



City of Dallas

Vision Zero Update

**City Council Briefing
March 6, 2024**

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Presentation Overview



- Purpose
- Background
- Data
- Behavior
- Actions
- Coordination
- Forward



Purpose



The purpose of this presentation is to provide an update about the Vision Zero strategies, implementation progress, and future actions.



What is Vision Zero?



- An internationally recognized strategy to eliminate traffic fatalities and severe injuries relating to automobile users, pedestrians and bicyclists.
- Based on the belief that no loss of life is acceptable and that all traffic fatalities and severe injuries are preventable.
- Encourages urban design that makes streets as easy as possible to navigate for all roadway users of all physical abilities.
- Promotes safe and equitable mobility for all users, such that movement around the transportation network can be done by road users of all walks of life.



What is Vision Zero?



Aspirational Goal:

Achieve zero traffic fatalities and a 50% reduction in severe injuries by 2030.



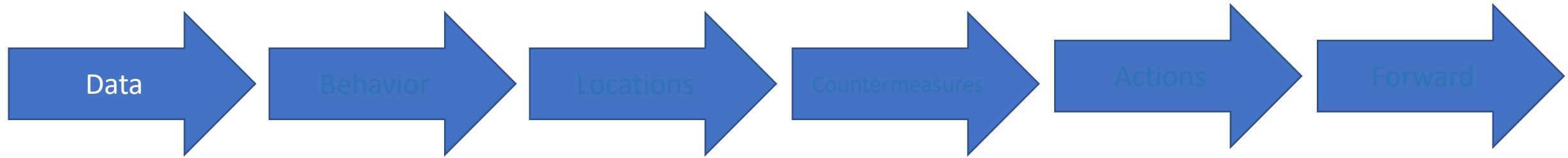
Timeline



- October 2019 – Council Briefing
- December 2019 – Resolution adopted by City Council supporting the development of an Action Plan
- June 2022 – Vision Zero Action Plan adopted by City Council; includes action items for multiple departments
- October 2022 – Allocated \$1.5m in general funds and 2 positions
- January 2023 – Engineering assistant re-assigned to Vision Zero efforts
- October 2023 – Allocated \$1.6m in general funds to Vision Zero



Vision Zero – Moving Forward



Crash Data



All City of Dallas Crashes	2019	2020	2021	2022	2023	Total	% of Total
Dallas Roads	21,272	17,885	19,729	19,622	17,979	96,487	51.2%
TxDOT Roads*	18,566	16,543	18,114	16,987	16,109	86,319	45.8%
NTTA Roads*	1,094	909	1,156	1,238	1,273	5670	3.0%
Total Crashes	40,932	35,337	38,999	37,847	35,361	188,476	100%

Fatal Crashes	2019	2020	2021	2022	2023	Total	% of Total
Dallas Roads	80	104	87	90	83	444	43.8%
TxDOT Roads*	88	98	126	123	113	548	54.0%
NTTA Roads*	6	5	3	5	3	22	2.2%
Total Fatal Crashes	174	207	216	218	199	1,014	100%

Severe Injury Crashes	2019	2020	2021	2022	2023	Total	% of Total
Dallas Roads	509	468	563	546	570	2,656	54.6%
TxDOT Roads*	398	351	508	460	393	2,110	43.4%
NTTA Roads*	11	13	27	23	24	98	2.0%
Total Severe Injury Crashes	918	832	1,098	1,029	987	4,864	100%

* Included access and non-access controlled roadways

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Crash Data



	Dallas		Austin		Houston		San Antonio	
	Plan Adopted	Goal	Plan Adopted	Goal	Plan Adopted	Goal	Plan Adopted	Goal
	6/2022	2030	5/2016	2025	11/2020	2030	8/2016	2040
	Fatality Crashes	Fatalities	Fatality Crashes	Fatalities	Fatality Crashes	Fatalities	Fatality Crashes	Fatalities
2015	157	176	98	106	199	211	146	156
2016	181	193	86	87	248	256	184	198
2017	183	198	74	79	236	253	141	144
2018	195	203	69	70	197	205	140	144
2019	174	186	89	91	253	266	147	148
2020	207	227	87	93	263	274	144	153
2021	216	237	109	118	315	330	178	189
2022	218	234	111	116	307	325	188	201
2023	199	208	90	94	285	301	165	169

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Crash Data



Fatalities by Mobility Type: Non-Access Controlled Roadways

Mobility Type	2019	2020	2021	2022	2023
Motorists	70	85	76	79	66
Pedestrians	43	53	48	50	54
Motorcyclists	10	15	13	14	10
Bicyclists	3	3	3	5	4
Other (Motor Scooters, etc.)	0	1	1	2	1
Total Fatalities	126	157	141	150	135

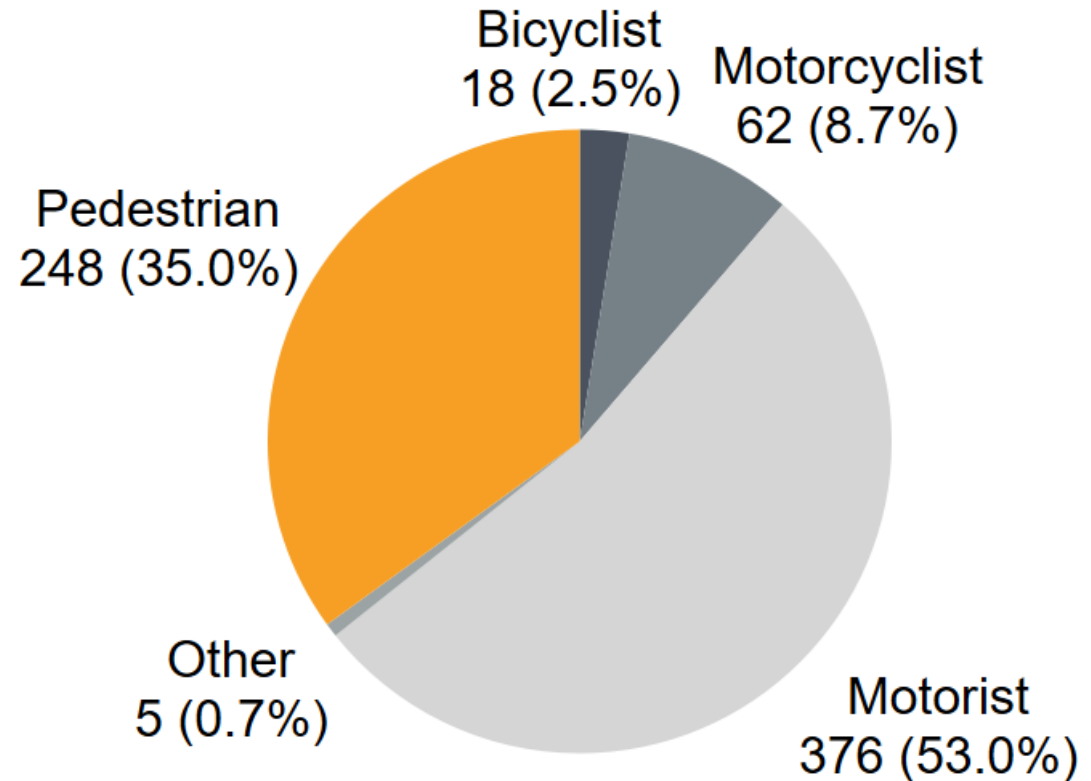
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Crash Data



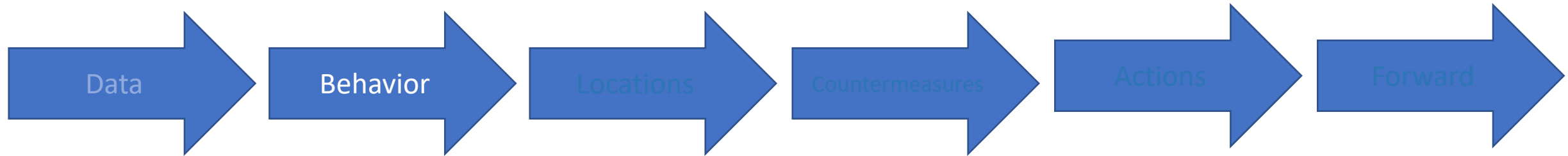
2019-2023 Fatalities by Mode of Mobility Type



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Vision Zero – Moving Forward

