DATA TRANSPARENCY IN THE DIGITAL CITY

Lilly O'Brien-Kovari

Los Angeles Priority Outcomes:
What Matters Most

This list is intended to help us stay focused on Mayor Garcetti's Back to Basics agenda, which is first and foremost geared toward strengthening our economy and making City Hall more efficient and effective.

1. **Promote good jobs for Angelenos all across Los Angeles**

2. **Restore the City services that make our neighborhoods livable and attractive**

3. **Make our communities the safest in the nation.**

4. **Create a more sustainable and livable city**

5. Live within our financial means

6. Provide outstanding customer service to our residents and businesses

7. Deploy innovation and technology to modernize city government

8. Restore pride and excellence in public service

9. Partner with citizens and civic groups to build a greater city

#BudgetTownHall

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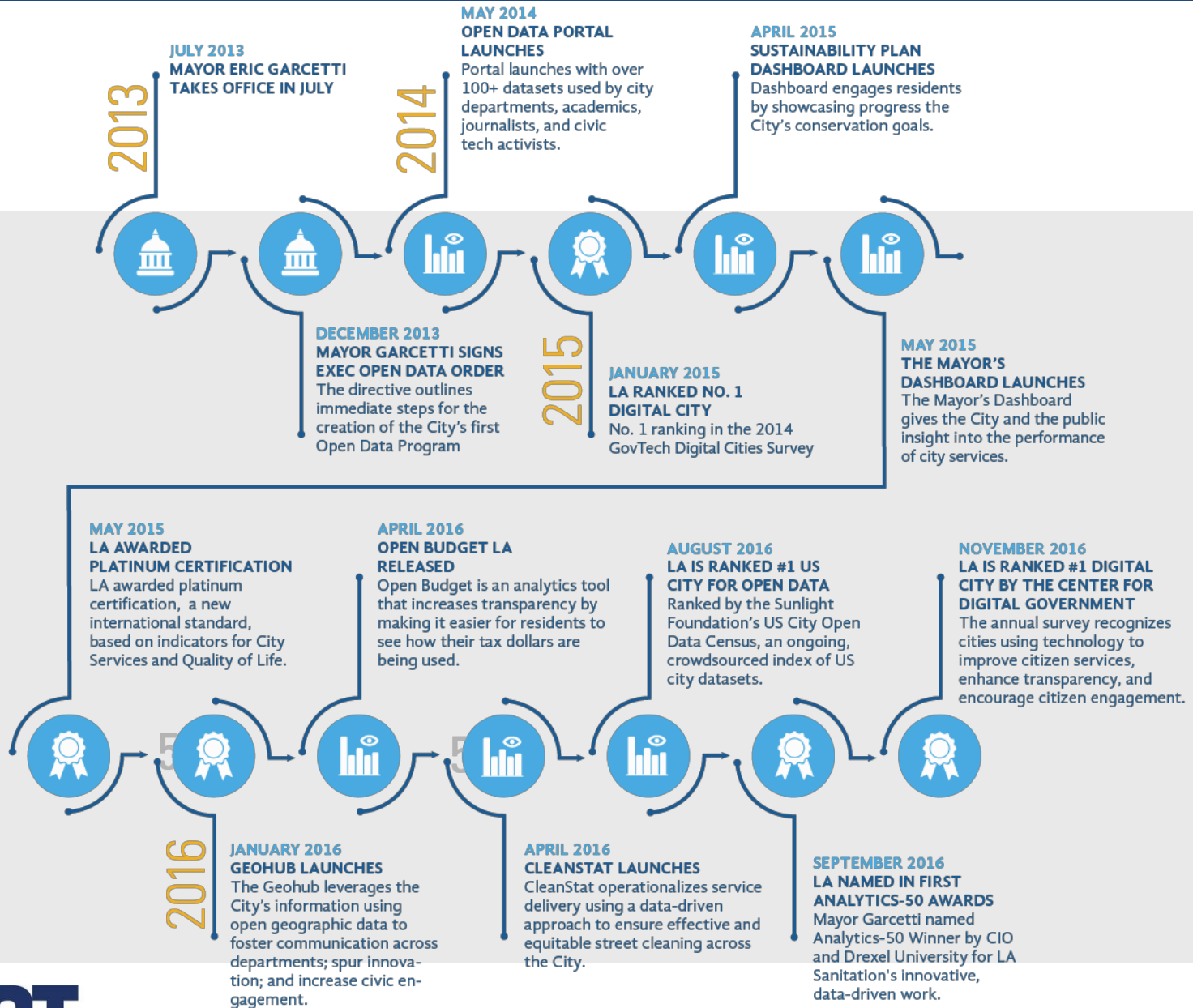9. Partner with citizens and civic groups to build a greater city

#BudgetTownHall

LA Metro Bus Routes

Los Angeles
GeoHub

The GeoHub is the City's new public platform for exploring, visualizing, and downloading location-based Open Data. You can also analyze and combine Open Data layers using maps, as well as develop new web and mobile applications. Let's make our great City even better, together!

