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Vision Zero 2025 Annual Progress Report

Transportation and Infrastructure Committee

April 20, 2026

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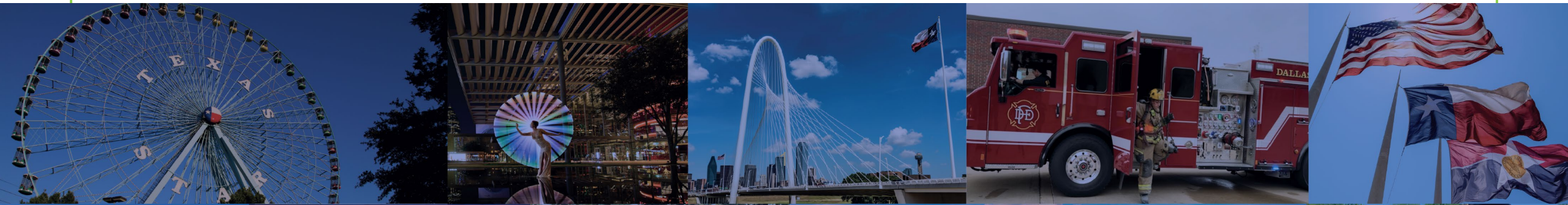


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Presentation Purpose

Brief Transportation and Infrastructure Committee on progress of Vision Zero program

- Provide information about key activities and progress in 2025
- Provide preview of current and upcoming activities in 2026

Background

Background – What is Vision Zero?

A recognized strategy to eliminate traffic fatalities and serious injuries on our roadways and increase safe mobility for all.

No loss of life is an acceptable price to pay for transportation.

Vision Zero is for everyone who wants to make Dallas a safer and better place to be a driver, cyclist, pedestrian, or community member.

VISION  **DALLAS**
ZERO 
Drive Safe For Life.

Background

City Council Vision Zero (VZ) Resolution 19-1583

Committed the City to an aspirational goal of **ZERO traffic fatalities** and a **50% reduction in severe injuries** by 2030.

Directed the City Manager to:

- Develop a Vision Zero Action Plan by December 2021
- Convene a Vision Zero Task Force that will collaborate with city departments on the development of a Vision Zero Action Plan
- Direct city departments to participate in Vision Zero Action Plan development, implementation, and evaluation

Crash Data



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Total, Fatal, and Severe Crash Data

All City of Dallas Crashes	CY2021	CY2022	CY2023	CY2024	CY2025	Total	% of Total
Dallas Roads	19,811	19,718	18,053	13,452	12,016	83,050	50%
TxDOT Roads*	18,039	16,892	15,979	13,443	13,003	77,356	46%
NTTA Roads*	1,148	1,238	1,266	1,313	1,391	6,356	4%
Total Crashes	38,998	37,848	35,298	28,208	26,395	166,762	100%

Fatal Crashes	CY2021	CY2022	CY2023	CY2024	CY2025	Total	% of Total
Dallas Roads	88	90	83	96	75	432	43%
TxDOT Roads*	125	123	115	107	90	560	55%
NTTA Roads*	3	5	3	5	3	19	2%
Total Crashes	216	218	201	208	168	1,011	100%

Severe Injury Crashes	CY2021	CY2022	CY2023	CY2024	CY2025	Total	% of Total
Dallas Roads	569	547	572	512	511	2,712	55%
TxDOT Roads*	502	459	389	396	392	2,137	43%
NTTA Roads*	27	23	24	27	16	117	2%
Total Crashes	1,098	1,029	985	935	919	4,966	100%

* Included access and non-access-controlled roadways

Data provided by DBI from the Crash Record Information System (CRIS) database maintained by the Texas Department of Transportation, Data may differ from DPD reporting based on time and location. Data is as of 2/9/2026.

Crash Data by Mode

Fatalities by Mobility Type: Non-Access Controlled Roadways

Mobility Type	CY2021	CY2022	CY2023	CY2024	CY2025
Motorists	73	76	62	95	53
Pedestrians	47	50	55	46	43
Motorcyclists	12	13	10	13	15
Bicyclists	3	5	4	0	2
Other (Motor Scooters, etc.)	1	2	1	3	1
Total Fatalities	136	146	132	157	114

Data provided by DBI from the Crash Record Information System (CRIS) database maintained by the Texas Department of Transportation, Data may differ from DPD reporting based on time and location. Data is as of 4/9/2026.