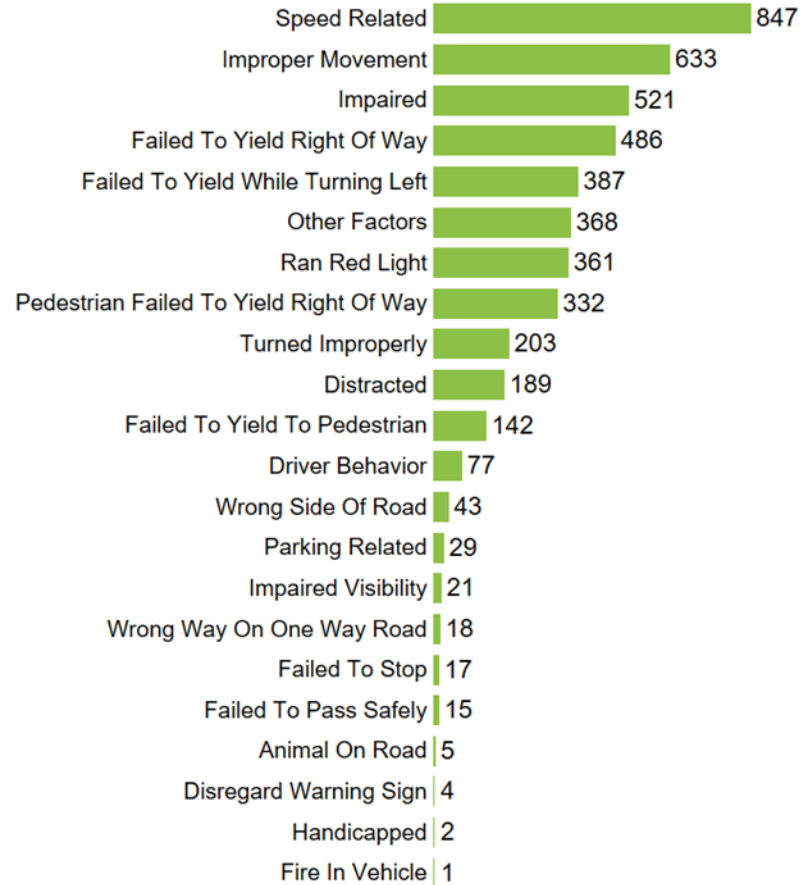


Crash Data - Behavior

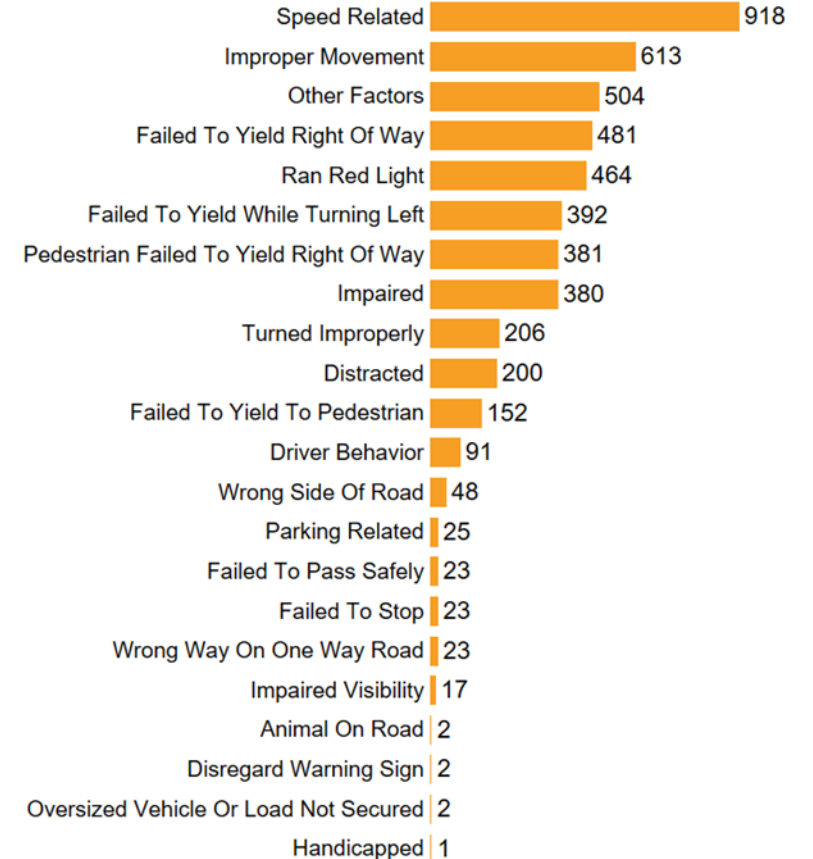


Severe crashes are often caused by multiple contributing factors. The following behaviors were found in the highest percentage of fatal and severe crashes.

Contributing Factors for 2015-2019



Contributing Factors for 2019-2023



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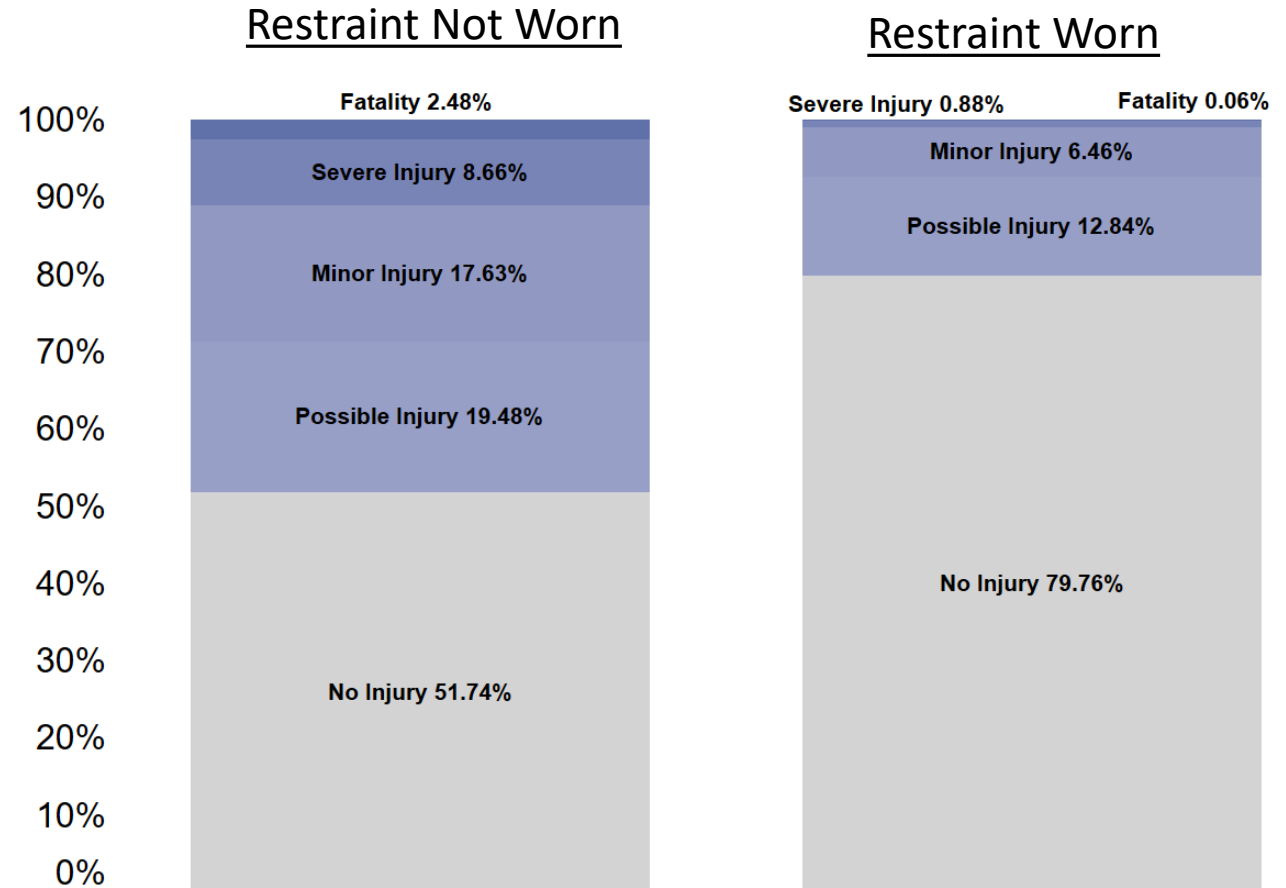
Crash Data - Behavior



Not Using Proper Restraints

- Severity of injury also increases when protection is lacking.
- When people do not wear a seatbelt, they increase their chance of death or serious bodily injury from less than 1% to over 10%.
- A person is 40 times more likely to become a fatality when not wearing a seatbelt.
- 764 (15%) of the 5,075 people that were killed or severely injured were not wearing a seat belt.

