

Communication from Public

Name: Susan Flanagan
Date Submitted: 02/23/2026 09:05 AM
Council File No: 23-1168

Comments for Public Posting: Speed Cameras Won't Save LA. They'll Just Punish the Same People Again. Los Angeles has a real traffic safety problem. No one disputes that. The city's streets are dangerous, and the number of people killed while walking or biking has risen to levels that should trouble anyone who cares about public space. But the city's new plan to deploy automated speed cameras—framed as a modern, data driven solution—misses the mark. Worse, it risks deepening the inequities that already define mobility in Los Angeles. Speed cameras sound simple: catch drivers going too fast, send them a ticket, and watch behavior change. But the simplicity is an illusion. The policy rests on a flawed assumption that individual drivers are the primary cause of unsafe streets, when the real culprit is the design of the streets themselves. And by leaning on automated enforcement, the city is choosing the most punitive, least equitable tool in the toolbox. The Core Problem: LA's Streets Are Built for Speed Los Angeles has some of the widest, fastest, least forgiving streets in the country. Many corridors—especially in historically marginalized neighborhoods—were engineered decades ago to move cars quickly, not to protect people. Long, straight lanes. Sparse crosswalks. High speed limits. Poor lighting. These are design choices, not accidents. Transportation research is remarkably consistent: • People drive at the speed the road “tells” them to drive. • Narrower lanes, protected bike lanes, raised crosswalks, and traffic calming features reduce speeds far more effectively than enforcement. • When streets are redesigned, crashes drop—without issuing a single ticket. Yet instead of investing heavily in redesigning dangerous corridors, Los Angeles is turning to cameras. It's a shortcut that avoids the harder, more expensive work of rebuilding streets. But shortcuts rarely solve structural problems. Automated Enforcement Sounds Neutral. It Isn't. Supporters of speed cameras often argue that automation removes bias. A machine doesn't see race, they say. It just sees speed. But this argument ignores the geography of enforcement. Where cameras are placed determines who gets ticketed. And historically, “high injury networks” overlap with neighborhoods that have endured decades of underinvestment, environmental burdens, and aggressive policing. If the city installs cameras primarily in these areas—as early plans suggest—it will replicate

the same patterns of disproportionate punishment, just with a digital veneer. A camera may not know your race, but your ZIP code does a lot of the talking. Automated tickets are expensive. For a middle class driver, a \$200 or \$300 fine is annoying. For a low income household, it can be destabilizing. A single unexpected bill can mean missed rent, skipped medication, or a drained savings account. And unlike a police stop, a camera doesn't offer discretion. It doesn't issue warnings. It doesn't consider context. It doesn't care if you're a gig worker racing between jobs or a parent late to pick up a child. It just extracts money. When a city relies on fines to shape behavior, it is effectively taxing the people who can least afford it.

The Surveillance Problem No One Wants to Talk About Los Angeles already has a complicated relationship with surveillance. Adding a network of automated cameras—capable of capturing license plates, tracking movement patterns, and storing data—raises legitimate civil liberties concerns. Even if the current policy promises strict limits, data has a way of drifting into new uses over time. What begins as “traffic safety” can easily expand into broader monitoring. History shows that surveillance infrastructure rarely shrinks; it grows.

There Are Better Solutions—But They Require Political Courage

- Redesign dangerous corridors with narrower lanes, protected bike lanes, pedestrian refuges, and raised crosswalks.
- Lower speed limits and redesign roads so those limits feel natural, not aspirational.
- Invest in transit and active transportation, giving people alternatives to driving.
- Improve lighting, visibility, and crossings in neighborhoods that have been neglected for decades.

A City Shouldn't Balance Its Safety Strategy on Punishment

The fundamental flaw in Los Angeles' speed camera plan is philosophical: it treats safety as a matter of individual misbehavior rather than systemic design. It assumes that if we just punish enough drivers, the streets will magically become safer. But punishment doesn't build sidewalks. It doesn't shorten crossing distances. It doesn't slow traffic on a six lane arterial designed like a freeway. It doesn't create a city where people feel safe walking to school or biking to work. Los Angeles deserves a safety strategy rooted in fairness, equity, and evidence—not one that leans on automated fines and calls it progress. Speed cameras may be politically convenient. But convenience is not justice, and it certainly isn't safety.