Crash Data Comparison

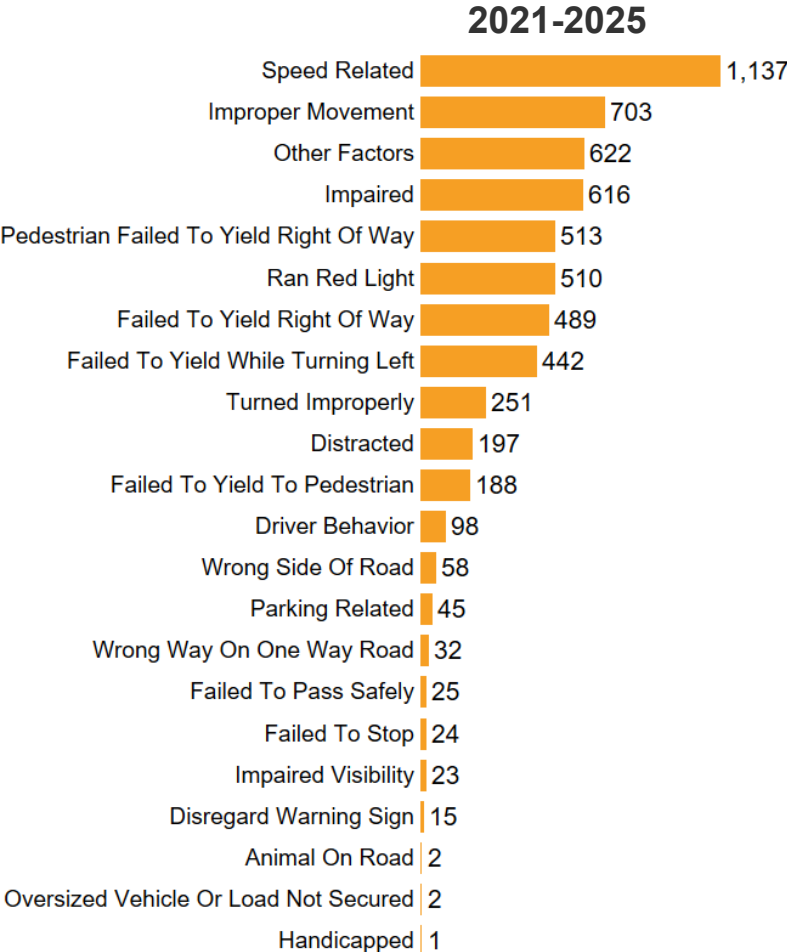
Year to Date Fatality Comparison 2024 vs. 2025 (1/1-3/31)

January 1 – March 31, 2025		January 1 – March 31, 2026
19	Total Crashes	18
6	Motorist Crashes	8
9	Pedestrian Crashes	6
3	Motorcyclist Crashes	2
1	Bicycle Crashes	2
19	Total Fatalities	19

Data provided by DBI from the Crash Record Information System (CRIS) database maintained by the Texas Department of Transportation, Data may differ from DPD reporting based on time and location. Data is as of 2/9/2026.

Contributing Factors

Fatal and severe injury crashes are often caused by multiple contributing factors. The following behaviors were found in the highest percentage of fatal and severe crashes.



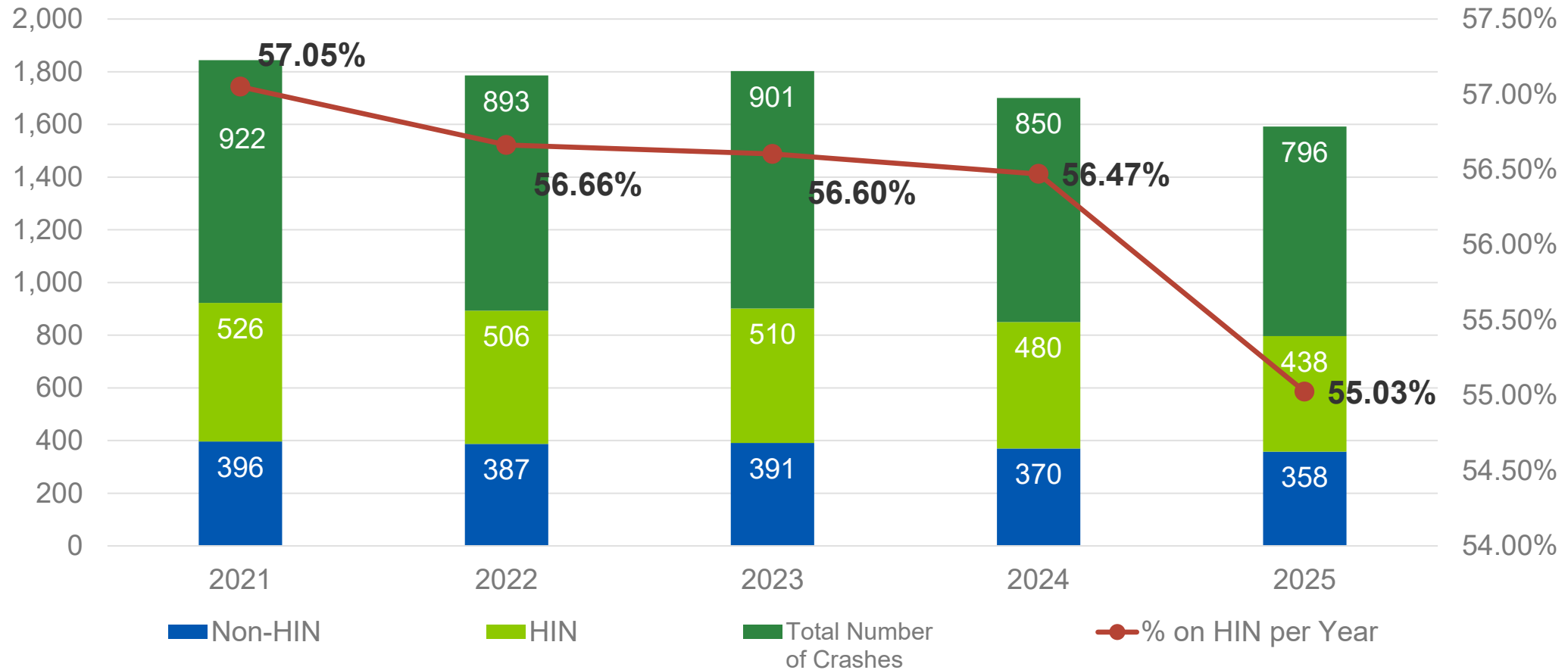
Data provided by DBI from the Crash Record Information System (CRIS) database maintained by the Texas Department of Transportation, Data may differ from DPD reporting based on time and location. Data is as of 2/9/2026.