Seat Belt Use for 2019-2023



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Crash Data - Behavior



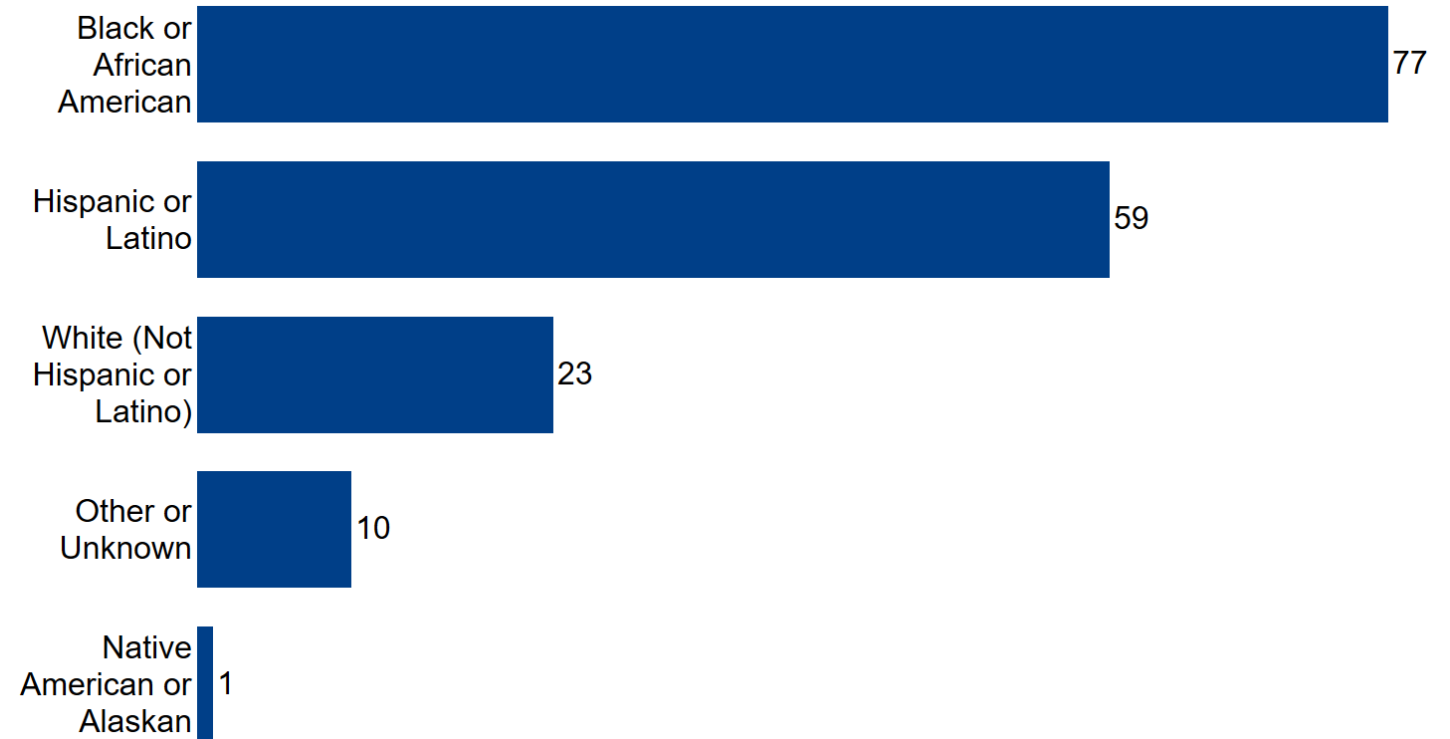
Not Using Proper Restraints

People of color are disproportionately represented in fatalities when seatbelts are not worn.

Unrestrained fatalities were reported as:

- 45.3% Black or African American
- 34.7% Hispanic or Latino
- 20% White, Native American, or Other

Unrestrained Fatalities by Race/Ethnicity for 2019-2023



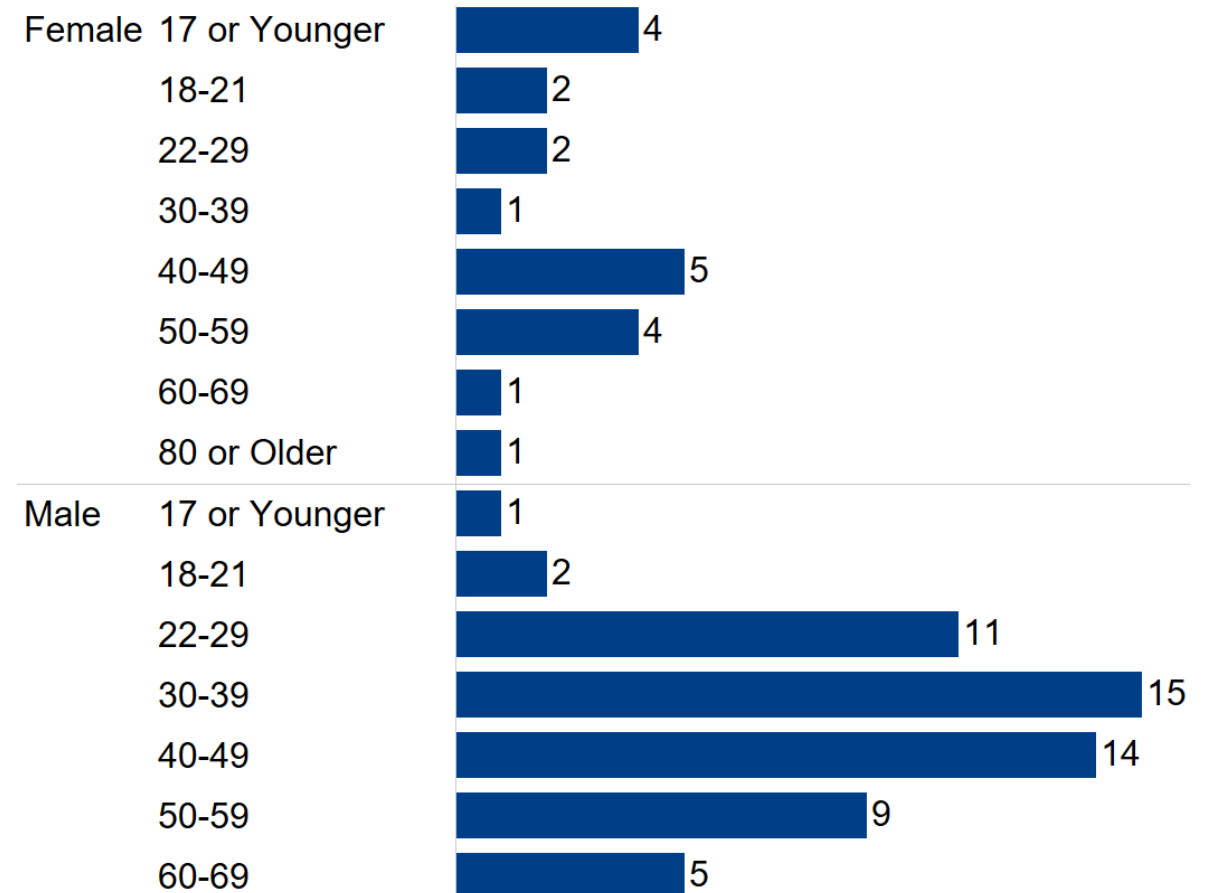
Crash Data - Behavior



Not Using Proper Restraints

- 74% of Black or African Americans killed while not wearing a seat belt are Males
- 51% of these Males are between the ages of 30 to 49

Unrestrained Fatalities for Black or African Americans for 2019-2023



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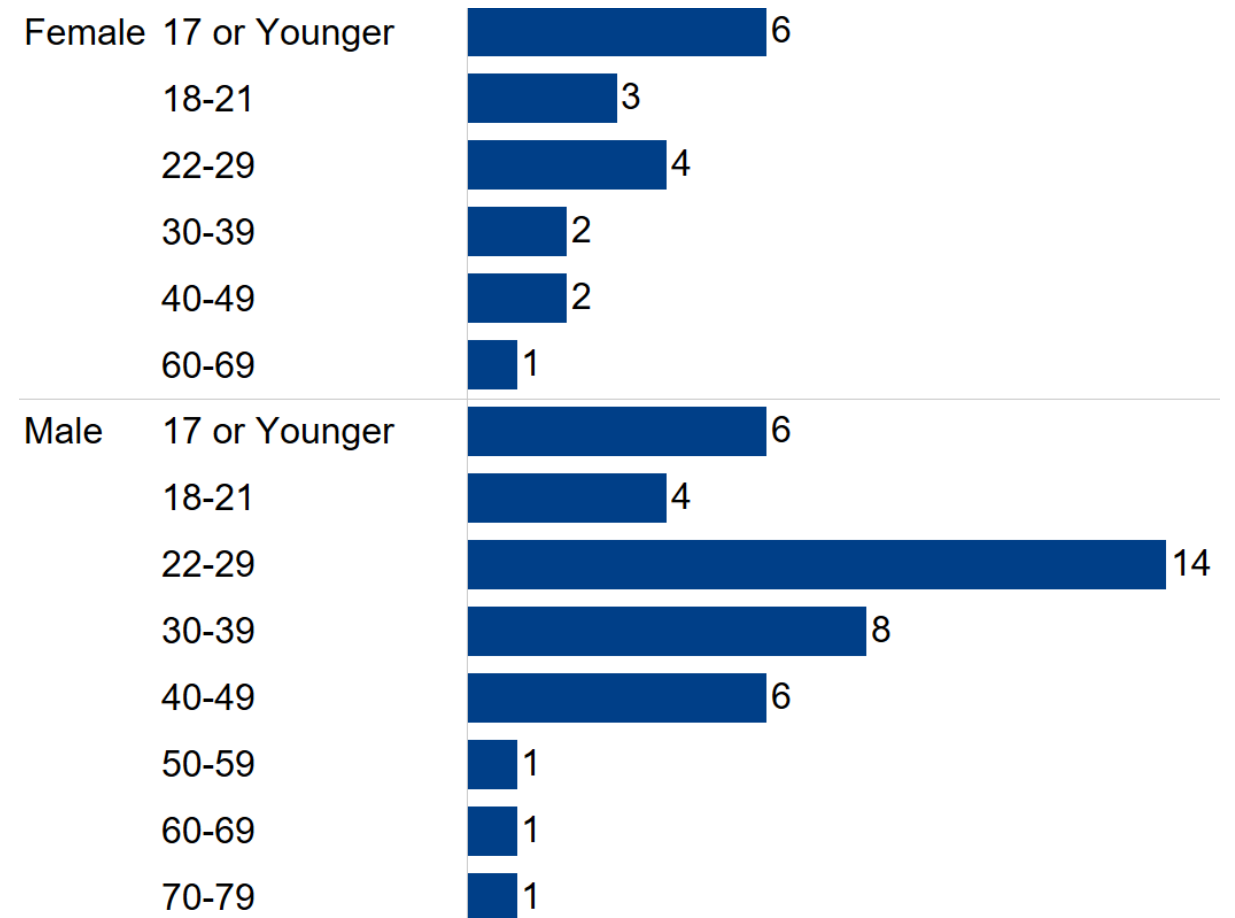
Crash Data - Behavior



