

Communication from Public

Name: Hyperion Street Safety Coalition

Date Submitted: 02/11/2026 03:40 PM

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 the frequently blown lights of: Hyperion/Tracy/Entrance (site of multiple cars crashing into 2449 Hyperion building and former bus stop), Hyperion/Lyric (site of a downhill speeds and curve causing high speeds), and Hyperion/Fountain (site of multiple crashes). These 3 locations are requested in addition to the suggested plan for a camera near Thomas Starr King Middle School, also within our plan. 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 1½-mile Hyperion-Fountain corridor has evolved from an auto-centric roadway to one with lively restaurants, retail, schools, and creative offices—yet the infrastructure remains designed for high speeds, enabling drivers to regularly exceed speeds by 20+ mph. Our community has witnessed multiple fatalities, countless injured drivers, pedestrians and cyclists, overturned cars, near misses, storefront crashes, crushed bus benches, and 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 respectfully request a meeting with LADOT to determine the best locations within the project area given our community constituents deep knowledge of the most vulnerable intersections. On behalf of our Steering Committee and Coalition of Supporters, thank you for prioritizing public investment in making our streets safer for all! Further info including collision analysis can be found at <https://hyperionstreetsafety.com/>

**Funding
Request
Jan 2026**



About:

The Hyperion Street Safety Coalition includes organizations, business owners, tenants, residents, schools, and students in the Los Feliz, Silver Lake and Atwater Village communities who seek to prioritize safety and mobility on the 1.5 mile stretch of roadway extending from Hyperion Ave at Rowena Ave to Fountain Ave at Sunset Blvd.

We are partnering to build a multi-benefit active transportation infrastructure on Hyperion and Fountain Avenues that will result in Sustainable Mobility, Urban Cooling, Improved Health and Livability, and Thriving Businesses, while serving as a model for Community Resilience.

Mission:

Preventing deaths and injuries due to infrastructure failures by advocating for improved mobility and safety on Hyperion and Fountain Avenues. The solutions you see in [The Avenue Plan](#) reflect our support of Hyperion and Fountain Avenue businesses, Safe Routes to School, and the forging of regional linkages.

Photo by Thierry Frissen

An Urgency

We urgently request state funding for the [Hyperion Street Safety Action Plan](#) – a grassroots project in Los Feliz and Silver Lake that will transform safety and connectivity for a regional streetscape linking Atwater Village, Griffith Park, Elysian Park, Echo Park, Glendale, and Hollywood. Equally critical, we ask that Hyperion Avenue be included in the [AB 645 Speed Safety System Pilot Program](#) with cameras installed to detect and automatically ticket reckless drivers.

Our 2 Highest Priority Crossings Need Immediate Funding

1. Hyde & McDell Court - This location sits at the intersection of a preschool, a beloved landmark restaurant of 60-years (Casita del Campo), a fitness studio, and an emerging family-owned coffee & wine shop. With high pedestrian traffic but no safe crossing for ¼-mile, we request: new high-visibility crosswalk with traffic signal and 2 ADA curb ramps.
2. Fountain & Sanborn crossing - Located in the Thomas Starr King Middle School Zone (1,800 students), where narrow sidewalks serve as the school's "jogging track". We request: new high-visibility crosswalk with traffic signal and 2 ADA curb ramps.

FUNDING REQUEST LOCATIONS 2026



The Coalition supports life saving improvements including:

- New traffic signals
- ADA curb cuts
- High visibility crosswalks

at five priority locations:

1. Hyperion @ Evans
2. Hyperion @ Scotland
3. Hyperion @ Delongpre/Udell
4. Hyperion @ Fountain
5. Thomas Starr King MS Zone @ Bates and/or Sanborn

LEGEND

- Project Area
- Priority Crossing Location
- 1/2-Mile Buffer (10-minute walk zone)
- Fountain High-Injury Network
- Metro B (Red) Line
- Metro Bus Line
- Glendale Metrolink Station
- LADOT DASH Line
- LA River Greenway
- Bike Lane
- Metro Bikeshare Station
- Commercially Zoned Space
- Industrial and Studio Space
- Schools and Public Facilities