Find Data

Search Open Data

LADOT

2013

JULY 2013
MAYOR ERIC GARCETTI TAKES OFFICE IN JULY

DECEMBER 2013
MAYOR GARCETTI SIGNS EXEC OPEN DATA ORDER
The directive outlines immediate steps for the creation of the City's first Open Data Program

2014

MAY 2014
OPEN DATA PORTAL LAUNCHES
Portal launches with over 100+ datasets used by city departments, academics, journalists, and civic tech activists.

2015

JANUARY 2015
LA RANKED NO. 1 DIGITAL CITY
No. 1 ranking in the 2014 GovTech Digital Cities Survey

APRIL 2015
SUSTAINABILITY PLAN DASHBOARD LAUNCHES
Dashboard engages residents by showcasing progress the City's conservation goals.

MAY 2015
THE MAYOR'S DASHBOARD LAUNCHES
The Mayor's Dashboard gives the City and the public insight into the performance of city services.

MAY 2015
LA AWARDED PLATINUM CERTIFICATION
LA awarded platinum certification, a new international standard, based on indicators for City Services and Quality of Life.

JANUARY 2016
GEOHUB LAUNCHES
The Geohub leverages the City's information using open geographic data to foster communication across departments; spur innovation; and increase civic engagement.

APRIL 2016
OPEN BUDGET LA RELEASED
Open Budget is an analytics tool that increases transparency by making it easier for residents to see how their tax dollars are being used.

APRIL 2016
CLEANSTAT LAUNCHES
CleanStat operationalizes service delivery using a data-driven approach to ensure effective and equitable street cleaning across the City.

AUGUST 2016
LA IS RANKED #1 US CITY FOR OPEN DATA
Ranked by the Sunlight Foundation's US City Open Data Census, an ongoing, crowdsourced index of US city datasets.

SEPTEMBER 2016
LA NAMED IN FIRST ANALYTICS-50 AWARDS
Mayor Garcetti named Analytics-50 Winner by CIO and Drexel University for LA Sanitation's innovative, data-driven work.

NOVEMBER 2016
LA IS RANKED #1 DIGITAL CITY BY THE CENTER FOR DIGITAL GOVERNMENT
The annual survey recognizes cities using technology to improve citizen services, enhance transparency, and encourage citizen engagement.

2016

LADOT

GREAT STREETS

FOR LOS ANGELES

STRATEGIC PLAN

LADOT

City of Los Angeles
Department of Transportation

3. Collect Data Consistently and Uniformly

Improve data collection and analysis to target high-crash locations citywide.	• Use existing databases to identify high-crash locations for pedestrians, bicyclists, and drivers. • Develop data collection program and identify funding to implement. • Identify other data users/collectors and work cooperatively on program development.	• Implement data collection program and improve data collection system for pedestrian, bicycle, and vehicle crashes. • Release first "Safety Report" that documents reduction in crashes, injuries, and fatalities from targeted improvements.	LAPD, CHP, City Attorney, DPH, ITA

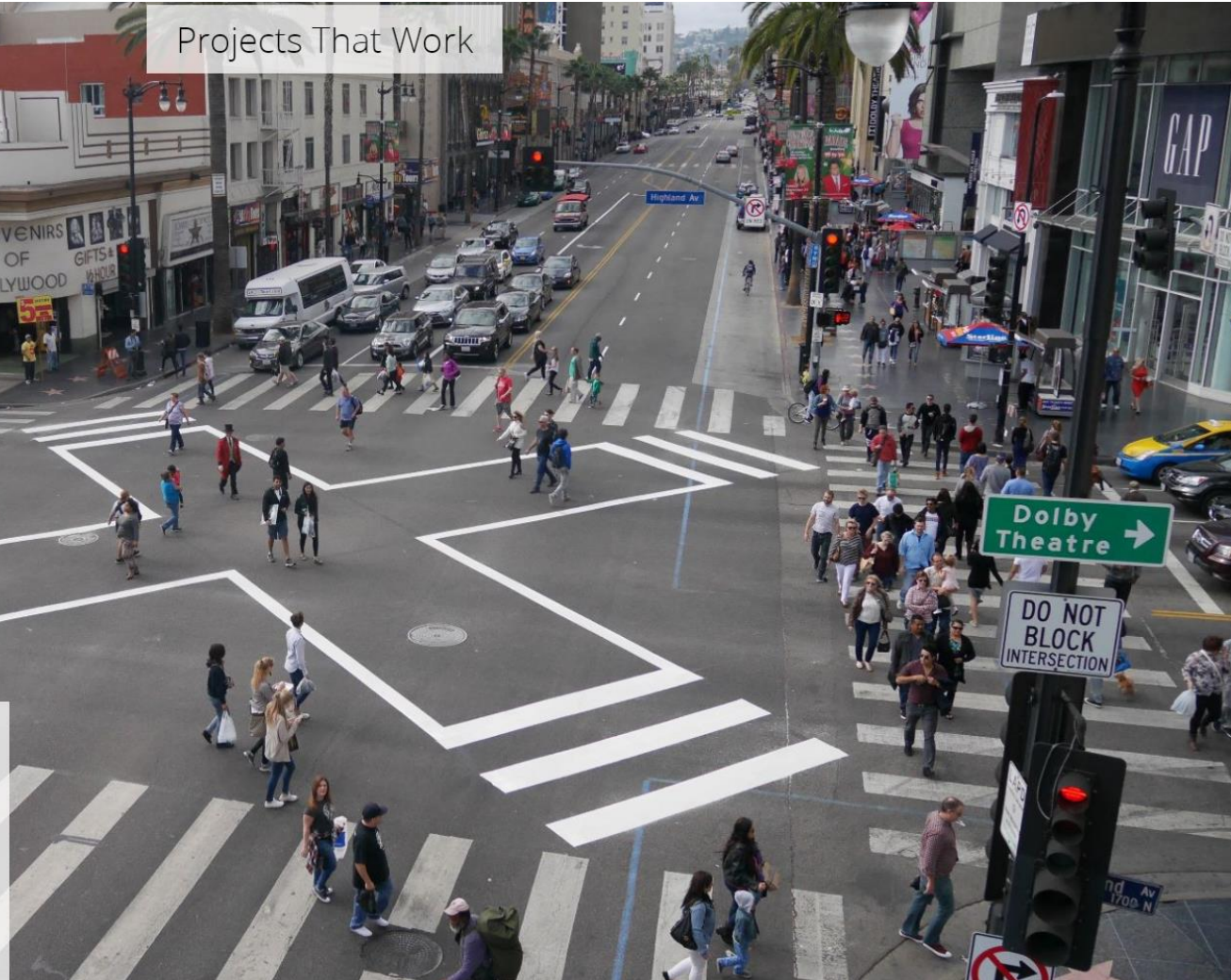## 2. Improve Communication and Access to Information to Support Decision-Making