Not Using Proper Restraints

- 69% of Hispanic or Latinos killed while not wearing a seat belt are Males
- 54% of these Males are between the ages of 22 to 39

Unrestrained Fatalities for Hispanic or Latinos for 2019-2023



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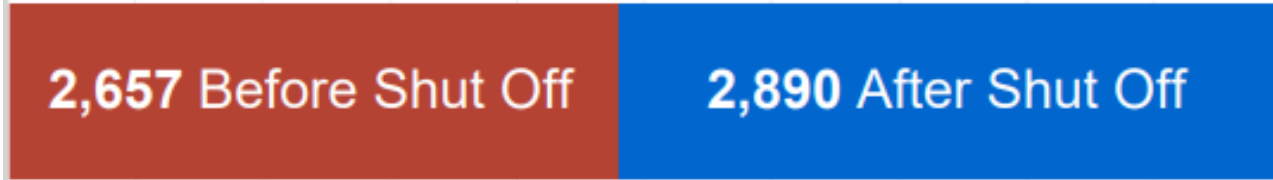
Crash Data - Behavior



Red Light Cameras

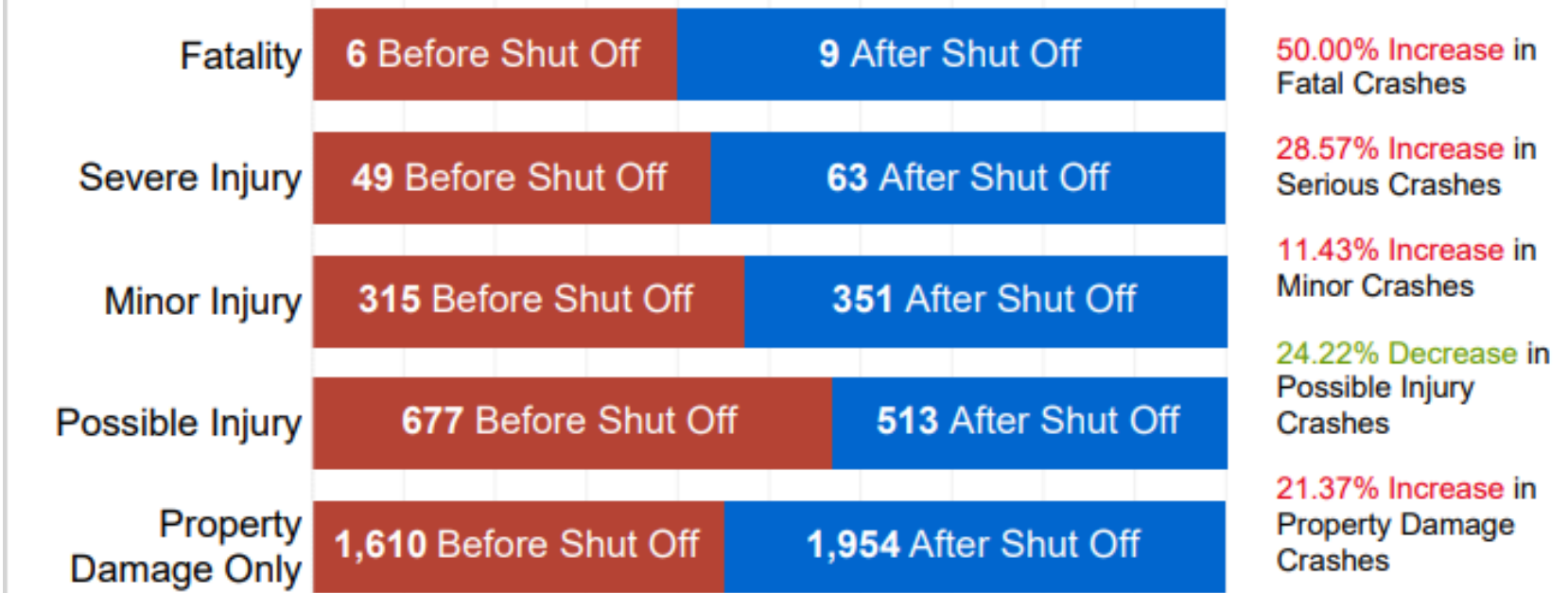
Comparison of the 4 years and 6 months prior to deactivation to the 4 years and 6 months following

Comparison of Before and After Red Light Camera Shut Off



There has been an **8.77% Increase** in crashes since the Shut Off on June 1, 2019, at Intersections where a Red Light Camera was once operating.

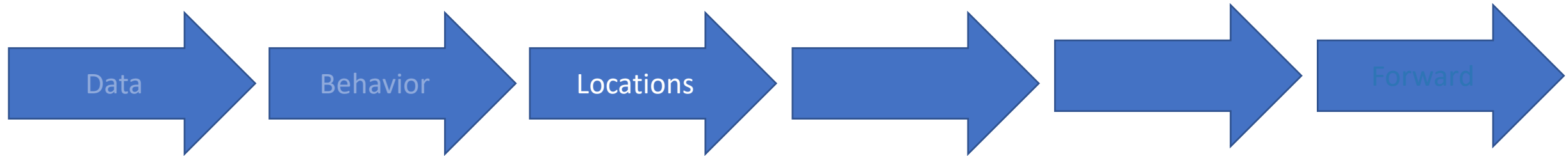
Comparison of Before and After Red Light Camera Shut Off by Crash Severity



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Vision Zero – Moving Forward



Crash Data - Locations



High Injury Network (HIN)

- Streets where a disproportionate number of severe crashes have occurred.
- 7% of streets accounting for 57% of severe crashes
- 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.



Crash Data - Locations



Fatality and Serious Bodily Injury Crashes Inside vs. Outside the HIN*

Year	Non-HIN	HIN	Total Number of Crashes	% on HIN per Year
2019	316	508	824	61.65%
2020	360	429	789	54.37%
2021	404	530	934	56.75%
2022	397	509	906	56.18%
2023	392	509	901	56.49%
5-year Total	1,869	2,485	4,354	57.07%

*Non-access controlled roads only

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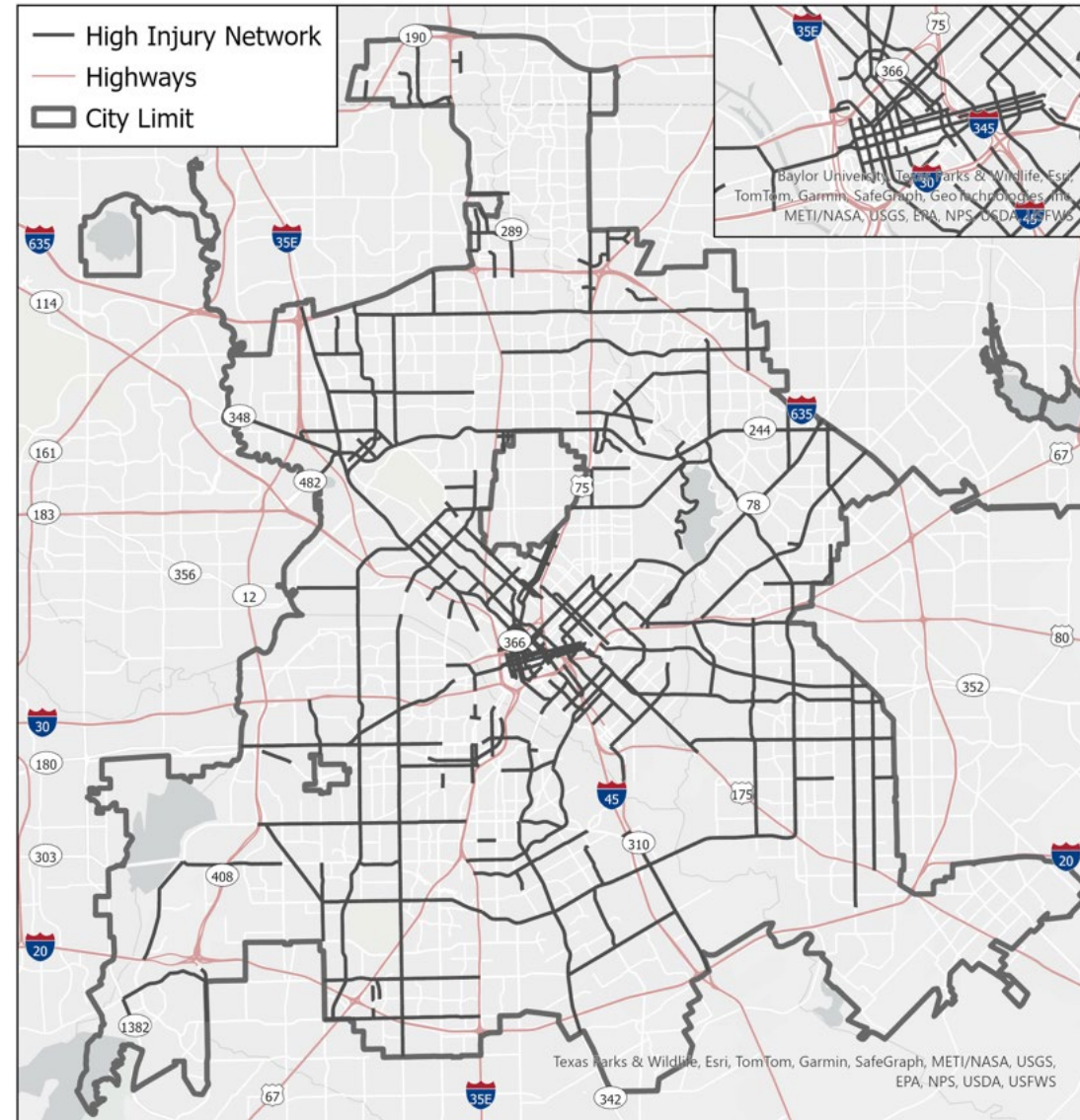


