

# Memorandum



CITY OF DALLAS

DATE April 15, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **Traffic Signal Infrastructure and Data Management Presentation – Follow-up from April 6, 2022 City Council Briefing**

During the April 6, 2022 City Council Briefing, the Department of Transportation provided a presentation on the City's traffic signal infrastructure, including an overview of planned approaches to implementing new functions of the Advanced Transportation Management System (ATMS) and managing the associated data exchange. This memorandum serves as follow-up on the inquiries or questions that were received during the briefing.

Question 1: How do the Office of Risk Management (ORM) and the City Attorney's Office (CAO) handle recouping costs from traffic signal equipment that is damaged by drivers, either through accidents or hit-and-run incidents? How does money that is recouped through insurance or a lawsuit get funneled back for addressing the damaged infrastructure? (Mendelsohn)

**Answer: On a quarterly basis, ORM receives and reviews police reports for subrogation opportunities. If a driver's name and/or contact information is not listed on the report, it is considered a hit and run, and we are unable to pursue subrogation. ORM does not track hit and runs. Furthermore, if the driver does not have insurance, recovery is difficult. While the City does have insurance, certain perils must occur to trigger policy coverage. Once the policy is triggered, the City has a \$750,000 insurance deductible.**

**ORM does not currently have any pending subrogation claims that have been forwarded to CAO for review and assistance. Below is a table of traffic signal subrogation claims and the amount of money that was recovered.**

FISCAL YEAR	# OF SUBRO CLAIMS	POTENTIAL COLLECTION	AMOUNT RECOVERED	PERCENT RECOVERED
FY 2020	98	\$74,501	\$10,542	14%
FY 2021	103	\$81,923	\$9,041	11%

**ORM has identified opportunities to improve the current subrogation process. One of our adjusters is currently obtaining a Certified Subrogation Recovery Professional (CSRP) designation and will assist in the City's subrogation claims. ORM is also developing standard property damage reporting procedures and training for all City departments. Finally, we are developing a subrogation module in Origami, our risk management software.**

Question 2: How many developments require the developer to pay for a new traffic signal, or part of a new traffic signal? How many of these developments are delayed in receiving their final permits due to supply chain issues or contractor delays? (Atkins)

**Answer: There are approximately 80 traffic signals that are being improved by private development projects throughout the City; the majority of these are partial upgrades/**

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**modifications to the signal equipment based on impacts to one specific intersection corner. Given the limited scope of the upgrades, the impact of supply chain issues or contractor delays has been minimal to date.**

Question 3: What is the City’s plan for addressing data monetization? Will Ericsson be paying the City for the data that the City owns, and Ericsson has access to? (Schultz)

**Answer: The current agreement with Ericsson does not allow them to sell the City’s data or monetize it in any way. Ericsson is simply the platform provider. Various City departments are coordinating to develop a data management and monetization policy that will outline responsibilities of any third party that desires to have access to the Ericsson ATMS system, and require payment based on data usage.**

Question 4: Does the Department of Transportation have data justifying the cost of new traffic signals and the ATMS system as it relates to safety and mobility? (Ridley)

**Answer: Yes; new traffic signals are only installed if a traffic study is completed showing that the location meets at least one of the traffic signal warrants as outlined by the Federal Highway Administration.**

**Replacements of traffic signals at existing locations are often funded through grant programs, such as the Texas Department of Transportation’s Highway Safety Improvement Program (HSIP) which prioritizes locations primarily based on crash data.**

**Lastly, the ATMS system provides the City with the opportunity to holistically monitor and manage, in real time, the efficiency and safety of surface traffic.**

If you have any additional questions or concerns related to the presentation, please contact Ghassan ‘Gus’ Khankarli, Director of the Department of Transportation, at [ghassan.khankarli@dallascityhall.com](mailto:ghassan.khankarli@dallascityhall.com). For questions related to the Office of Risk Management, please contact Zeronda Smith, Director of the Office of Risk Management, at [zeronda.smith@dallascityhall.com](mailto:zeronda.smith@dallascityhall.com).



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