1.26.26

HYPERION @ UDELL - Preschool Connection (CD4)



FOUNTAIN @ SANBORN - Thomas Starr King Middlechool Zone (CD13)



Potential signalized crosswalk location - 1/4-mile between existing crosswalks in the school zone. There was a crosswalk here up until ~1989

sidewalks used frequently as the "school track"

FOUNTAIN @ BATES - Thomas Starr King Middle School Zone (CD13)



Potential signalized crosswalk locations

Relocated accessible entry does not align with a crosswalk



ORIGINAL, NON-ADA ENTRY

Safety Now

Our team conducted a collision analysis in 2021 (data from 2009-2019) with updates in 2026 that revealed a troubling continuation of car crashes involving pedestrians or cyclists. Most of these occurred during the day, with clear weather, on dry streets, and under no unusual road conditions; suggesting that the infrastructure of The Avenue does not provide sufficient protection to pedestrians or cyclists.

In addition to fatalities that have occurred in the past ten years, several business storefronts have experienced crashes over the years.

It's time for safety now.

Fountain-Hyperion Collision Analysis

Updated with 2018 and 2019 data

Prepared for the Hyperion Street Safety Coalition
October 19th, 2021

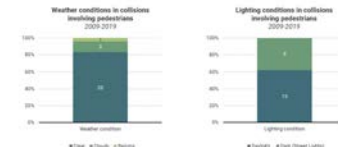


Collisions involving pedestrians largely occurred at intersections, particularly Fountain and Hyperion

Fountain/Hyperion pedestrian collision heat map
2009-2019



The majority of car collisions involving pedestrians occurred on clear days and in daylight

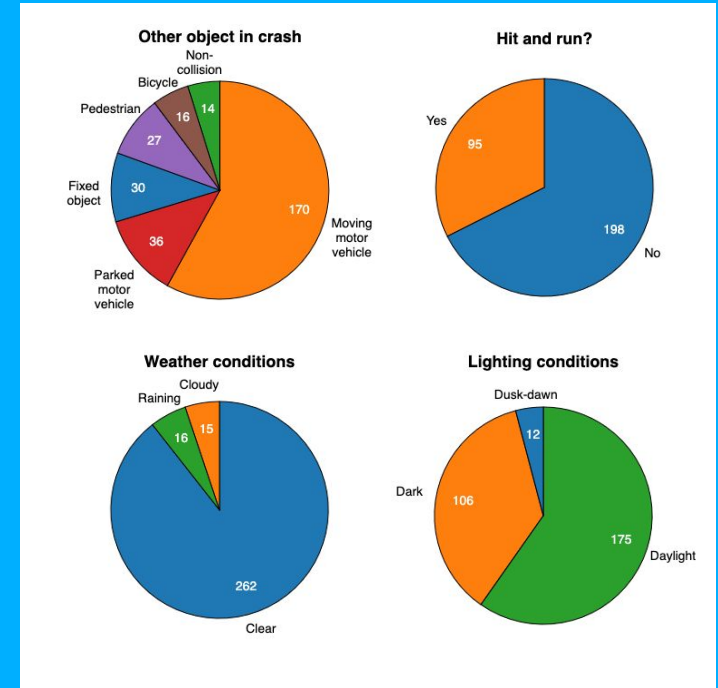


2016-2025 Collision Analysis

SWITRS data 2016 through mid 2025

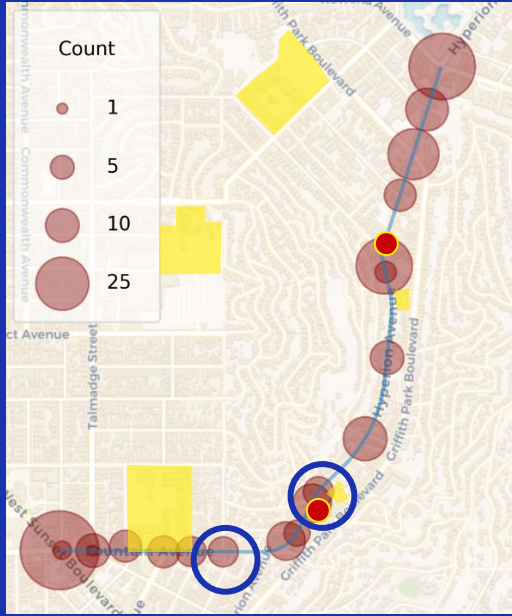
- Number of crashes: 289
- Number of crashes involving pedestrians: 41
- Number of people killed or injured: 243