Crash Data - Locations



High Injury Network Inventory

- 447 Street Segments
- 1,008 Signalized Intersections



Crash Data - Locations

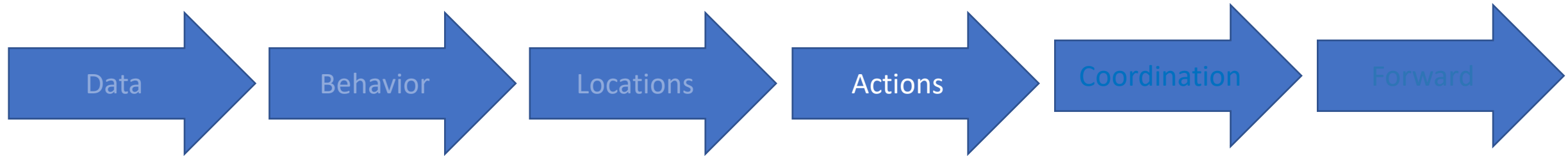


Inventory	Citywide Total	Total on HIN	% on HIN
Signals	1,449	1,008*	69.57%
Stop Signs	24,759	3,496	14.12%
Crosswalks	8,810	4,293	48.73%
City/TxDOT Streetlights	23,303	6,115	26.24%
Oncor Streetlights	72,378	14,076	19.45%
Long Line Striping (Miles)	1,592	596	37.44%
School Flashers	1290	354	27.44%
Rectangular Rapid Flash Beacon	49	33	67.35%
Radar Speed Feedback	75	33	44.00%
Warning Flashers	105	54	51.43%

* 673 or 66.7% of these signals are 25 years old or older / 590 or 58.5% are 35 years old or older.



Vision Zero – Moving Forward



Corridor Studies



- Chapter 28-8 notes the requirements for Studies and Recommendations
- Key elements of corridor studies:
 - Identification of key challenges/concerns
 - Identification of existing conditions
 - Identification/development of possible options
 - Evaluation of identified possible options
 - Development of a plan
- Development of a plan allows for generation of timeline and associated cost(s) for implementation



Corridor Study Prioritization



Prioritization criteria:

- Fatality and severe injury crashes per mile
- Identified equity focus area
 - Race: $\geq 70\%$ of people are non-white
 - Transportation access: $\geq 5\%$ use public transportation
 - Socio-economic status: $> 24\%$ live in poverty
 - Social vulnerability: High
- Pedestrian and bicycle fatalities given extra weight



Corridor Studies



- Average cost per lane mile – \$75k
- Average cost per study - \$200k
- Time to conduct a study – 10 to 14 months

Vision Zero Action Item

- Goal is to evaluate an average of 5 corridors on the HIN per year.





Consultant Timeline

Step	Time
Develop a Request for Proposal (RFP/RFQ)	3 weeks
Posting period for consultant proposals	3 weeks
Evaluate the submissions and make selection	4-6 weeks
Submit for City Council approval	8+ weeks
Issue Notice to Proceed	2-3 weeks
Corridor study conducted	10-14 months
Internal review of draft report	2-4 months
From request to final report	17-24 months



Corridor Studies



- 6 in draft report status – 4 in the HIN
 - Ferguson Road – Phase 1
 - Ferguson Road – Phase 2
 - Gaston Avenue
 - Lake June Road
 - Mountain Creek (not in HIN)
 - W. Clarendon Drive (not in HIN)
- 14 in project kickoff status (awarded in late 2023) – 11 in the HIN
- 5 internal or in partnership – All in the HIN



Improvements – Completed or Underway



Traffic Signals

- Highway Safety Improvement Program* (HSIP)– TxDOT managed program to achieve a significant reduction in fatalities and serious injuries.
 - 2 new warranted signals constructed
 - 112 reconstructed signals completed
 - 67 replacement signals, pending upgrades:
 - 10 signals in construction
 - 36 signals in design phase
 - 21 signals under contract
- 22 traffic signals placed along DART facilities
- 44 traffic signals:
 - 22 tornado-affected areas
 - 13 on Lancaster Corridor
 - 9 on Hampton Road





School Safety Improvements

1. Adamson High School
 - New crosswalk installed with barrier free ramps
 - Speed cushions installed
 - Multiway stop added
 - Rectangular Rapid Flashing Beacon installed
2. Parish Episcopal School
 - Two new school zones added
3. Geneva Heights Elementary School
 - Two new school zones added



Improvements – Completed or Underway



Complete Streets*

The goal of Dallas Complete Streets is to design streets that provide for multiple transportation modes—pedestrian, bicycle, transit, and automobile.

- 12 projects completed through the 2006 and 2012 Bond Program.
- 5 projects completed through the 2017 Bond Program.

Complete Streets are Safer Streets.

*Complete Streets projects listed in the appendix





Partnership Projects

- Martin Luther King Jr. Blvd.
- Harry Hines-Downtown
- Frankford Rd./Dallas North Tollway
- HSIP projects
- Transportation Alternatives Program – Ross Avenue



Improvements – Planned

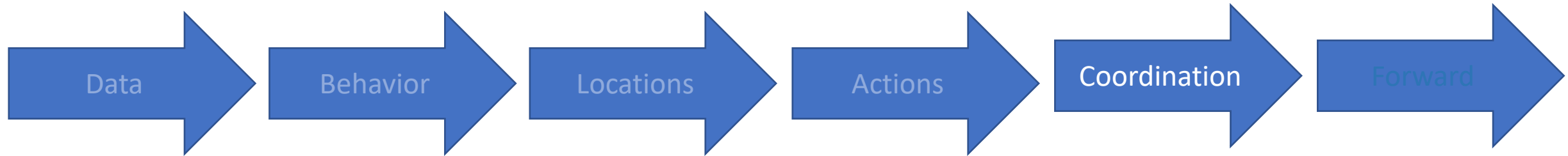


2024 Bond Fund Allocations – Streets and Transportation

- Current base allocation to the Department of Transportation is \$47M
 - Traffic signals to be reconstructed - \$16.6M
 - New, warranted traffic signals - \$21.15M
 - Streetlights – \$750k
 - Quiet zones - \$500K
 - Vision Zero - \$8M
- The 2024 Bond includes \$125M for Complete Streets and Partnership Projects. Of that, \$83M is for projects on the HIN.
- In addition, \$10.75M is allocated for sidewalks.
- This does not include Council discretionary funds that may be used for Vision Zero projects.



Vision Zero – Moving Forward



Internal Coordination



- Public Works Department
- Police Department
- Fire Department
- Communications, Outreach and Marketing
- Municipal Court
- City Attorney's Office
- Office of Government Affairs
- Office of Data Analytics
- Office of Bond and Construction Management



Enforcement Action Items



- Dallas Police Department (DPD) has started or completed 10 of 12 Vision Zero Action items.
- Over 1,800 citations have been issued in High Injury Network (HIN) locations since November 2022.
- DPD utilizes the STEP Grant to provide additional enforcement in HIN locations.
- DPD conducts education through social media, variable message signs and speed feedback trailers .
- Police recruits now receive a block of instruction on the overview of Vision Zero.
- Collaboration continues with DDOT on recommendations for road engineering at HIN locations.



