

New Report Questions Why Los Angeles Paused a Fully Funded Safety Project on One of Its Dangerous Roads

Streets Are For Everyone examines how dangerous Forest Lawn Drive is and why a project to make it safer was halted despite documented safety concerns.

LOS ANGELES, CA, UNITED STATES, August 18, 2026 /EINPresswire.com/ -- Streets Are For Everyone (SAFE) today released a new report examining why a fully funded safety improvement project on [Forest Lawn Drive](#) was halted despite years of public planning, extensive community outreach, and documented safety concerns.



Streets Are For Everyone Logo (also known as SAFE). SAFE is a 501(c)3 non-profit organization that aims to improve the quality of life for pedestrians, bicyclists, and drivers alike by reducing traffic fatalities to zero. Visit [StreetsAreForEveryone.org](#) f

Titled "Forest Lawn Drive: Why a Fully Funded Road Safety Project Was Delayed," the report explores how a road known for speeding, serious crashes, and a lack of pedestrian and bicycle infrastructure became the focus of a political intervention that stopped construction just weeks

before work was scheduled to begin. It also examines the broader question of whether Los Angeles is prioritizing road safety at a time when traffic violence continues to claim more lives than homicides for the third year in a row.

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Damian Kevitt -- Executive Director SAFE

"Forest Lawn Drive is about much more than one road," said Damian Kevitt, Executive Director of Streets Are For Everyone. "It is a case study in how difficult it has become to build proven safety improvements, even after years of planning, community engagement, environmental review, and secured funding. When projects like this can be stopped at the last minute, it sends a troubling message

about how unimportant the safety of those using LA roads is."

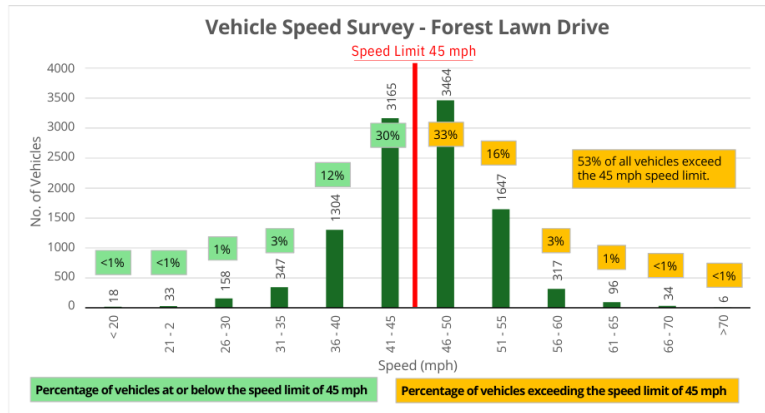
Forest Lawn Drive serves as an important connection for bicycle commuters between Griffith Park, Glendale, Hollywood, and the San Fernando Valley. Yet approximately one mile of the corridor has no sidewalk, no bicycle lane, a badly damaged shoulder, and a posted speed limit of 45 mph. According to the Los Angeles Department of Transportation, 95 reported collisions occurred along this section between 2013 and 2023, including crashes that seriously injured or killed three people. Just a few days ago, on August 13th, another person died in a fiery crash on Forest Lawn Drive.

To better understand current conditions, SAFE volunteers conducted more than 14 hours of independent [speed surveys](#) during the summer of 2026. The organization found that 53 percent of drivers exceeded the posted speed limit, with one in five traveling between 51 and 75 mph while passing just inches away from people walking, running, and bicycling.

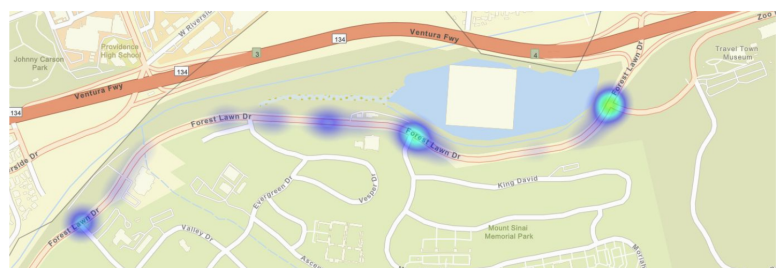
The City's proposed Forest Lawn Drive Safety and Mobility Project would have reconfigured the roadway to calm traffic, reduce dangerous passing and lane changes, add separated bicycle facilities, and improve conditions for everyone using the corridor. According to LA DOT, the redesign would have had little impact on travel times for most drivers while significantly improving safety.

Construction was scheduled to begin in 2026 but was halted after [Mayor Karen Bass](#) directed LA DOT to review alternatives that would maintain all existing traffic lanes. The report notes that this decision followed lobbying efforts by Forest Lawn Cemetery and Mount Sinai Memorial Park, which opposed the planned lane reductions.

Beyond the Forest Lawn Drive project itself, the report also examines the City's broader investment priorities. It notes that while Los Angeles has substantially increased spending on policing and homelessness programs in recent years, funding specifically dedicated to the Vision Zero Program has been cut by 59%.



Surveys conducted by SAFE document the percentage of cars speeding.



Heatmap of collisions on Forest Lawn Dr between 2013 and 2023 from LA DOT

The full report is available at: www.streetsareforeveryone.org/blog/forest-lawn-drive

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