Locations

High Injury Network (HIN)

- Streets where a disproportionate number of severe crashes have occurred.
- 7% of streets accounting for 56% of severe crashes (2015-2019)
- A High Injury Network can help identify:
 - Areas where further engineering analysis is needed.
 - Where infrastructure improvements can be targeted.
 - Areas where safety education is needed.
 - Potential police enforcement areas.
- Does not prevent improvements to other areas of concern.

Fatality and Serious Bodily Injury Crashes



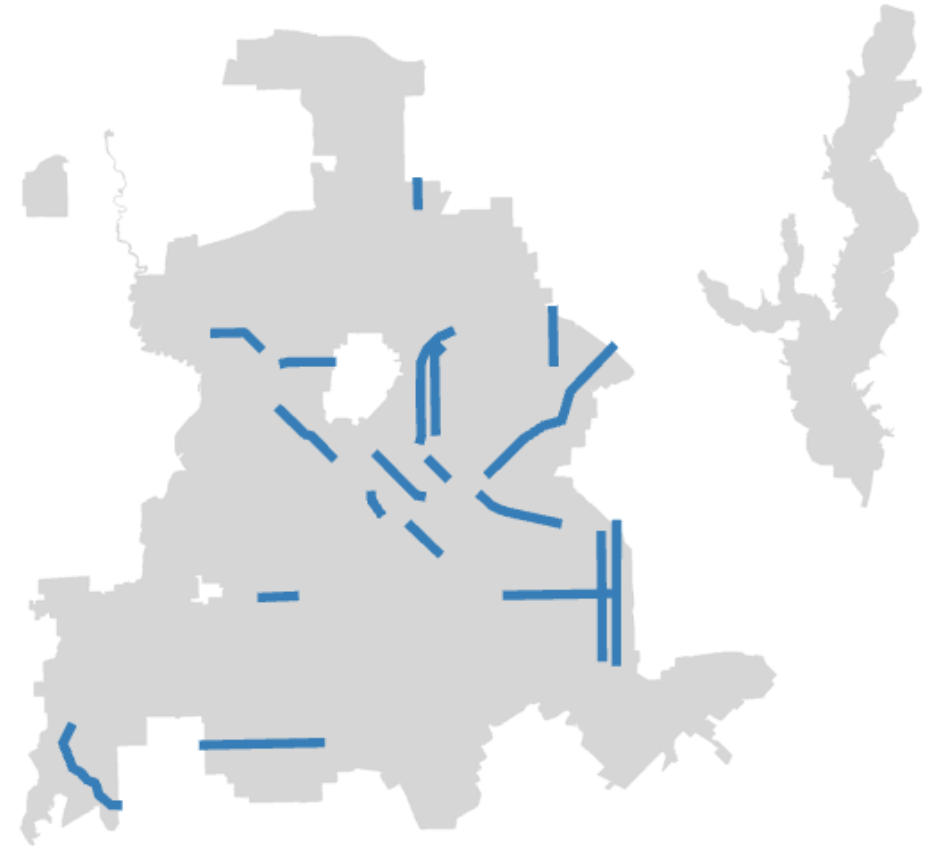
*Non-access controlled roads only

Data provided by DBI from the CRIS database maintained by the Texas Department of Transportation, Data may differ from DPD reporting based on time and location. Data is as of 2/9/2026.

