement is not being addressed on this street. Some action is clearly needed here as well because there are hardly any sidewalks and there are residents walking their dogs, or just walking for exercise, and there are also bicyclists using the street, and this is a disaster waiting to happen.

Communication from Public

Name:

Date Submitted: 02/23/2026 07:32 AM

Council File No: 23-1168

Comments for Public Posting: The Hyperion Street Safety Coalition requests that a 1-mile segment of Hyperion Avenue be included in this pilot program. Specifically, the Coalition requests speed cameras at three locations where lights are frequently run:
Hyperion/Tracy/Entrance — site of multiple vehicles crashing into 2449 Hyperion and a former bus stop Hyperion/Lyric — site of a downhill curve enabling dangerously high speeds
Hyperion/Fountain — site of multiple recorded crashes
These three locations are requested in addition to a camera near Thomas Starr King Middle School, also within our corridor. Since 2021, our initiative has grown from one Neighborhood Council into a 500+ member Coalition supported by schools, businesses, and community organizations united in combating traffic violence. The 1 1/2-mile Hyperion-Fountain corridor has evolved from an auto-centric roadway into one with lively restaurants, retail, schools, and creative offices — yet the infrastructure remains designed for high speeds, enabling drivers to regularly exceed the limit by 20+ mph. Our community has witnessed multiple fatalities, countless injuries to drivers, pedestrians, and cyclists — overturned cars, storefront crashes, crushed bus benches, uprooted street poles. These incidents are costly on every level: emotional, physical, and economic. We believe the time for action is now, especially given our demonstrated community support. We have also learned that since January 2021, LAPD has entirely stopped collecting data for “minor” crashes, creating a sharp discontinuity in crash data quality. If LADOT’s analysis ignores post-2020 data, how is the agency accurately validating High Injury Networks? Our steering committee has conducted independent speed radar testing and a full collision analysis along both Hyperion and Fountain. Our findings are clear: there is far more than 2.3% speeding, and far more than 3 speed-related collisions — all documented at <https://hyperionstreetsafety.com/>. We urge LADOT to include Hyperion Avenue in this pilot and to engage meaningfully with community-generated data.