Establish before and after data collection protocols for all projects.	• Develop evaluation measures (e.g. vehicle counts, speed surveys, pedestrian counts and bicycle counts), determine gaps in data, identify resource needs, and implement protocols.	• Continue data collection and evaluate effectiveness of protocols and process as needed.
Create dashboard to track strategic plan progress.	• Create an implementation guide for Strategic Plan leads and an internal tracking document. • Hold quarterly meetings to track progress for each goal. • Update the Mayor's dashboard with metrics consistent with Strategic Plan.	• Refine metrics as evaluation improves. • Hold quarterly meetings to track progress for each goal. • Provide updates to the Mayor's dashboard. • Create Strategic Plan progress report.

6. Improve Data Collection on Walking and Bicycling

Conduct annual pedestrian and bicycle counts.	• Institute uniform process of data collection on walking and bicycling.	• Conduct annual counts on walking and bicycling, and improve processes for manual and automated counts.	LAPD

3. Collect Data Consistently and Uniformly

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LAPD, CHP, City Attorney, DPH, ITA

AUGUST 24, 2015

Projects That Work

Hollywood & Highland Scramble

In November 2015, the City installed a scramble crosswalk at the intersection of Hollywood and Highland. The scramble allows people to walk through the intersection in all directions while while vehicles idle at the signal. This treatment has been shown to reduce collisions involving people walking by 35 percent, and the Hollywood and Highland scramble is on track to exceed that safety target.

Projects That Work

Virgil Avenue Safety Project

In the 5 years prior to intervention, the intersection of Virgil Avenue and Monroe Ave witnessed two deaths. In 2014, the traffic lanes were reconfigured to create safe space for all modes of travel. In the two years since the project was installed, there have been zero deaths.

Developing the HIN

Vision Zero Los Angeles: A Data-Driven Approach

Vision Zero is a data-driven road safety policy

Developing the collision landscape

First, we began looking at the most recent set of detailed collision data, between 2009 and 2013.* This provided the collision landscape to begin our data analysis. The data set shown here is a representation of all crashes (excluding property damage only) in the City of Los Angeles from 2009-2013.