Communication from Public

Name: Erica Alden

Date Submitted: 02/23/2026 10:48 AM

Council File No: 23-1168

Comments for Public Posting: I am a Los Feliz resident with a child attending SIJCC. I drive Hyperion every morning and my elderly mother drives it every afternoon to take my preschooler to/from SIJCC. While the recently installed speed bumps have helped minimally, the street remains an extremely dangerous one to drive. I never look forward to that stretch and I worry quite a bit about my elderly mother driving it each afternoon. 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: Gregory Hardison

Date Submitted: 02/24/2026 11:14 AM

Council File No: 23-1168

Comments for Public Posting: “Promoting Safe Streets?” Promulgated by the City of Los Angeles?? You’ve GOT to be kidding! Is this some kind of sick joke?? I fail to see how the City can even associate itself with such a do-goody term, given the driving habits of some of its overpaid cowboys known as the Los Angeles Police Department. Take a look at the document labeled CF 26-000356, as designated by the LAPD. This involves the complaint I have logged against a particular unnamed LAPD Devonshire Division officer (assumedly), who was barreling in and out of traffic crawling along adjacent to the CSUN campus, southbound along Zelzah Avenue, approaching the intersection with Nordhoff Street, at approximately 1:05PM PST on Thursday January 29, 2026. Judging by the looks of the driver, this *kid* decked out in an LAPD uniform, using a City-issued SUV decorated with cool LAPD Decals & Logos, came within millimeters of slamming his vehicle into the right-hand/passenger side of my own 2008 Honda Accord. The collision would certainly have occurred, if I had not blown my horn, alerting him to my presence in the left-hand southbound lane, thus causing him to jerk his City vehicle back into its original place in the center-southbound lane on Zelzah. It was only then that he engaged his rooftop yellow-lights, while ignoring any usage of actual emergency lights. The vehicle’s siren (assuming it existed at all) was silent. I didn’t stare at the SUV’s State-issued license plate, but I did see the three numerals closest to the left-hand side of that plate, were “1-6-1”. Immediately after jerking back into the #2 lane, he cut his City SUV in front of mine by a matter of one or two inches, to steer back around cutting off the third vehicle that had been impeding his exhibition-of-speed in his original #2 lane. He then stopped very briefly behind a fourth vehicle, as I pulled up along-side (in the left #1 lane) to stop and get a good look at him. Full head of dark hair, clean-shaven, or possible with a mustache, but no beard. White, or Hispanic, or Mideastern; not Black or Asian—and probably all of about 23 or 24 years of age. His eyes briefly met mine; his expression reminded me of someone who was high on Cocaine. He quickly looked away, and accelerated on to westbound-Nordhoff Street, to continue his cowboy-express excursion. This sick City joke claiming to promote “Safe Streets” belies the reality of badly-trained, or completely UNtrained overpaid police officers,

lacking the age-related driving experience to be trusted with taxpayer-funded, arguably new Sports-Utility Vehicles capable of doing quite a bit of damage in collision situations. I am confident that his potential collision with my own vehicle (as I was quietly observing ALL applicable traffic laws at the time), would have easily totalled my vehicle by bending its body-frame; I also feel confident that this cowboy-cop would not have bothered to stop, after causing such damage to the vehicle belonging to a mere citizen such as myself. My initial contact with the Devonshire Division led only to a brush-off of the entire incident; I then contacted Councilman Blumenfeld's office (after being refused physical entrance into the Councilman's field office on Vanowen Street less than one hour later). I was contacted by an alleged LAPD officer calling himself "Steve Smith", who provided me with the CF number stated above—which should have been provided by the first Devonshire officer with whom I spoke, who neglected to do so, in his haste to sweep the entire thing under the rug. How can this City actually be serious about its vaunted PR ploy to promote "Safe Streets", while providing kids barely out of their teens with LAPD uniforms, cool-looking SUVs decked out with LAPD Decals, and annual salaries in excess of \$100,000, to play like coke-upped cowboys zipping in and out of traffic consigned to our crowded City streets? How long will it take for this one particular cowboy-kid-cop to mow down a child in a crosswalk, causing unimaginable tragedy to some unnamed family losing their precious offspring to a souped up, coked up cowboy-kid-cop who thinks he owns the streets? My own sense of humor is somewhat unconventional, but I sure as hell see nothing funny about this sick joke emanating from the City of Los Angeles! All of the mega-expensive magical high-tech robotic inventions in the world will do NOTHING to "promote Safe Streets", until incompetent and fully inexperienced, untrained LAPD officers are taught required safety protocols, rather than being turned loose to wage their own personal macho-traffic adventures on an unsuspecting public.

Communication from Public

Name: Amelie Cherlin

Date Submitted: 02/24/2026 04:20 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 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: Mia

Date Submitted: 02/24/2026 06:02 PM

Council File No: 23-1168

Comments for Public Posting: Please help keep our community safe. 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.