

## Communication from Public

**Name:** Amanda Markell  
**Date Submitted:** 03/03/2026 03:47 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:** Andrew L Factor

**Date Submitted:** 03/03/2026 03:17 PM

**Council File No:** 23-1168

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## Communication from Public

**Name:** Joshua Crispin Cohen

**Date Submitted:** 03/03/2026 04:35 PM

**Council File No:** 23-1168

**Comments for Public Posting:** I am a Franklin Hills resident, a personal injury attorney who specializes in injured bicyclists and pedestrians, and a bicycle commuter. 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:  
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## Communication from Public

**Name:** Katie McVay

**Date Submitted:** 03/03/2026 01:32 PM

**Council File No:** 23-1168

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## Communication from Public

**Name:** Collin  
**Date Submitted:** 03/03/2026 10:07 AM  
**Council File No:** 23-1168  
**Comments for Public Posting:** This is sadly necessary and should focus on roads with prior pedestrian/cyclist injuries or deaths

## Communication from Public

**Name:** ianthe zevos

**Date Submitted:** 03/02/2026 10:10 AM

**Council File No:** 23-1168

**Comments for Public Posting:** i support the Hyperion Street Safety Coalition proposals. the Hyperion Speedway needs to become a more human-centric thoroughfare where walking or biking doesn't feel like taking your life in your hands. please include the 1.5 mile segment of Hyperion Avenue in your pilot program and install speed cameras at four locations: 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 near Thomas Starr King Middle School i urge LADOT to include Hyperion Avenue in this pilot and to engage meaningfully with community-generated data sincerely, ianthe zevos