Actions

Corridor Studies

- Used to collect community input, traffic and safety data, and program for funding
 - 13 completed since 2023
 - 6 in progress
 - 5 to be initiated in 2026



Roadway Improvements

Roadway	Agency	Limits	Key Improvements since March 2025
Ferguson Road	TPW	IH30 to IH635	<ul style="list-style-type: none"> Upgraded existing traffic signals New traffic signals underway New pedestrian Hybrid Beacon underway
Lake June Road	TPW	C F Hawn Freeway to Cheyenne Road	<ul style="list-style-type: none"> Upgraded existing traffic signals New traffic signals underway New pedestrian Hybrid Beacon underway
Loop 12 (Ledbetter, Buckner, and Great Trinity Forest Way)	TxDOT, COD & DART	S Hampton Road to John West Road	<ul style="list-style-type: none"> New traffic signals Conducted community meetings Streetlight installation underway

Roadway Improvements

Roadway	Agency	Limits	Key Improvements since March 2025
Gaston	TPW	Washington Avenue to Garland Road/E. Grand Avenue	<ul style="list-style-type: none"> • New traffic signal underway • LED conversion underway
Jupiter Road	TPW	Garland Rd - I-635	<ul style="list-style-type: none"> • Public meeting held • Streetlight LED conversion underway
Fitzhugh Ave.	TPW	Robert B Cullum - Gaisford	<ul style="list-style-type: none"> • New enhanced pedestrian crossings underway

2024 Bond

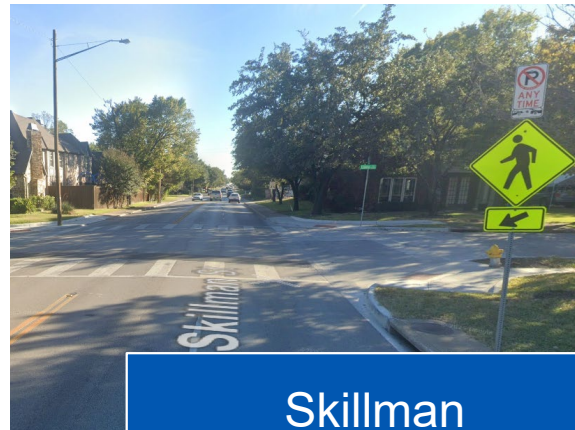
Proposition A: Street and Transportation included:

\$8,000,000 for projects citywide

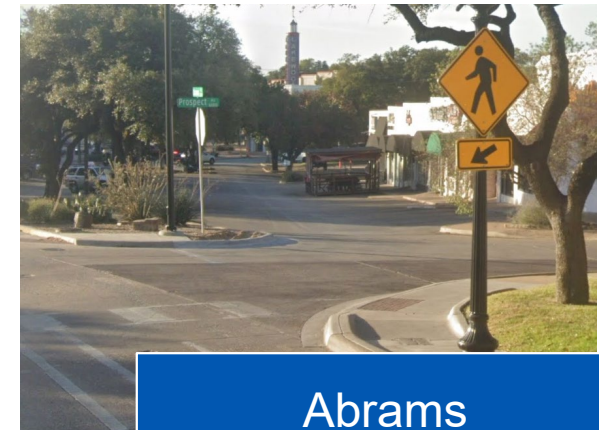
\$6,000,000+ for district-specific projects



Tyler-Sylvan-Colorado



Skillman



Abrams

Coordination

Internal Coordination

- Police Department
- Fire Department
- Office of Communications and Customer Experience/311
- Municipal Court
- City Attorney's Office
- Office of Government Affairs
- Office of Data Analytics
- Office of Bond and Construction Management

External Coordination

- TxDOT
- NCTCOG
- County Agencies
- Dallas Area Rapid Transit
- North Texas Tollway Authority
- Federal Highway Administration
- Texas Health Resources

Engineering – Road Safety Audit

- Participation in North Central Texas Council of Government's Road Safety Audit (RSA) Grant
- RSAs are a formal examination of an existing or proposed road by an independent, multidisciplinary team to identify safety issues and opportunities.
 - Elm Street
 - Forest Lane
 - Houston Street
 - Knox-Henderson
 - Malcolm X Boulevard
 - Cedar Springs Road

Engineering - School Safety

- Participation in North Central Texas Council of Government's Safe Routes to School (SRTS) grant
- SRTS plans observe the primary routes that students take to walk and bicycle to and from school and identify recommendations to improve student safety.
 - Maple Lawn Elementary
 - Sheffield Elementary
 - Forest Lane Academy
 - McKamy Elementary

Enforcement

- HIN High Visibility Enforcement
 - 56,032 citations
 - 7,038 written warnings
 - 6,270 man hours
- 12 Monthly Road Rage Ops - 3,847 citations & 109 warnings
- Operation Slow-Down - 3,392 citations & 620 warnings
- Operation Safe Kids - 921 citations & 176 warnings

