

## Communication from Public

**Name:** Alice DuBois

**Date Submitted:** 02/24/2026 05:25 PM

**Council File No:** 23-1168

**Comments for Public Posting:** I am requesting 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. My child will be going to Thomas Starr King Middle School next year. I would like him to be able to walk to school and not fear for his safety with cars speeding down the road and running lights. 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:** 02/26/2026 08:34 PM

**Council File No:** 23-1168

**Comments for Public Posting:** what types of speed cameras are being installed - Flock, Motorola, Axon etc..? Whatever the case may be, I wholly and staunchly disagree with this proposal. The presence of cameras does not mitigate or deter reckless drivers. In fact, ALPRs such as Flock, Motorola and the like are abused by law enforcement, ICE and CBP to infringe upon Americans' constitutional rights. My proposal is much safer and proactive than speed cameras. We can develop concrete medians, speed bumps and humps, pedestrian islands and protected bike lanes. I feel the aforementioned improvements will provide residents more safety as well as more pleasant living experience.

## Communication from Public

**Name:**

**Date Submitted:** 02/26/2026 11:08 PM

**Council File No:** 23-1168

**Comments for Public Posting:** In District 10, Obama blvd between La Cienega and La Brea is a highly trafficked thoroughfare where cars frequently exceed the speed limits driving 40-60mph and running the red light at Obama and Hauser, an intersection with an elementary school (Baldwin Hills Elementary). There have been a number of bad car accidents on this strip in the past year that necessitated ambulances, including at least one car flipped and at least one car that jumped the curb onto the sidewalk. I urge you to consider adding a speed camera in this area. The high speeds cars travel are dangerous for drivers and pedestrians (including students) alike.