Note: LAPD has stopped collecting data for "minor" crashes since January 2021 and many incidents go unreported

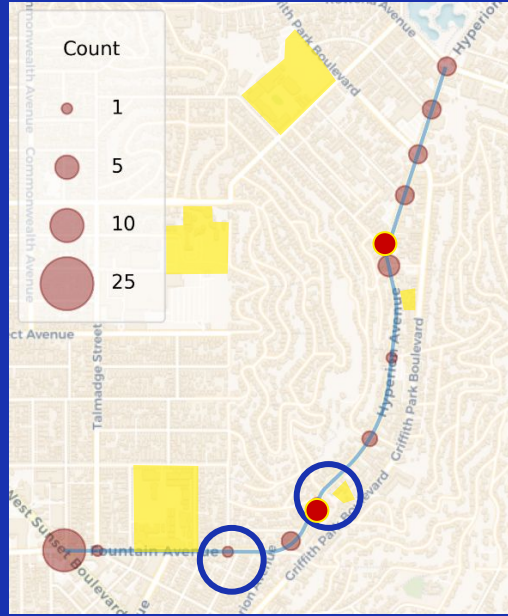


2016-2025 Collision Analysis

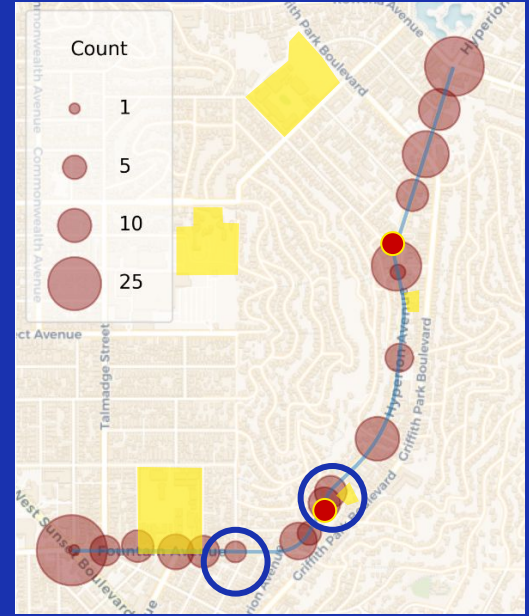
NUMBER OF CRASHES



CRASHES INVOLVING PEDESTRIANS



PEOPLE INJURED OR KILLED



- Requested Near-Term Signaled Crossing
- School Location
- Fatality

Vision Zero Statistics Must Change

Every 40 hours,
an Angeleno
loses their life in a
traffic collision

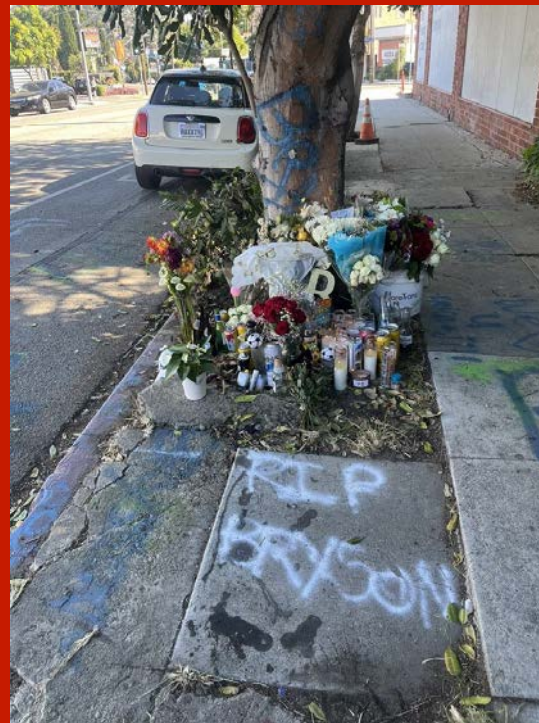
Almost 50% of people
killed in vehicular
collisions were either a
pedestrian or a cyclist