Outreach Action Items



- Vision Zero logo and tagline adopted
- Communication plan under development:
 - Tailored to various audiences
 - Multiple communication types
 - Focused on high-risk behaviors



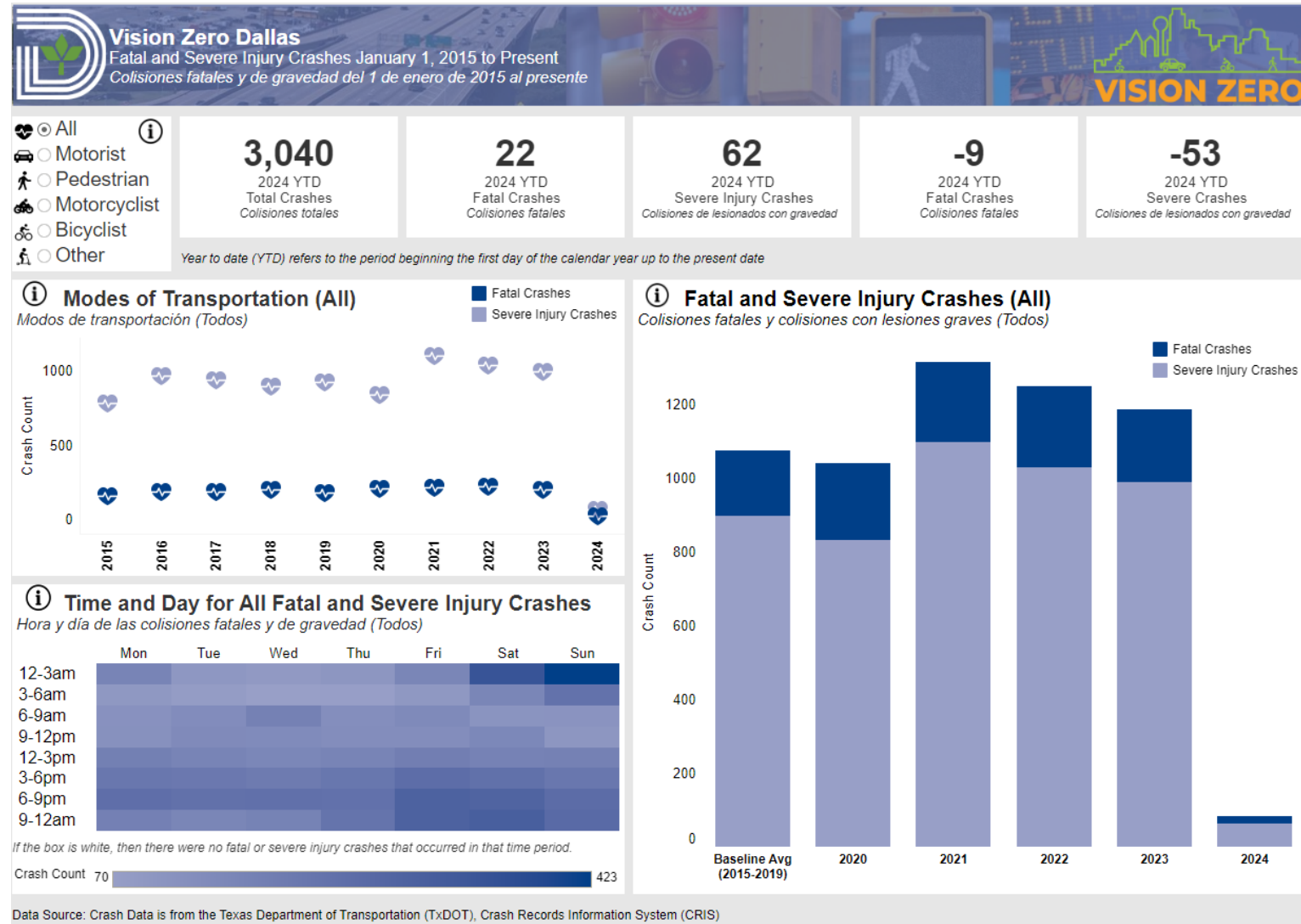
Data Management Action Items



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 the Office of Data Analytics and Business Intelligence.



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State Legislative Action Items



88th Session Legislative Priorities (2023)

- Allow municipalities to lower the prima facie speed limit in residential areas from 30 to 25 miles per hour.
- Enhance and fund mobility infrastructure, including but not limited to bike and pedestrian improvements.

89th Session Potential Legislative Priorities (2025)

- Allow municipalities to lower the prima facie speed limit in residential areas from 30 to 25 miles per hour.
- Authorize additional options on recognized hazardous roadways.



Other Accomplishments



- Increased education and focus on Vision Zero principles across City departments and partner agencies.
- Routine coordination meetings between DDOT and DPD.
- Review and planned updates to City Street Design Manual.
- Development of a program that focuses on traffic safety from a crash data driven perspective.
- Vision Zero brand book for development of education materials.
- Substantial number of corridor studies underway.
- Dedicated funding exclusively for safety projects in the 2024 bond program and general funds.



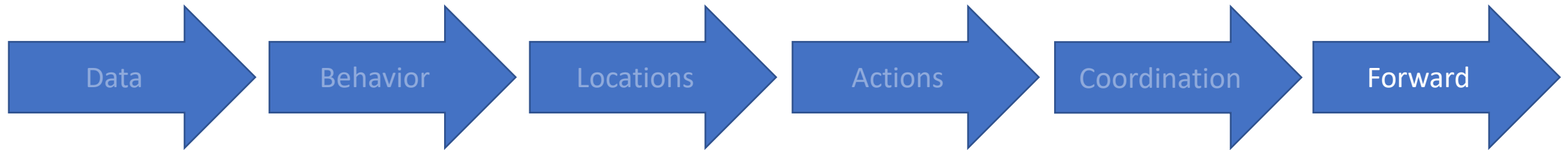
External Coordination



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



Vision Zero – Moving Forward



Action Items



- City departments to continue working on listed commitments.
- Implement recommendations in the corridor studies and systemic improvements city wide. (See Appendix for Safety Countermeasures)
- Continued coordination with internal and external stakeholders.
- Future update to Vision Zero Action Plan to:
 - Increase focus on the Safe Systems approach
 - Update the High Injury Network
 - Bring attention to other emerging best practices
- Future technology – Artificial Intelligence/Predictive Modeling.



Challenges



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



Proposed Council Actions



- Legislative support
 - Additional options on recognized hazardous roadways
 - Sobriety check points
 - Lower prima facie speed limit to 25 mph
- Public communication
 - Speeding
 - Seatbelts
- Continued funding of Vision Zero
 - Dedicated multi-year funding source



- Closing comments
- Questions?



City of Dallas

Vision Zero Update

**City Council Briefing
March 6, 2024**

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Director
Department of Transportation



Appendix



Vision Zero Action Plan Progress Report



#	Category	Dept.	Action Item Description	Goal	Year 1 Status	Status Description
1	Engineering	TRN	Conduct engineering safety evaluations for streets on the High Injury Network (HIN).	Avg. 5 corridors on the HIN/year	Complete for FY 2022-2023	Prioritization methodology was developed, and streets on the HIN were prioritized for evaluation. In FY 2022-2023, evaluations were completed for 1) Maple Ave (Knight to Medical District), 2) Ledbetter (Hampton to Great Trinity Forest Way), 3) Great Trinity Forest Way, 4) Buckner (US 175 to John West), and 5) Lake June. In FY 2023-2024, the high-scoring High Injury Network corridors being evaluated are 1) Camp Wisdom (I-35E to Cockrell Hill), 2) Lombardy and Webb Chapel (Harry Hines to Shorecrest), 3) St. Augustine and Masters (Military Pkwy to US 175), 4) Malcolm X (Martin Luther King Jr. to Elsie Faye Heggins), and 5) several streets in downtown Dallas (the Road Safety Audit for these streets was conducted by the Federal Highway Administration).
2	Engineering	TRN	Implement lower-cost, quick-build Vision Zero safety improvements.	Avg. 5 corridors on the HIN and 15 intersections/year	In Progress	LED conversions are being pursued for all five FY 2022-2023 corridors, signal heads on Loop 12 are being upgraded with reflective backplates. Improvements are being considered on Loop 12, Maple Ave, and Lake June Rd. Additional streetlights, pedestrian countdown timers, and pedestrian flashing beacon being pursued on Maple. Studies are ongoing to determine if additional signals are warranted.
3	Engineering	TRN	Establish a pipeline of capital projects and seek funding.	Ongoing	In Progress	Project for Great Trinity Forest Way on the Needs Inventory (update with curb, gutter, sidewalk). Grant application submitted to convert Martin Luther King Jr. Blvd into a complete street, based on a Road Safety Audit conducted with the Federal Highway Administration.
4	Engineering	TRN	Increase speed data collection and analysis.	Ongoing	Complete for FY 2022-2023	Staff now have access to INRIX data. Contract was executed with a company to collect speed data and conduct speed studies, as need. Additional research needed to establish more routine speed data collection.



Vision Zero Action Plan Progress Report



5	Engineering	TRN	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 begun. Progress has been delayed due to staff turnover.
6	Engineering	TRN	Implement speed humps/cushions or raised crosswalks on local residential streets, distributed equitably based on need.	4 locations/year	Complete for FY 2022-2023	16 projects completed in FY2023. 5 projects in planning stage. 5 projects sent to contractor for installation.
7	Engineering	TRN	Install new or improved pedestrian crossings at locations identified by data as having pedestrian safety issues.	3 locations/year	In Progress	1) A new pedestrian crossing beacon (RRFB) will be installed at Maple & Hawthorne. 2) Pedestrian counts requested for Lake June & Spring Lake (and two adjacent locations) to determine if ped signal warranted. 3) Ped counts were done on Great Trinity Forest Way and both locations were found to be not warranted.
8	Engineering	TRN	Continue to enhance maintenance of street markings.	Restripe 33%/year	Complete for FY 2022-2023	As of September 1, 2023, 588 linear miles (37% of approx. 1,600 total linear miles) have been striped, and 1,127 crosswalks and 934 stop bars have been refreshed in FY 2022-2023.
9	Engineering	TRN	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. Three meetings were held with TxDOT in 2023 concerning Great Trinity Forest Way, Buckner, and Vision Zero in general.
10	Engineering	TRN	Promote safe, active transportation around schools.	Improvements around 3 schools/ year	Complete for FY 2022-2023	1) For Adamson High School there was a new crosswalk installed with BFRs, speed cushions were installed, a multiway stop was added and a RRFB on Davis was installed. 2) For Parish Episcopal School there were 2 new school zones added. 1 on Hillcrest Road and 1 on Spring Valley Road. 3) For Geneva heights there was 2 new school zones added. 1 on Ridgecrest Rd and 1 on Eastridge Drive.