- 🔴 Fatalities
- 🟠 Severely Injured
- 🟡 Visible Injury
- ⚪ Complaint of Pain

People walking and bicycling are over-represented among traffic deaths

Establishing the High Injury Network

Focus on impacted communities

Visit the data library

December 31, 2012 to December 31, 2013

8%
6%
86%
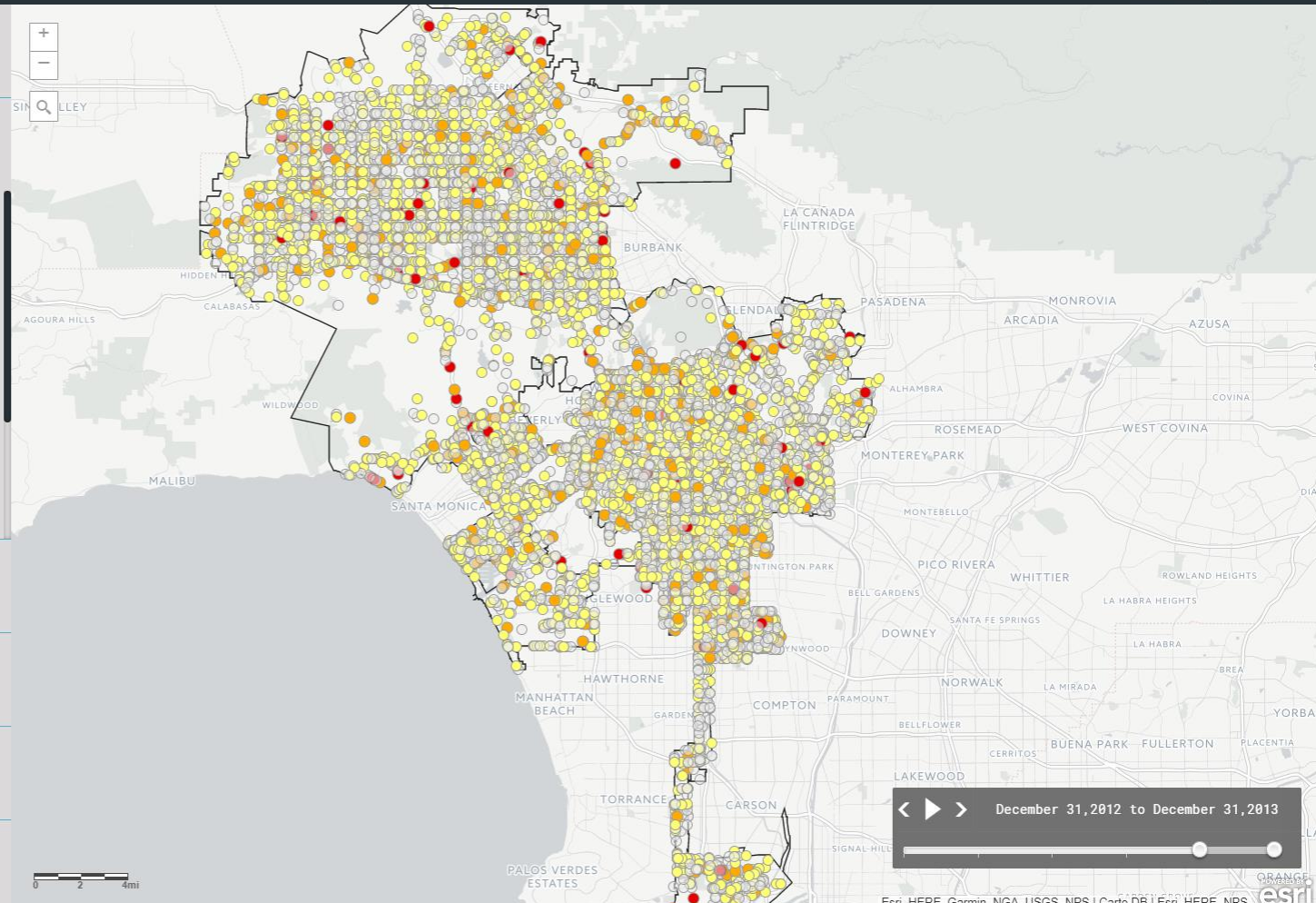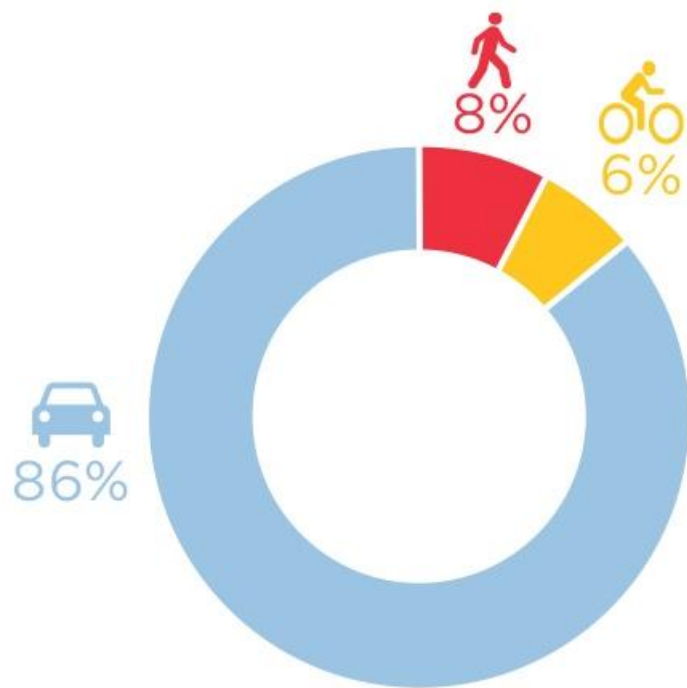
Collisions by mode