Pedestrian collisions
on arterial streets are
seven times more
deadly than collisions
on non-arterial streets

November 2, 2025 4:30am



June 23, 2024, Fatality



January 8, 2024, ~8:30am



November 9, 2023, ~4:30pm



LOCAL NEWS

Hundreds without power after car crashes into pole in Los Feliz

by: [Tony Kurzweil](#), [Ginger Chan](#)

Posted: Jun 13, 2023 / 07:39 AM PDT

Updated: Jun 13, 2023 / 07:41 AM PDT



Overtaken Metro Bus Bench & Building Facade Damage



January 16, 2019, Fatality



Elected Officials Support Hyperion



COMMITTEE ON THE JUDICIARY
COMMITTEE ON APPROPRIATIONS
ES OFFICE MEMBER


ADAM B. SCHIFF
MEMBER OF CONGRESS, SUPPLEMENTAL, CALIFORNIA
@RepAdamBSchiff | schiff.house.gov

2200 ARMBURGH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
301 EAST OLIVE AVENUE, SUITE 200
BIRMINGHAM, AL 35202
@RepAdamBSchiff | schiff.house.gov

May 10, 2024

The Honorable Tom Cole
Chair
House Appropriations Committee
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Rosa DeLauro
Ranking Member
House Appropriations Committee
U.S. House of Representatives
Washington, D.C. 20515

Dear Chair Cole and Ranking Member DeLauro:

I am requesting funding for the Hyperion Street Safety Project in Fiscal Year 2025. The entity to receive funding for this project is the City of Los Angeles, located at 200 N Spring St, Los Angeles, CA 90028. The funding would be used for a new streetscape and the installation of new signalized crossings at three locations along Hyperion Avenue to improve safety and prevent pedestrian deaths. The project is an appropriate use of taxpayer funds because it will significantly improve safety.

The project has a Federal Nexus because the funding provided is for purposes authorized by 23 USC 133(b).

I certify that I have no financial interest in this project, and neither does anyone in my immediate family.

Sincerely,

Adam B. Schiff
Member of Congress


NITHYA RAMAN | Los Angeles
City Councilmember
4th District

For Immediate Release: February 26, 2025

COUNCILMEMBER RAMAN ANNOUNCES COMPLETION OF SPEED TABLES ON HYPERION AVENUE IN SILVER LAKE

LOS ANGELES — Today, the Department of Transportation (LADOT) completed installation of four speed tables along Hyperion Avenue in the Silver Lake neighborhood of Council District 4. A speed survey conducted by the Los Angeles Department of Transportation (LADOT) in 2021 found that 72% of vehicles drove over the 35 mph speed limit when driving this stretch of Hyperion Ave. In support of long-time community advocacy for traffic calming measures, Councilmember Nithya Raman allocated \$90,000 in April 2024 to fund speed tables to mitigate reckless speeding along the stretch of Hyperion Ave between Fountain Ave and Lyric Ave and between Lyric Ave and Tracy Ave.

Speed tables are a speed mitigation tool that LADOT is able to deploy on arterial roads since they are wider, lower, and flatter than normal speed humps, making them appropriate for roads with a speed limit of up to 35 mph. The four new speed tables can be found on Hyperion Avenue near Scotland St, Fernwood Ave, Udell Ct, and Entrance Drive.

"Despite being an area heavily frequented by pedestrians, this stretch of Hyperion Ave is a notorious speedway for drivers, where people behind the wheel often exceed the speed limit by 10 miles or more," said Councilmember Raman. "The community has asked for speed mitigation measures to be put in place since before I came into office, and I am so glad to be able to report that today we have completed construction on four new speed tables. We know that speeding kills, and I will continue to deploy every tool available to calm traffic and create safe streets."