Vision Zero Action Plan Progress Report



11	Engineering	TRN	<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	<p>A policy/standard for warranting Leading Pedestrian Intervals has been drafted and routed for internal review.</p> <p>A new standard methodology for setting speed limits based on FHWA recommendations has been drafted and routed for internal review.</p> <p>New guidelines for installing pedestrian crossings at uncontrolled intersections and midblock locations have been drafted and routed for internal review.</p> <p>New street lighting guidelines for the Street Design Manual are being drafted.</p>
12	Engineering	PBW	Implement major Vision Zero capital safety projects.	10 projects by 2026	In Progress	Funding for Vision Zero projects has been recommended in the 2024 Bond. Staff have successfully secured funding to update traffic signals at high-injury locations through TxDOT's Highway Safety Improvement Program, and funding to make safety improvements to Martin Luther King Jr. Blvd/Cedar Crest Blvd through US DOT's Safe Streets and Roads for all (SS4A) grant program.



Vision Zero Action Plan Progress Report



13	Engineering	PBW	Fund and implement priority sidewalks in the Sidewalk Master Plan.	In accordance with goals in adopted plan	In Progress	Completed 14 sidewalk master plan projects for a total of 13.6 miles (~\$5.2M) in FY23. All remaining FY23 projects anticipated to be completed by end of Feb 2024. Approx. 22 sidewalk locations and 14K+ ramps from the DSWMP are funded (~\$60M) by DART excess revenue. Construction start anticipated by May 2024. On going construction to complete 9 sidewalk master plan projects for a total of 7.3 miles (~\$4.3M) in FY24. In the 2024 Bond Program, approx. \$11.7M was allocated to work on cost share program and finish sidewalk petition projects.
14	Engineering	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	A review of the Street Design Manual is underway to identify opportunities to better align with Vision Zero. A draft recommendation has been submitted by the Consultant for review and approval by staff. The draft provides a detail summary of the initiatives identified to be evaluated, and the results and recommendations.



Vision Zero Action Plan Progress Report



15	Engineering	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.
1	Enforcement	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	Complete	DPD is organizing and executing a monthly Road Rage Operation focusing on Road Rage and Aggressive driving deterrence, which includes personnel from the patrol divisions and the Traffic Unit.
2	Enforcement	DPD	Conduct high-visibility enforcement by DPD Traffic Unit and specialized Patrol Units along HIN corridors.	6 HIN corridors per quarter	Complete	The Traffic Unit has issued over 1,800 Citations in HIN locations and provides high visibility enforcement in the designated areas. The Traffic Unit has re-designated the "Ghost Car Squad" as the "Highway Enforcement and Inspections Team." One of that team's objectives will be to create and execute HIN operations on a recurring basis.
3	Enforcement	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 2024 and the Traffic Unit has reviewed the Grant enforcement locations and ensured HIN areas are covered by those locations.
4	Enforcement	DPD	Provide consistent levels of enforcement across all DPD Divisions, as feasible.	Ongoing	Complete	The Traffic Unit has ensured equitable and consistent enforcement on HIN areas which is designated in various parts of the city. The Traffic Unit has ensured enforcement is not occurring in a disproportionate manner.
5	Enforcement	DPD	Conduct education prior to intensified enforcement (e.g., using variable message signs and speed feedback trailers).	Ongoing	Complete	The Traffic Unit is utilizing large, lighted signs to keep the public informed of various enforcement activities.



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6	Enforcement	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.
7	Enforcement	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 has deployed six new motorcycles with enhanced performance capabilities.
8	Enforcement	DPD	Address challenges to enforcing Failure to Yield to Pedestrians violations. Provide officers with training on SB 1055.	2022	Complete	All officers have received training on SB 1055 and charge offenders with this statute in any incident that meets the elements of the offense.
9	Enforcement	DPD	Increase officer training on immediate and advanced crash investigation.	Ongoing	Complete	The Traffic Unit offers an Intermediate Accident Investigation course to DPD personnel and currently has over 285 trained officers on the Department. All Traffic Accident Investigators have their Advanced Crash Investigation certification.
10	Enforcement	DPD	Practice what we preach. Incorporate Vision Zero materials and safe driving behavior training in cadet officer safety training.	2023	Complete	DPD worked with Basic Training staff to add a block of instruction and Vision Zero handout material to new recruits.
11	Enforcement	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	Enforcement	DPD	Convene monthly meetings between DPD, City of Dallas Prosecutors, and Chief City Administrative Judge (and his/ her judges) to discuss fair and equitable enforcement practices.	Ongoing	In-Progress	DPD is working with Courts to schedule monthly meetings. 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.
1	Education	COM	Align all traffic safety education and outreach efforts in the city under the Vision Zero umbrella. Create a branded toolkit to ensure consistency across education and outreach efforts.	2022	Complete	Vision Zero Brand Book has been completed, but may undergo revisions as a result of the citywide education and outreach campaign that is under development.
2	Education	COM	Develop and implement a safety education campaign aimed at reducing speeding, failure-to-yield, and drunk and distracted driving.	2023	In Progress	The Voice Society is assisting with developing the campaign.
3	Education	COM	Increase awareness about the new state law SB 1055, "Stop for Pedestrians."	2022	In Progress	City traffic signs are being updated to change "Yield to Pedestrians" to "Stop for Pedestrians."



Vision Zero Action Plan Progress Report



4	Education	COM	Increase Vision Zero awareness using City-owned and controlled channels.	Ongoing	In Progress	The development of a citywide Vision Zero education and outreach campaign is underway.
5	Education	COM	Work with school districts to implement traffic safety education in schools.	2026	In Progress	Outreach strategy is currently under development for safety education in schools.
1	Legislation and Coordination	OGA	Work with other cities in Texas to effectuate lowering prima facie speed limits for residential streets to 25mph.	2023	In Progress	Discussions are ongoing among Texas cities involved in Texas Vision Zero Cities quarterly meetings, but formal efforts to lobby the legislature have not yet materialized.
2	Legislation and Coordination	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	First meeting held October 2023. The next meeting is scheduled for March 2024.
3	Legislation and Coordination	TRN	Convene regular meetings between the Department of Transportation and Dallas Police Department to review reports for severe crashes.	4 meetings/ year	Complete	Meetings between the Dallas Police Department and Department of Transportation are now being held on a bi-monthly basis.
1	Evaluation	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	Dashboard is live and progress report is in the works.
2	Evaluation	DBI	Continue quarterly fatal and severe crash pattern data evaluation.	Ongoing	In Progress	Internal data dashboards created
3	Evaluation	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	The goal for completing this action item is 2026.
4	Evaluation	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	Evaluation	TRN	Create an online, interactive map of the HIN and safety improvement projects.	2022	Complete	The map is live and will be updated with the new HIN when complete.



Vision Zero Action Plan Progress Report



6	Evaluation	TRN	Update the High-Injury Network using 2017-2021 crash data.	2023	In Progress	The methodology for updating the High-Injury Network has been refined in order to foster consistency in future updates. It is expected that the next update to the High-Injury Network will use 2019-2023 crash data. The development of the updated High-Injury Network has been put on hold temporarily due to staff turnover.
7	Evaluation	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.	2022	In Progress	Vision Zero was added as a performance measure that is reported on monthly to the Budget Office. It has not yet been added as a performance measure to Dallas 365.



Complete Streets Projects – 2012 and 2017 Bonds



Name	Description	STATUS	Bond Amount	Design Award	Design Complete	Construct Award	Construct Complete	District
Polk/Tyler Roundabouts	Intergovernmental Partnership Projects	In Service	\$ -	6/24/2014	2/11/2019	8/14/2019	4/30/2022	1
Bishop from Jefferson to 8th	Renamed to Bishop Arts Area Street and Drainage Improvements	Complete	\$ 3,061,300	2/25/2015	5/4/2016	8/24/2016	12/31/2019	1
Cedar Springs Ave from Douglas to Oak Lawn	Held March 24, 2015 meeting with Councilmember & businesses. The area was split on preferred design. Planning is the lead on the project until a preferred design is decided.	Complete	\$ 1,304,100	1/10/2018	3/29/2019	6/26/2019	12/10/2021	2,14
Greenville Ave Retail Areas	Construction of Greenville Avenue and Ross Avenue Intersection with new sidewalks, driveways, pedestrian crosswalks, and barrier free ramps Improvements	Complete	\$ 820,400	5/11/2016	5/1/2017	8/9/2017	8/30/2018	14
Greenville from Belmont to Bell and from Alta to Ross		Complete	\$ 3,673,500	2/26/2014	4/29/2015	6/17/2015	8/18/2017	14
Jefferson Blvd from Crawford to Van Buren		Complete	\$ 1,469,400	11/12/2014	12/8/2014	1/25/2017	9/6/2018	1
Lamar (S) from IH 45 to Hatcher	Street Reconstruction/Complete Street	Complete	\$ 4,898,000	6/12/2013	2/27/2015	5/27/2015	8/7/2023	7
MLK from R.B. Cullum to S.M. Wright		Complete	\$ 468,900	12/11/2013	5/13/2016	3/5/2017	8/27/2023	7
Davis Street from Beckley to Hampton	Complete Street Concept - Wide sidewalks, on-street parking, pedestrian lighting, trees	Complete	\$ 979,600	10/6/2014	3/9/2018	9/26/2018	5/22/2020	1
Grand from R.B. Cullum to Good Latimer	Street reconstruction with pedestrian lighting, sidewalk improvements.	Complete	\$ 2,449,000	12/11/2013	7/9/2014	4/30/2015	8/27/2023	7
Henderson St from US 75 to Ross Ave	Street scape improvements	Complete	\$ 1,312,100	5/11/2016	7/28/2018	10/24/2018	12/15/2020	2,14