44%
50%
5%
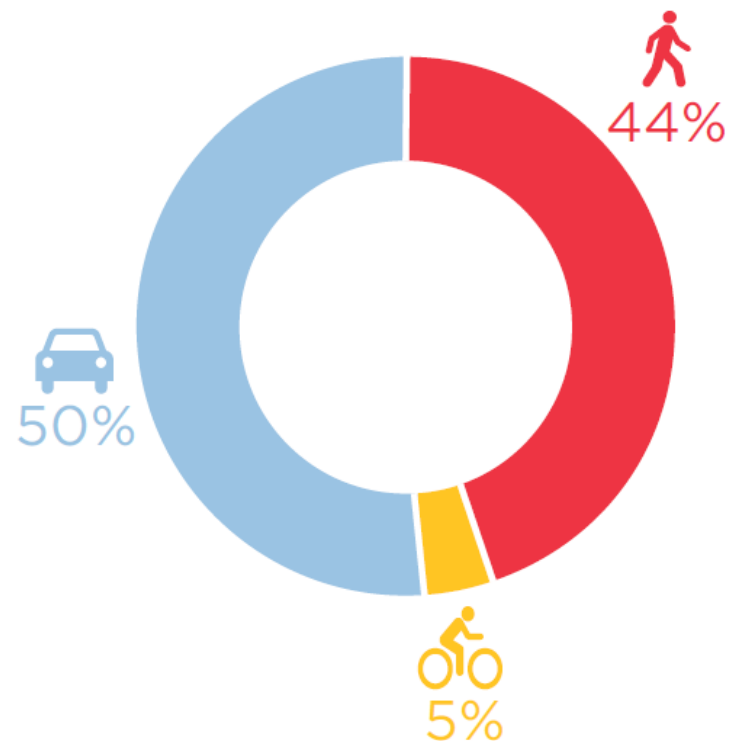
People killed by mode

Los Angeles Traffic Fatalities 2003-2016
*2015-2016 data is provisional
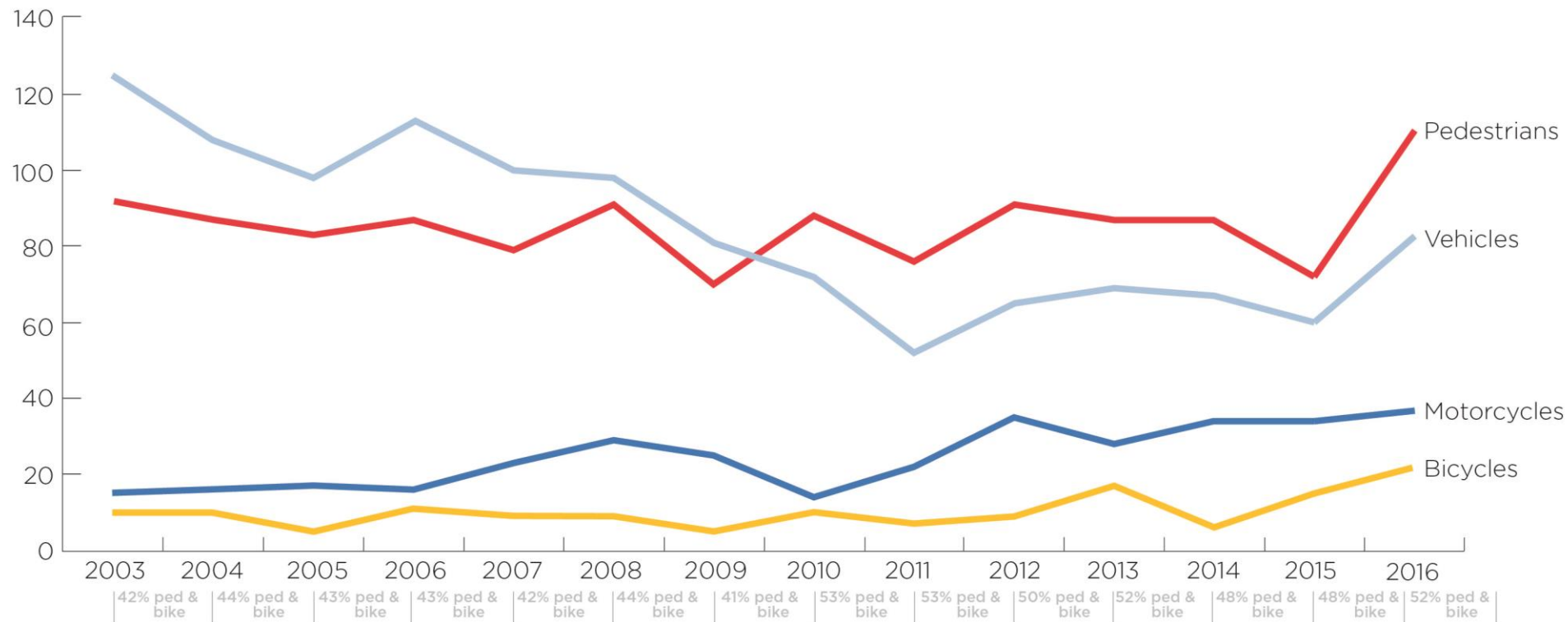
Older adults are 11% of LA's population, but 26% of pedestrian fatalities

Five years of fatal and severe crashes where people walking or bicycling were struck by a vehicle.