"Speed Tables are a proven, effective speed-calming tool and this project is another example of how LADOT works with neighborhoods to improve safety on LA streets," said LADOT General Manager Laura Rubio-Cornejo. "I'm grateful for the continued partnership with Councilmember Nithya Raman and her commitment to road safety, as well as the support from the community to reduce speeds and save lives."

"This is a crucial step in addressing the longstanding issue of speeding along Hyperion," said Hyperion Street Safety Coalition Chair Stobhan Burke. "We look forward to continuing the progress with Councilmember Raman's office as we address comprehensive safety solutions including signalized crosswalks, as funding becomes available."

"This marks a pivotal breakthrough in tackling the persistent safety problems that have plagued Hyperion Avenue for decades," said Tyler Simmons, an adjacent business owner. "We're

Community Org Endorsements

99 Neighborhoods Network

Atwater Village Neighborhood Council

Bike LA

Dare to Bless the Love

Franklin Hills Residents Association

Los Angeles Walks

Los Feliz Improvement Association

Los Feliz Neighborhood Council

Silver Lake Forward

Silver Lake Neighborhood Council

Silver Lake Reservoirs Conservancy

Streets Are For Everyone

Streets For All

Sunset4All

**>500
Member
Coalition!**

School Endorsements

Marshall High School

Lyric Preschool

Pinwheels Preschool

Thomas Starr King Middle School

Silverlake Independent Jewish Community Center

Local Business Endorsements

5 Speed Motors Auto Repair

American Eagle Auto Body & Paint

Bestor Architecture

Body Builders Gym (closed)

Bogie's Liquor

Bravo Bistro at the Lyric Hyperion Theatre

Brock Real Estate

Casita del Campo

Ceviche Project

Chaparral Incorporated

Cohen Law Partners

Community Arts Resources

Connected Ventures LLC

Deborah Murphy Urban Design + Planning

Desert's Coffee

Electric Ave Silverlake

Elite Auto Body

Fountain Liquor & Spirits

Gil Rodriguez

Golden Saddle Cyclery (closed)

Grace Market Research, Inc.

Griffith Park Cleaners & Alterations

Hair Clinic

Hi Tech Automotive

Hype Silverlake

Hyperion Auto Repair

Hyperion Chiropractic

Hyperion Collision Center

K-9 Tubs

LACA Dermatology

Lehrer Architects LA, Inc

Lyric Design & Planning

Magpies

Mi Corazon

Ô Banh Mi

Oyler Wu Collaborative

Paul Redmond, Realtor

PostalWorks

Quadrant, Inc

Redcar Properties, Ltd.

Reunion & Co.

Rick's Auto Body & Paint

Ringkeed, Inc

Rodeo Athletic Club

Roschen Van Cleve Architects

Silver Lake Yoga

Southpaw

Speranza

Strømmen Inc

Sublime Silverlake

The Collective Realty

The Fix Burger (closed)

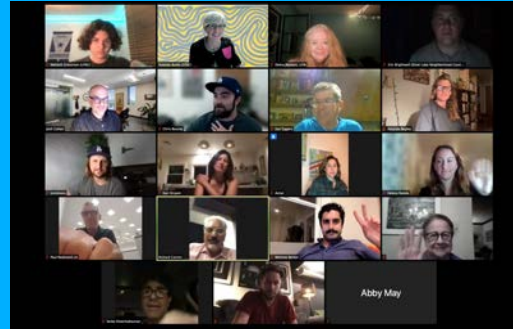
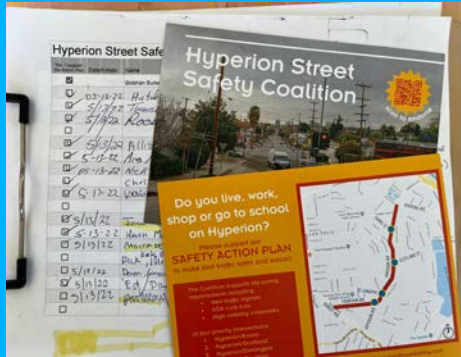
Unruh Boyer Architects