Education

- Revamped Vision Zero brand book
- Strategic partnerships with radio stations
- City social media, cable access channels, and in-kind digital billboards

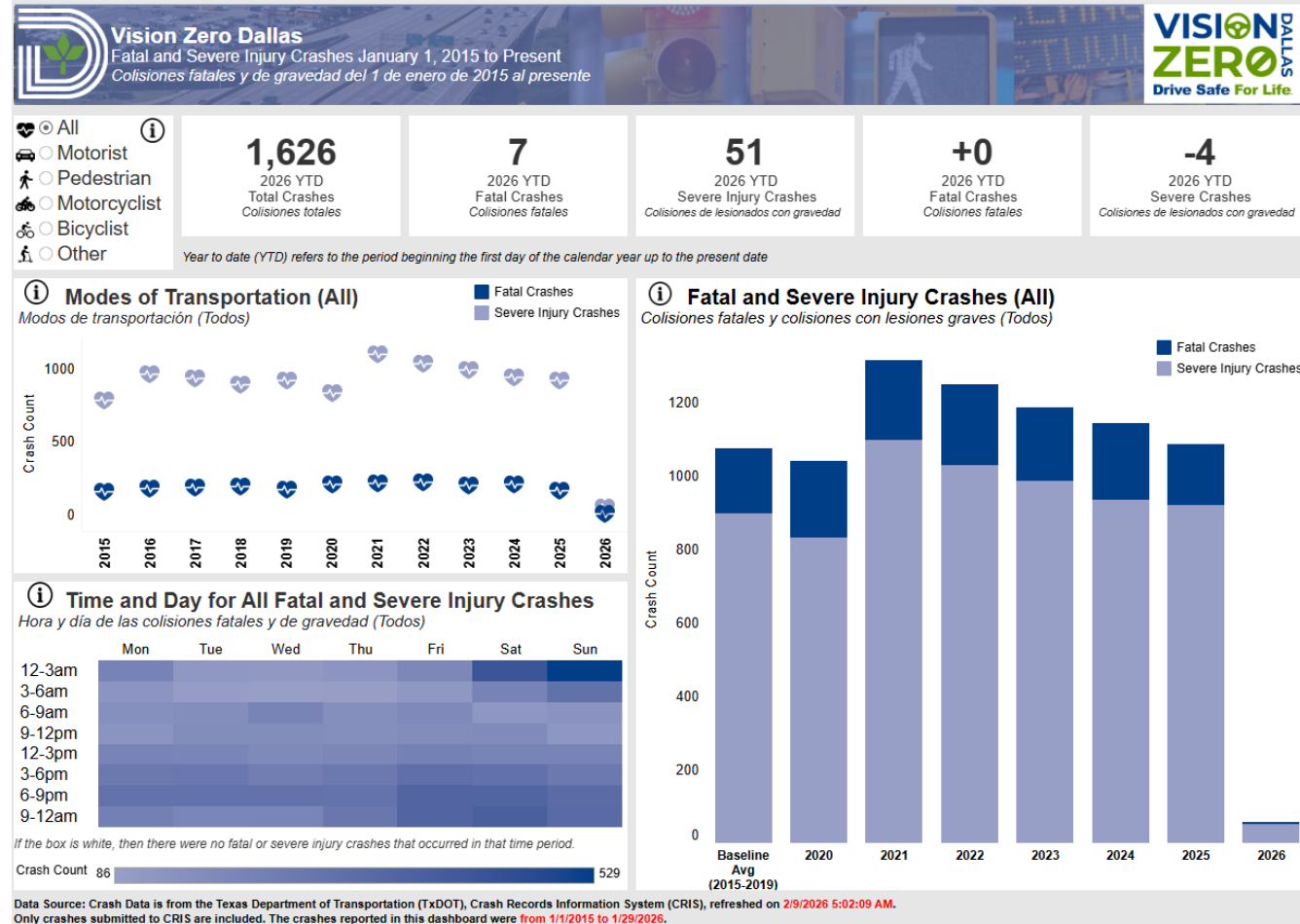


Evaluation

Vision Zero Dallas Dashboard

The below link provides information about the dashboard and a portal to the dashboard:
[Vision Zero – Dallas](#)

The site is maintained by Office of Data Analytics and Business Intelligence.