Nearly half of the people who die on our streets due to vehicle collisions are people walking and bicycling.

2009

🚶 70 deaths   🚴 5 deaths

2010

🚶 88 deaths   🚴 10 deaths

In Los Angeles, traffic collisions are the leading cause of death for those between 2 and 14 years old.

2011

🚶 76 deaths   🚴 7 deaths

The number of people killed in collisions has increased steadily since 2011.

2012

🚶 91 deaths   🚴 9 deaths

Speeding kills. A pedestrian has an 80% death risk if hit by a vehicle traveling at 40 mph.

2013

🚶 87 deaths   🚴 17 deaths

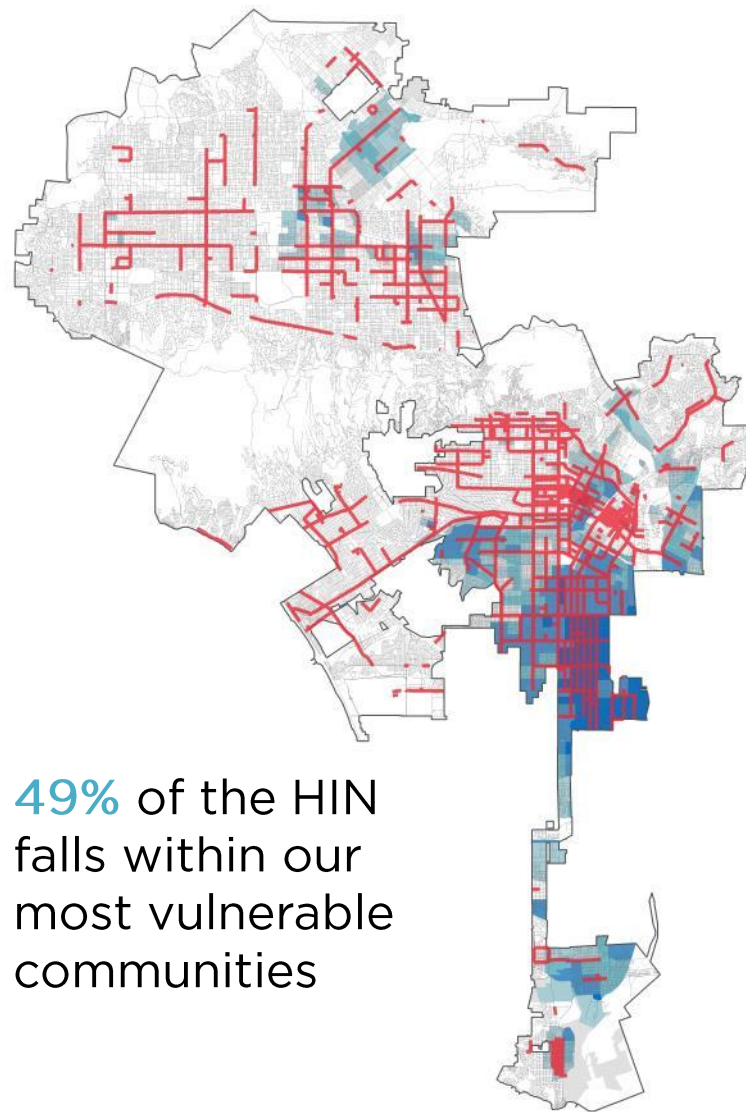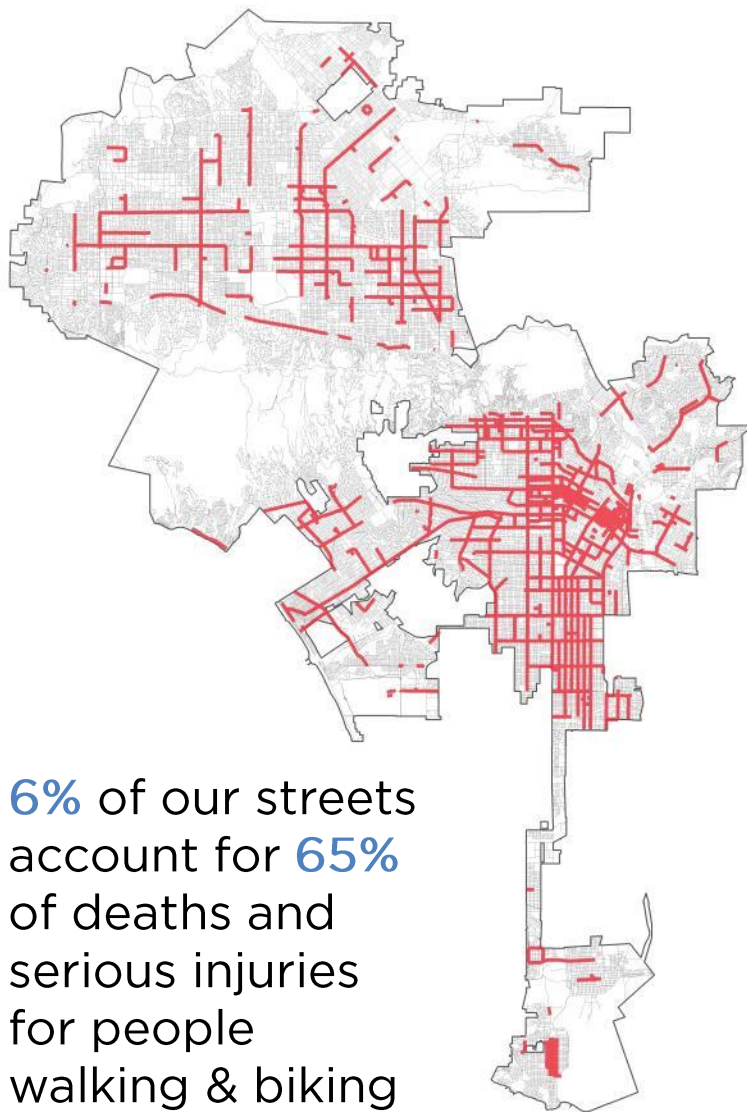Traffic deaths are not "accidents". They are preventable. and unacceptable.
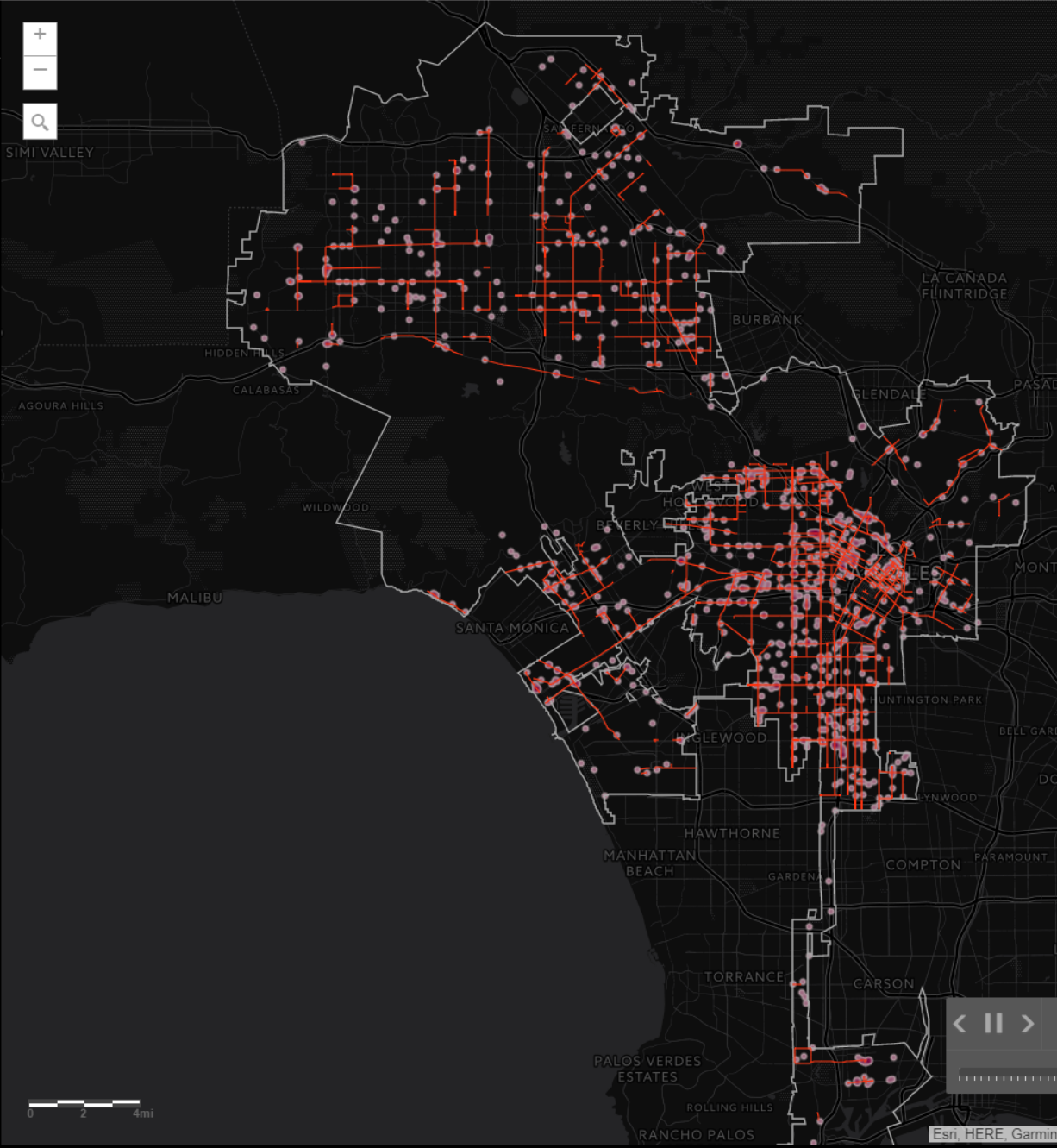
Esri, HERE, Garmin
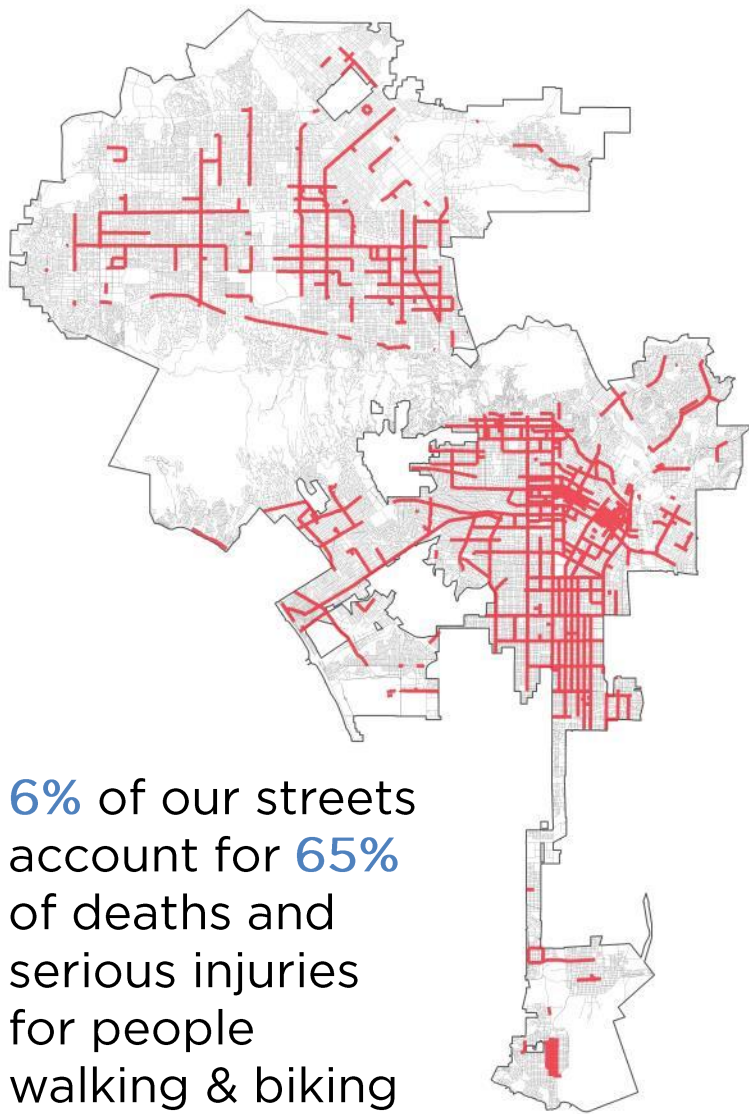
6% of our streets account for 65% of deaths and serious injuries for people walking & biking