Warren Techentin Architecture

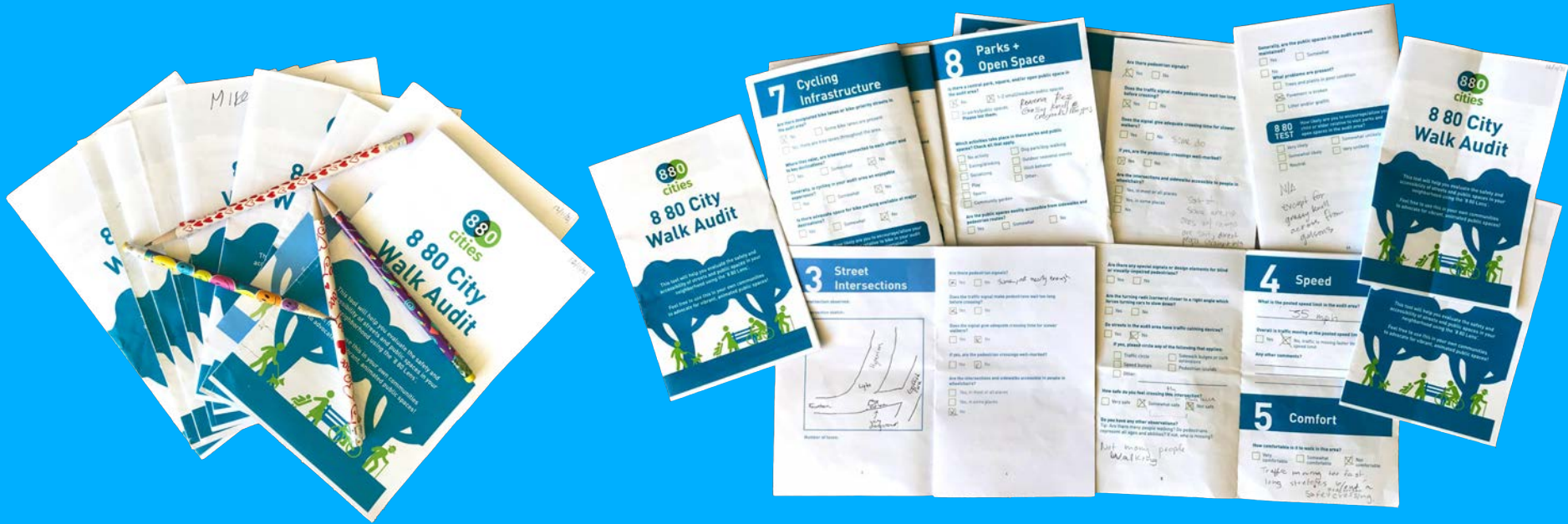
Wayfarer Veterinary Hospital

Will Baum, LCSW Psychotherapy

Engaging All Voices



Walkabout Feedback Loop



Guided by the 880 Cities toolkit, 27 community members assessed Hyperion Street Safety on a group walk

~10 Years of Community Action

Letters from LFNC to LADOT

- 2/15/17
- 2/19/19

Collision Analysis Reports

- 2/19/19
- 1/12/26

Speed Tables Installed - March 2025

Speed Radar Testing - June/August 2025

Motion Passes to Reverse Spot Widening

- 11/22/22

Working Group Meetings with LADOT

- 5/13/19
- 7/24/19
- 2/5/24

Hyperion Street Safety Coalition

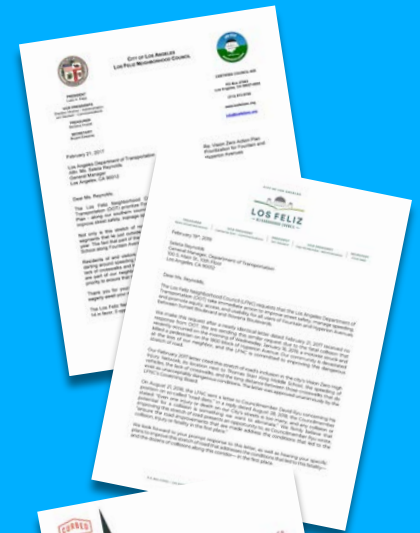
- 5/17/21 Virtual Meeting #1
- 8/18/21 Virtual Meeting #2
- 10/18/21 Virtual Meeting #3