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Next Steps

Work Plan

- Vision Zero Action Plan update including a new HIN map and alignment of plan with regional, state and federal plans
- Update 251-D construction standards for midblock pedestrian refuges and bike facilities
- Safe Streets and Roads for All grant implementation
- Phased implementation of corridor study recommendations

Challenges

- Driver habits
- Original design of existing infrastructure
- Internal and external coordination
- Long-term capital project funding
- Maintenance funding for existing inventory
- Resource constraints



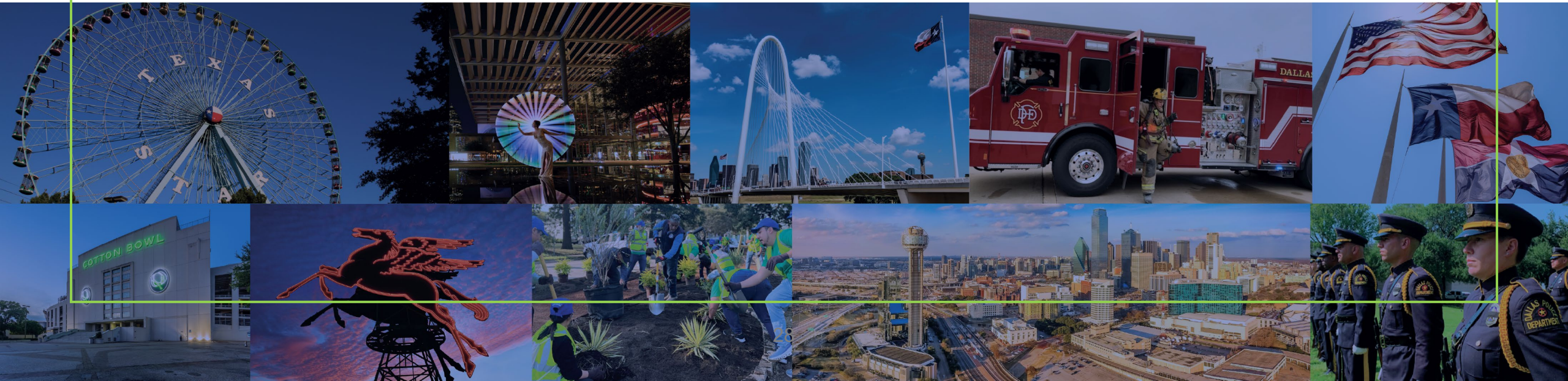
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Ghassan “Gus” Khankarli, Ph.D. P.E.,
Director
Department of Transportation and Public Works

Vision Zero Annual Report

Transportation and Infrastructure Committee

March 23, 2026



Progress Report - Engineering

#	Dept.	Action Item Description	Goal	Status	Status Description
1	DDOT	Conduct engineering safety evaluations for streets on the High Injury Network (HIN).	Avg. 5 corridors on the HIN/ year	Ongoing	Corridor studies are complete or in the final stages of development for 19 corridors. Recommended projects are being programmed for implementation. Initiation of three new corridor studies began in late 2025.
2	DDOT	Implement lower-cost, quick-build Vision Zero safety improvements.	Avg. 5 corridors on the HIN and 15 intersections/ year	In Progress	Short-term improvements such as rectangular rapid flashing beacons and pedestrian hybrid beacons are being installed throughout the City. Enhanced pedestrian crossings are funded and in design for Fitzhugh Avenue near Fair Park.
3	DDOT	Establish a pipeline of capital projects and seek funding.	Ongoing	In Progress	Grant funding was secured for five pedestrian safety corridors (Maple, Camp Wisdom, Lake June, Ferguson, and St. Augustine). Funding was also secured through the 2024 Bond for citywide projects.
4	DDOT	Increase speed data collection and analysis.	Ongoing	Completed	A company collects speed data and conducts speed studies as needed on a regular basis. Staff also has access to INRIX and UrbanSDK data
5	DDOT	Conduct a citywide evaluation of speed limits and recommend changes to City Council.	Complete by end of 2023	In Progress	Initial research into methodologies has been completed but project has been held to prioritize other action items. This project has been delayed due to resource constraints.
6	DDOT	Implement speed humps/cushions or raised crosswalks on local residential streets, distributed equitably based on need.	4 locations/ year	Complete	27 projects completed in FY2024-2025
7	DDOT	Install new or improved pedestrian crossings at locations identified by data as having pedestrian safety issues.	3 locations/ year	Complete	1) A pedestrian crossing beacon (RRFB) was installed at the location of Matilda St. and Goodwin Ave. 2) A pedestrian crossing beacon (RRFB) installed at the location of Jefferson Blvd. and Clinton Ave. 3) A overhead pedestrian crossing beacon (RRFB) is under construction at the intersection of Camp Wisdom and Old Ox.
8	DDOT	Continue to enhance maintenance of street markings.	Restripe 33%/ year	Complete	304.46 linear miles have been striped, 2,022 crosswalks and 1,1678 stop bars have been refreshed in FY 2024-2025. Additionally, 5.82 Bike lane miles and 1 Vision Zero intersections have been restriped.
9	DDOT	Coordinate with the Texas Department of Transportation on making safety improvements along state roadways.	Ongoing	In Progress	Coordination with TxDOT on Loop 12 improvements is ongoing. Signals along Loop 12 are designed and currently being installed.
10	DDOT	Promote safe, active transportation around schools.	Improvements around 3 schools/ year	Complete	1) For Bayles Elementary School, there was an all-way stop added at the location of Highland Rd. and Claremont Dr. 2) For Annie Webb Blanton Elementary School, new crosswalks were added at the intersection of Mc Kim Dr. and Fairhaven Ln. 3) For Ebbly Halliday Elementary School, there was a new school zone added