Source: 2009 – 2013 SWITRS

6% of our streets account for **65%** of deaths and serious injuries for people walking & biking

49% of the HIN falls within our most vulnerable communities

Source: 2009 – 2013 SWITRS

VISION ZERO
LOS ANGELES | 2015-2025

ACTION PLAN

JANUARY 2017

VISION ZERO
LOS ANGELES | 2015-2025

SAFETY STUDY FOR LOS ANGELES

JANUARY 2017

People killed and seriously injured on Manchester Avenue between Western Avenue and Vermont Avenue

WHAT KINDS OF COLLISIONS ARE KILLING AND SERIOUSLY INJURING PEOPLE?

CRASHES AFFECT EVERYONE WHO SHARES THE STREET

17 PEOPLE IN VEHICLES

17 PEOPLE WALKING & BIKING

2 PEOPLE RIDING MOTORCYCLES

47%

47%

6%

Distribution of severe and fatal collisions on Hoover Street. Source: CHP, LAPD, LADOT 2009-2017. It takes time to process and verify collision records. Data from 2014-2017 is provisional. The collision intensity map uses verified data from 2009-2013 to show multi-year collision trends.

LADOT

Manchester Square Auto Vs Motorcycle Hit and Run

Source: Onscene.tv. Published: November 20, 2015.

3 people were killed and 5 people were seriously injured on Manchester and Normandie in 4 crashes between 2009-2017

Data Source: CHP, LAPD, LADOT. Image Source: Google Maps.

At Least Three Killed in Fiery South LA Car Wreck

DEVELOPING STORY
FIERY CRASH
SOUTH LA

Source: NBC 4. Published: April 17, 2013.

5 people were seriously injured on Manchester and Western in 5 crashes between 2009-2017

Data Source: CHP, LAPD, LADOT. Image Source: Google Maps.

MANCHESTER AVE

30

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFB) are lights that warn drivers when pedestrians are trying to cross so they know to yield. These are used at marked crosswalks without a stop sign or traffic signal.

COST

$

BENEFITS

FED   SAFE

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