Hyperion Walkabouts

- 11/3/18
- 11/13/21
- 12/11/21
- 1/31/23
- 3/3/25 with CD4 + CD13

Community Mixers

- 9/21/22
- 5/2/24



Community Stories



Community Stories

"The road is a death trap, I worry about my staff and clients walking on it to get to my studio on Hyperion. It seems like a very preventable problem with the measures identified."

-AD

"It's Fast, Wild and Lucky on Hyperion. Luckily there haven't been any fatalities on the corner of Hyperion Avenue and Evans, however many car crashes and storefronts have been hit." -AA

"Hyperion is a terrifying raceway. The design encourages and rewards speeding and discourages people from walking or biking on the road. Its design separates Franklin Hills from Silver Lake, and it could and should instead be a vital link between these communities." -LK

"Hyperion and Fountain intersection, aka "The corner of Death" is a problem location. The acoustics of Hyperion valley give me an acute awareness of the frequent auto accidents there. The problem is difficult, the slope and grading of the roadway at the bend were not designed for modern vehicle speeds. The lack of a central turning lane for Left Turns also causes many cars to get rear ended all along the route." -JW

"I have walked my children to school and activities since they were very small along Hyperion/Fountain. Crossing Hyperion is extremely dangerous for pedestrians due to travel speeds and the lack of safe crossings, especially between Tracy and Sunset Boulevard. I think of the King Middle School students who have to walk to/from school and how deeply they are de-prioritized over cars. It's a very hostile and unpleasant environment. We need to raise awareness of pedestrians through slower speeds and traffic calming measures." -ML

Community Stories

"I hear the slamming of breaks and crashes from in and outside of my house regularly, reminding me of the death trap out front awaiting unsuspecting drivers. Let's please do what we can to protect ourselves and others by creating a safer Hyperion Avenue." -MP

"I love this neighborhood so much and it really has the potential to be much safer. So many businesses would benefit from a more walkable and pedestrian friendly neighborhood street as well." -RT

"The amount of accidents I've witnessed and heard on this stretch is astounding and super scary." -AS

"Traffic is moving TOO FAST on Hyperion and there are long stretches without a safe pedestrian crossing." -Walk Audit Comment

"Hyperion and Fountain have for too long been unnecessarily dangerous streets and significant gaps in a bicycle network that limits the mobility of Angelenos who don't have access to cars." -MM

"The road, in its current state, does favors to no one. It's unpleasant to walk or dine along, dangerous to cycle along, and even pretty harrowing to drive along -- all of which I've done. I was also hit by a reckless driver as I rode my bike on Hyperion." -EB

**Public
Investment
In Resilient
Communitie
s**



Communication from Public

Name: Danny

Date Submitted: 02/11/2026 03:51 PM

Council File No: 23-1168

Comments for Public Posting: I support the inclusion of Fountain Ave in front of King Middle School as a location for a speed camera.

Communication from Public

Name:

Date Submitted: 02/11/2026 04:20 PM

Council File No: 23-1168

Comments for Public Posting: Please add a speed camera on Obama Blvd between Crenshaw and the Culver City border. It's prone to a lot of high speed traffic.

Communication from Public

Name: Greg Ruben

Date Submitted: 02/11/2026 05:26 PM

Council File No: 23-1168

Comments for Public Posting: These speed cameras are long overdue. But they need to be accompanied by a crackdown on license plate fraud, or they risk exacerbating the problem. Across LA, it's now common to see cars with no license plates, long expired temporary plates, fake temporary plates printed at home, or tinted covers that obstruct the license plate. All this will prevent the cameras from working, and it also increases the likelihood of fleeing the scene in case of accident.