Progress Report - Engineering

#	Dept.	Action Item Description	Goal	Status	Status Description
11	DDOT	<p>Adopt new policies, procedures, and standards.</p> <p>a. Setting Speed Limits: recommend standard method that supplements guidance in the Texas Manual on Uniform Traffic Control Devices (TMUTCD); consider various factors as recommended by the Federal Highway Administration (FHWA).</p> <p>b. Speed Limit Signs: supplement TMUTCD guidance in creating standards for the placement and spacing of signs.</p> <p>c. Mid-block Pedestrian Crossing Criteria: supplement the TMUTCD guidance on when to implement new crossings and what types of improvements to provide based on context.</p> <p>d. Construction Zones: Update the 2011 City of Dallas Traffic Barricade Manual.</p> <p>e. Street Lighting: Update the City's streetlight design guidelines and standards.</p>	Complete by end of 2023	In Progress	Research has begun in support of (a), (c), and (e).
12	PBW	Implement major Vision Zero capital safety projects.	10 projects by 2026	In Progress	Vision Zero projects were passed as part of the 2024 Bond.
13	PBW	Fund and implement priority sidewalks in the Sidewalk Master Plan.	In accordance with goals in adopted plan	In Progress	
14	PBW	<p>Adopt new policies, procedures, and standards.</p> <p>a. Revise the Street Design Manual to prioritize mitigating and reducing severe injury crashes throughout the design process.</p> <p>b. Add a toolbox in the Street Design Manual of proven safety treatments that should be considered as part of private and public projects.</p> <p>c. Re-evaluate driveway standards (number and spacing).</p> <p>d. Create standard construction and marking details for pedestrian refuge islands at mid-block and intersection locations, to increase the use of this proven countermeasure.</p>	Complete by end of 2023	In progress	Item d has begun with preliminary research on peer city construction standards.
15	City Manager	Clarify the duties of the City Engineer and the City Traffic Engineer in the City Code, when it comes to responsibility for and authority over conducting multi-modal safety evaluations, evaluating and recommending changes to speed limits, approving traffic and speed control measures, approving driveway connections to streets, and making recommendations to City Council on proposals for major changes to street operations.	Complete by end of 2022	In Progress	Item is currently under development.

Progress Report - Enforcement

#	Dept.	Action Item Description	Goal	Status	Status Description
1	DPD	DPD Traffic Unit and specialized Patrol Units will elevate the enforcement of the most dangerous driving behaviors including at high injury locations, as determined through Vision Zero analysis.	2022	In Progress	<p>DPD is organizing and executing a monthly Road Rage Operation focusing on Road Rage and Aggressive driving deterrence which includes personnel from all eight patrol divisions, the Traffic Unit, and several other surrounding agencies. In 2025, Traffic Unit conducted twelve (12) Monthly Road Rage Ops, one (1) Ops Slow Down & one (1) Ops Safe Kids. See activity below:</p> <ul style="list-style-type: none"> 12 Monthly Road Rage Ops- 3,847 citations & 109 warnings Ops Slow-Down - 3,392 citations & 620 warnings. Ops Safe Kids - 921 citations & 176 warnings. <p>The Dallas Police Department will continue with these operations to reduce the number of serious body injuries and traffic fatalities within the City of Dallas.</p>
2	DPD	Conduct high-visibility enforcement by DPD Traffic Unit and specialized Patrol Units along HIN corridors.	6 HIN corridors per quarter	In Progress	The Dallas Police Department has issued approximately 56,032 citations, 7,038 written warnings, and dedicated 6,270-man hours to the HIN locations to provide high visibility enforcement in the designated areas. The Traffic Unit has re-designated the "Ghost Car Squad" as the "Highway Enforcement and Inspections Team" and will be bringing a new supervisor on board to oversee that team. One of that team's objectives will be to create and execute HIN operations on a recurring basis.
3	DPD	Evaluate Texas STEP grant funding options to merge with Vision Zero.	FY 2022-2023	Complete	The Traffic Unit's STEP Grant was renewed by City Council for FY 2025, and the Traffic Unit has reviewed the grant enforcement locations and ensured HIN areas are covered by those locations.
4	DPD	Provide consistent levels of enforcement across all DPD Divisions, as feasible.	Ongoing	Complete	The Traffic Unit has ensured equitable and consistent enforcement on all HIN areas which are designated in various parts of the city. The Traffic Unit has ensured enforcement is not occurring in a disproportionate manner.
5	DPD	Conduct education prior to intensified enforcement (e.g., using variable message signs and speed feedback trailers).	Ongoing	In Progress	The Traffic Unit is utilizing large, lighted signs to keep the public informed of various enforcement activities.
6	DPD	Work with Courts to create graduated penalties for repeat offenders who engage in dangerous driving behavior.	2023	In Progress	The Traffic Unit has maintained open channels of communication with the Courts to improve or modify corrective measures for repeat or extreme cases of improper driving.



