

Communication from Public

Name:

Date Submitted: 02/22/2026 09:34 PM

Council File No: 23-1168

Comments for Public Posting: Please do not implement this program. It is a gross invasion of privacy and the information collected intrusive and invasive, at the very least.

Communication from Public

Name: Emily Chang

Date Submitted: 02/23/2026 09:07 AM

Council File No: 23-1168

Comments for Public Posting: Please help increase the safety in our neighborhood by including Hyperion in your pilot program. Walking our child to school feels like walking on a highway! 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.

Communication from Public

Name:

Date Submitted: 02/23/2026 12:10 PM

Council File No: 23-1168

Comments for Public Posting: To whom this may concern; LADOT Speed Safety Program Team and Council District 14, Hello, this is input and requesting that E 8th Street—specifically the corridor between S Boyle Avenue and Olympic Boulevard—be formally evaluated and included in the Speed Safety System camera program. LADOT’s Vision Zero High Injury Network (HIN) consists of approximately 6% of city streets that account for roughly 70% of deaths and severe injuries. E 8th Street (Boyle Ave to Olympic Blvd) is identified in LADOT materials as a High Injury Network segment. Given the program’s stated purpose of reducing speed-related severe injury and fatal collisions, excluding a designated HIN corridor warrants explanation. Additionally, this corridor has had limited recent physical safety mitigation compared to nearby streets. The absence of substantial traffic calming measures, curb extensions, or significant signal upgrades leaves a high-speed gap within a dense residential area. Where geometric conditions permit extended acceleration, speed management tools become even more critical. Most importantly, E 8th Street and many of its feeder streets are currently experiencing widespread streetlight outages due to vandalism and copper wire theft. Numerous poles remain nonfunctional, significantly reducing nighttime visibility between sunset and sunrise. The combination of high-speed driving conditions and compromised lighting materially increases collision risk for motorists, pedestrians, and transit users. In reduced-light conditions, speed enforcement becomes even more critical as a safety intervention. Community observations further indicate persistent high-speed driving behavior along this 1.5-mile stretch, particularly during off-peak and evening hours. While not all near-misses and minor collisions are captured in police-reported datasets, the lived pattern of speeding and unsafe driving suggests that relying solely on reported collision data may understate corridor risk. A formal speed study would provide objective validation. AB 645 requires an equity impact analysis and reporting framework. Boyle Heights is a dense residential community with substantial pedestrian activity and transit dependency. Published reporting has noted rising serious traffic injuries in the area over the past decade. Ensuring that HIN corridors receive appropriate safety interventions is consistent with both Vision Zero and AB 645 equity objectives. Further,

peer-reviewed research demonstrates that automated speed enforcement is an evidence-based countermeasure, with reductions in deaths near camera sites ranging from 17% to 71% across studies. Accordingly, we respectfully request the following: Formal inclusion of E 8th Street (S Boyle Ave to Olympic Blvd) in the Speed Safety System evaluation list, or written explanation of its exclusion. A corridor-wide speed survey and publication of collision and speed-related crash metrics used in site selection. Clarification of how HIN designation and AB 645 equity criteria were applied to Boyle Heights corridors in the prioritization process. Inclusion of high-risk segments of E 8th Street within the pilot program if full corridor deployment is not feasible in the current phase. Priority consideration should be given to intersections and feeder connections at Euclid Avenue, Lorena Street, and Marietta Street, where traffic conflict points and pedestrian activity are significant. Additional Physical Traffic Calming (like speed humps, Flashing Crosswalks and bulb-outs) on E 8th Street would also help tremendously. Preventative intervention on documented High Injury Network corridors is consistent with the City's adopted safety framework and would materially reduce foreseeable severe injury risk. Please confirm receipt of this submission. We hope this request supports meaningful improvements to public safety and helps reduce preventable traffic incidents along this corridor.

Communication from Public

Name: Cathy Pyles

Date Submitted: 02/23/2026 10:28 PM

Council File No: 23-1168

Comments for Public Posting: Regarding the Speed Safety Systems Program pilot is expected to launch in late summer/fall 2026. I am thrilled to hear that there is finally going to be some sort of action taken regarding the horrendous speeding that occurs in the North Hollywood neighborhood that I live in. I see that you have a camera planned for installation at Grant High School on Oxnard Avenue near Coldwater. My wish, is that you would extend that with a second camera on the corner of Bel-Air and Oxnard where I reside. I have a second story bedroom that looks over Oxnard Avenue and I cannot tell you the amount of drag- racing speeding and souped-up outrageously-noisy vehicles pass by my bedroom window on a daily basis. In the 15 years that I have lived here, I have witnessed at least a dozen crashes on the corner of Bellaire, where people seem to ignore the fact that there is a red light. The year I moved in here a young high school senior was bicycling on a Sunday afternoon and crossing Oxnard with the green light when he was struck and killed by a driver who has never been identified. He merely drove on down the street to stop only to pull the bicycle out from under his car as he continued on. Please consider adding an additional camera.

Communication from Public

Name: KV

Date Submitted: 02/23/2026 10:59 PM

Council File No: 23-1168

Comments for Public Posting: I am FIRMLY opposed to this so-called Speed Safety System project, which represents yet another opportunistic technological intrusion into the freedom of movement and privacy of every driver in this city. If LADOT wants to reduce traffic speeds in certain areas, there are MANY non-intrusive, effective, low-tech forms of speed control that can be implemented (speed humps, stop signs, etc.) that are not subject to the kind of regular errors that technical automation introduces, and which are far less intrusive into the privacy of citizens. Given the incursions our city has faced from unaccountable and illegitimate Federal policing operations, there is absolutely no reason for any Los Angeles citizen to trust that data collected from this technology will not be used for ends that, while perhaps unintentional, will further undermine our civil liberties. Furthermore, it does not appear that the fiscal costs include the labor costs that will inevitably be incurred both by citizens fighting unfair or illegitimate citations and fines generated by this technology, nor additional administrative costs the city will inevitably incur in processing contested citations and fines. It's a TERRIBLE idea that creates more problems than it proposes to solve. (District 10 constituent, for the record.)