Communication from Public

Name: Kelly Kane

Date Submitted: 02/11/2026 06:18 PM

Council File No: 23-1168

Comments for Public Posting: These systems are unconstitutional every time they're tried. Don't waste tax payer dollars installing dragnet surveillance systems frequently abused by numerous agencies, and they attempt to trick people into paying tickets they do not owe. They increase collisions at intersections as people panic worried about a ticket. Stop wasting our tax dollars installing these systems which will have to be ripped down anyways, or are profit centers for for-profit collections agencies.

Communication from Public

Name: Jamie Shepherd
Date Submitted: 02/11/2026 06:30 PM
Council File No: 23-1168

Comments for Public Posting: I support the speed camera pilot. However, in reviewing LADOT's proposed locations for cameras, I note that in CD-10, there are insufficient cameras on Wilshire Blvd and 6th St, both of which suffer from vehicles speeding excessively at great danger to pedestrians and other road users. Often, I see vehicles drag racing or in apparent speed contests on Wilshire Blvd and 6th St, between Vermont and Western.

Communication from Public

Name: Jesse Budlong

Date Submitted: 02/11/2026 07:02 PM

Council File No: 23-1168

Comments for Public Posting: I've been hit by a car twice in Los Angeles and witness daily how fast cars drive. I fully support this program and hope that it does not get watered down through public outreach. Given the recent decision by the USDOT to no longer fund speed cameras outside of school and construction zones I wish LADOT the best of luck in securing funding for this project and expedite it given the recent deadly vehicular homicide event in Westwood.

Communication from Public

Name:

Date Submitted: 02/11/2026 08:00 PM

Council File No: 23-1168

Comments for Public Posting: Please include more speeding cameras on the west side near Santa Monica. I have observed speeding along Sunset Blvd, Wilshire Blvd, Bundy Dr, Centinela Ave, and Sepulveda Blvd as people try to avoid traffic on the 405. Cameras are especially needed along Westwood Blvd near the 99 Ranch, where 3 people tragically lost their lives due to reckless driving in early February. While the proposed map is a good start, speeding camera coverage should be better spread throughout Council Districts.

Communication from Public

Name:

Date Submitted: 02/11/2026 09:17 PM

Council File No: 23-1168

Comments for Public Posting: Cameras are proven to save our lives and tax dollars all while reducing the need for giving cops more money. If you care about protecting Angelenos, you should support these cameras!

Communication from Public

Name: David

Date Submitted: 02/11/2026 10:11 PM

Council File No: 23-1168

Comments for Public Posting: Los Angeles is still a car-first city by design, not by choice. Adding speed cameras before fixing street design, transit reliability, and signal timing risks turning safety into a revenue mechanism that disproportionately burdens people who have no realistic alternative to driving. We already pay enough to live here. Prioritize proven improvements: clearly marked passing lanes, eliminating unprotected left turns, and rethinking large east-west arterials, including one-way conversions where appropriate. Please focus on getting people where they're going efficiently and safely, so compliance comes from better design, not punishment.

Communication from Public

Name: Boris

Date Submitted: 02/11/2026 10:18 PM

Council File No: 23-1168

Comments for Public Posting: This is way overdue. Please implement this program as soon as possible. After activating all 125 locations, please consider further expansion among all streets where speeding is prevalent. These Speed Safety Systems are proven to work the world over, including many other locations around the United States. They are fair and impartial, not biased like police officers, and can provide much more consistent and widespread enforcement, leading to lasting behavior change.

Communication from Public

Name: David

Date Submitted: 02/11/2026 10:24 PM

Council File No: 23-1168

Comments for Public Posting: Los Angeles is still a car-first city by design, not by choice. Adding speed cameras before fixing street design, transit reliability, and signal timing risks turning safety into a revenue mechanism that disproportionately burdens people who have no realistic alternative to driving. We already pay enough to live here. Prioritize proven improvements: clearly marked passing lanes, eliminating unprotected left turns, and rethinking large east-west arterials, including one-way conversions where appropriate. Please focus on getting people where they're going efficiently and safely, so compliance comes from better design, not punishment.