City of Dallas

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Progress Report

#	Dept.	Action Item Description	Goal	Status	Status Description
7	DPD	Address challenges to successfully enforcing speed limits.	2023	Complete	The Traffic Unit has requested the purchase of new LIDAR units for all enforcement personnel to improve our speed enforcement activities and will be deploying six new motorcycles in the coming months with enhanced performance capabilities.
8	DPD	Address challenges to enforcing Failure to Yield to Pedestrians violations. Provide officers with training on SB 1055.	2022	Complete	Vehicle Crimes detectives have been informed of SB 1055 and will be charging offenders with this statute in any and all incidents that meet the elements of the offense.
9	DPD	Increase officer training on immediate and advanced crash investigation.	Ongoing	Complete	The Traffic Unit has offered an Intermediate Accident Investigation course to all DPD personnel.
10	DPD	Practice what we preach. Incorporate Vision Zero materials and safe driving behavior training in cadet officer safety training.	2023	In Progress	DPD Basic Training staff has started teaching the recruits Emergency Vehicle Operator Course (EVOC) on the proper ways of driving a police vehicle in a safe and effective manner.
11	DPD	Expand and make permanent DPD's Driving While Intoxicated squad as the Department's staffing increases.	2023	Complete	The Traffic Unit currently has a permanent DWI Enforcement Squad which consists of one Supervisor and five enforcement officers.
12	DPD	Convene monthly meetings between DPD, City of Dallas Prosecutors, and Chief City Administrative Judge (and his/ her judges) to discuss fair enforcement practices.	Ongoing	Not Started	DPD does not currently schedule monthly meetings with the Courts, but the Vehicle Crimes Unit works closely with two dedicated Vehicle Crime District Attorneys who maintain open lines of communication and collaborate with our detectives on a regular basis.

Progress Report – Legislation and Coordination

#	Dept.	Action Item Description	Goal	Status	Status Description
1	OGA	Work with other cities in Texas to effectuate lowering prima facie speed limits for residential streets to 25mph.	2023	Completed	The 88 th session of the Texas Legislature passed Texas Transportation Code § 545.356 gives a municipality's governing body the power to alter prima facie speed limits on local roads
2	TRN	Convene regular meetings of the Vision Zero Task Force to guide the initiation and monitor the implementation of the Action Plan through 2025. Additional meetings that are recommended on a monthly basis.	4 meetings/ year	In Progress	Meetings were held quarterly through 2024. Meetings are proposed to resume in 2026.
3	TRN	Convene regular meetings between the Department of Transportation and Public Works and Dallas Police Department to review reports for severe crashes.	4 meetings/ year	In Progress	Several meetings have been held between DPD and TPW in 2023. Meetings are proposed to resume in 2026.

Progress Report - Evaluation

#	Dept.	Action Item Description	Goal	Status	Status Description
1	DBI	Publish an annual Vision Zero progress report and/or create a dashboard to track progress and update at least annually.	2023, 2024, 2025, 2026	Complete	The dashboard is live. The dashboard can be found on the Vision Zero program website at https://dallascityhall.com/VisionZero.Progress
2	DBI	Continue quarterly fatal and severe crash pattern data evaluation.	Ongoing	In Progress	Internal crash data dashboards have been created to allow for crash pattern data evaluation to occur more frequently.
3	DBI	Compare hospital data and police crash reports to determine if under-counting of low-income or minority populations is occurring in the police report data.	2026	Not Started	This action item has not been started.
4	TRN	Develop metrics for evaluating safety projects and conduct before and after studies to assess their effectiveness.	2022 and 2023	In Progress	Initial research has begun.
5	TRN	Create an online, interactive map of the HIN and safety improvement projects.	2022	Complete	The map is live on the Vision Zero program website and will be updated with the new HIN when complete.
6	TRN	Update the High-Injury Network using 2017-2021 crash data.	2023	In Progress	Crash data has been assembled, and the methodology has been updated in order to foster consistency in future updates. The HIN update has been scheduled to be completed in 2026 using 2020-2025 data.
7	City Manager	Add Vision Zero traffic safety performance measures to Dallas 365 and Annual Budget performance measures for the Dallas Police Department and Department of Transportation and Public Works.	2022	In Progress	Vision Zero continues to be a performance measure that is reported to the Budget Office. Dallas 365 was sunset in 2024.