Complete Streets Projects – 2012 and 2017 Bonds



Highland Road from Ferguson to north of the entrance to Primrose at Highland (1500' to NE)	Paving, Drainage and Utility Improvements	Complete	\$ 1,224,500	5/27/2015	8/23/2018	1/8/2020	5/19/2022	9
Richmond Ave from Matilda St to Skillman St		Complete	\$ 571,644			2/1/2022	10/26/2022	14
Sylvan Ave Phase II (Provides Funding The Pedestrian Lightings)	Thoroughfares - pedestrian lighting	Complete	\$ 250,000	2/24/2019	6/17/2019	11/6/2020	10/31/2019	6
Pemberton Hill from Great Trinity Forest to Lake June	Install a shared-use path along one side of Pemberton Hill Road.	In Service	\$ 13,980,000	12/14/2018	2/19/2021	5/26/2021	12/22/2023	5,7,8
Abrams Rd from Gaston Ave to S Beacon St	Complete Street with sidewalks and bicycle lanes	Complete	\$ 3,750,000	12/12/2018	9/5/2019	12/11/2019	5/3/2021	14
Richmond Ave at Skillman St Intersection Improvements (Remove Channelized/Free Right Turns; Include NnewTraffic Signal)	Implement on-street bike lanes, and remove the channelized/free right turns at Skillman and install curb extensions and raised crosswalks along the corridor to provide more comfortable pedestrian crossings and calm traffic.	Complete	\$ 350,000	8/28/2019	1/5/2022	1/12/2022	12/20/2022	14
Commerce Street from Good Latimer to Exposition	Reducing the number of travel lanes and converting Commerce to two-way operations. Streetscape including landscaping, signal hardware and pedestrian lighting.	Under Construction	\$ 26,470,238	11/13/2019	2/24/2023	9/27/2023	10/7/2026	2



Complete Streets Projects – 2012 and 2017 Bonds



Fair Park Link - Exposition to Hall	Design & construct new 5 lane undivided roadway with continuous left turn lane (5th lane) where none currently exists. Consolidated with PB06U203. Includes bike lanes.	Under Construction	\$ 5,305,000	1/23/2008	6/11/2021	9/22/2021	12/31/2024	2
Cheyenne from Lake June to Big Thickett - Phase I	Part of Thoroughfares Group 17-5001, Thoroughfare improvement project that will add 2 lane undivided roadway with sidewalks.	Under Design	\$ 7,101,000	1/23/2019	8/17/2023	2/28/2024	11/14/2026	5



Complete Streets Projects – Intergovernmental 2012 and 2017 Bonds



Name	Description	STATUS	Funding Amount	Design Award	Design Complete	Construct Award	Construct Complete	District
McKinney/Cole 2-way Conversion	Conversion of 3 lane one-way roadways to two-way roadways; Allen/Carlisle: Convert 4 lane one-way roadway to 4 In two-way roadway; on Cole convert 4 lane on-way roadway to two lane roadway; on McKinney convert 3 lane one-way roadway to two-way roadway; intersection, signal, signage, pedestrian, lighting, landscaping, and associated improvements including trolley relocations and ped improvements.	Under Design	\$ 20,100,000					14
Ross Ave from IH345 to Greenville	Implement roadway improvements to accommodate a shared-use path; restripe pavement to accommodate four through lanes and shared-use path; intersection improvements such as new ramps as signalized intersections.	Under Design	\$ 4,310,454					2,14
Collective Sustainable Development Infrastructure Project	Project includes the construction of barrier free sidewalk ramps and bike lanes on Fort Worth Avenue from Bahama Drive to IH30, on Colorado Boulevard from Fort Worth Avenue to Hampton Road, on Bahama Drive from Fort Worth Avenue to Plymouth Road.	Under Construction		4/11/2018	12/31/2021	4/20/2022	5/31/2024	1
Elam Rd SRTS Improvements	Improvements along Elam Road to accommodate a shared-use path and other pedestrian safety and accessibility features including sidewalks.	Under Design	\$ 2,112,926					5,8



Complete Streets Projects – Intergovernmental 2012 and 2017 Bonds



Denton Drive Phase 1 (Walnut Hill to Royal)	Partnership project with Dallas County. Dallas County is the lead agency to administer design and construction. The scope of this project entails reconstructing and widening Denton Drive from the existing 2-lane asphalt roadway to a 3-lane concrete.	Complete	\$ 5,992,300				4/7/2022	6
Harry Hines from Market Center Blvd to Mockingbird Lane	Harry Hines Boulevard improvements	Under Design	\$ 7,000,000					2



Safety Countermeasures*



Problem	Countermeasure
Speed Management	Speed Safety Cameras
	Variable Speed Limits
	Appropriate Speed Limits for All Road Users
	Road Diets
	Speed Cushions
Roadway Departure	Wider Edge Lines
	Enhanced Delineation for Horizontal Curves
	Roadside Design Improvements at Curves
	Longitudinal Rumble Strips and Stripes on Two-Lane Roads
	Median Barriers

*Proven Safety Countermeasures Sourced from Federal Highway Administration's Office of Safety



Safety Countermeasures*



Problem	Countermeasure
Intersections	Backplates with Reflective Borders
	Corridor Access Management
	Dedicated Left- and Right-Turn Lanes
	Reduced Left-Turn Conflict Intersections
	Yellow Change Intervals
	Roundabouts
	Systemic Application of Multiple Low-cost Countermeasures at Stop-Controlled Intersections
Pedestrians/Bicyclists	Crosswalk Visibility Enhancements
	Bicycle Lanes
	Rectangular Rapid Flashing Beacons (RRFB)
	Leading Pedestrian Interval
	Medians and Pedestrian Refuge Islands
	Pedestrian Hybrid Beacons
	Road Diets
Sidewalks	



*Proven Safety Countermeasures Sourced from Federal Highway Administration's Office of Safety

Safety Countermeasures*



Problem	Countermeasure
Crosscutting (When 2 or more problems are present)	Lighting
	Local Road Safety Plans
	Pavement Friction Management
	Road Safety Audit



*Proven Safety Countermeasures Sourced from Federal Highway Administration's Office of Safety

Corridor Studies



ONGOING TRAFFIC CORRIDOR STUDIES			
	Study Name	Study Extent	HIN
1	Skillman Street	Northwest Highway to Live Oak Street	N
2	Abrams Road	Northwest Highway to Richmond Avenue	N
3	Ferguson Road - Phase I	Loop 12 to IH635	Y
4	Gaston Avenue	Washington Street to East Grand Avenue/Garland Road	Y
5	Mountain Creek Parkway	IH20 to Clark Road	N
6	W Clarendon Drive	Hampton Road to Westmoreland Road	N
7	Malcolm X Blvd	Martin Luther King Jr Blvd to Elsie Faye Heggins St	Y
8	Esperanza Road	N Central Expy to Spring Valley Road	Y
9	Lake June Road	C F Hawn Freeway to N Masters Drive	Y
10	Lake June Road - extended	N Masters drive to Cheyenne Road	Y
11	E Ledbetter Drive	S Hampton Road to S Great Trinity Forest Way	Y
12	S Great Trinity Forest Way	E Ledbetter Drive to C F Hawn Freeway	Y
13	Buckner Blvd	C F Hawn Freeway to John West Road	Y
14	W Mockingbird Lane	John W Carpenter Freeway to Dallas North Tollway	Y
15	Harry Hines Blvd	Moody Street to W Northwest Highway	Y



Corridor Studies



ONGOING TRAFFIC CORRIDOR STUDIES			
	Study Name	Study Extent	HIN
16	Ferguson Road - Phase II	IH30 to Loop 12	Y
17	Masters Drive	175 to Military Parkway	Y
18	Jupiter Rd	Garland to 635	Y
19	Haskell/Peak Two-Way Conversion	Haskell from Blackburn to Stonewall St, Stonewall St from Haskell to Peak, Peak from Stonewall to Lemmon, Lemmon from Peak to Blackburn	Y
20	Webb Chapel Rd/Lombardy Ln	Webb Chapel Rd from Shorecrest to Lombardy Ln, and Lombardy Ln from Webb Chapel Rd to Harry Hines Blvd	Y
21	St. Augustine	US 175 to Military Pkwy	Y
22	Camp Wisdom Road	Cockrell Hill and IH-35	Y
23	Maple Avenue	Oak Lawn to Mockingbird	Y
24	Military Parkway	Buckner to Forney	Y
25	S Beacon St/Graham Ave Two-Way Conversion	Samuell Blvd to Reiger Ave	N

