

Memorandum



CITY OF DALLAS

DATE July 19, 2024

TO Honorable Mayor and Members of the City Council

SUBJECT **FY 2024-25 August Budget Town Hall Meetings**

We look forward to presenting the City Manager's Recommended Biennial budget for FY 2024-25 and FY 2025-26 to the City Council on August 13. This year's budget will focus on Reimagining and Realigning for Results for the residents of Dallas.

City Council hosted budget town hall meetings are scheduled from August 15 through August 29. These meetings provide you with an opportunity to engage with your residents. We have planned for in-person, virtual, and tele-town hall meeting (TTHM) options. Information on the budget town hall meetings is attached (English and Spanish) and will be posted on our Financial Transparency webpage, advertised in various multicultural publications, and promoted through City of Dallas communications and social media channels to support city-wide public engagement. Budget and Management Services will distribute town hall meeting graphics (English and Spanish) to the Mayor and City Council staff for use on social media or other communication channels.

If you have any questions, please contact me or Janette Weedon, Director of Budget and Management Services at janette.weedon@dallas.gov.

A handwritten signature in blue ink that reads "Jack Ireland".

Jack Ireland
Chief Financial Officer

Attachment

c: Kimberly Bizer Tolbert, City Manager (I)
Tammy Palomino, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Dominique Artis, Chief of Public Safety (I)
Alina Ciocan, Assistant City Manager

Dev Rastogi, Assistant City Manager
M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Donzell Gipson, Assistant City Manager (I)
Robin Bentley, Assistant City Manager (I)
Elizabeth Saab, Chief of Strategy, Engagement, and Alignment (I)
Directors and Assistant Directors



WE WANT YOUR INPUT ON THE CITY'S BUDGET!

Join us at a budget town hall meeting.
We invite all Dallas residents to weigh in on how the City's tax dollars are spent for Fiscal Year 2024-25. Residents can voice their opinion virtually or in person.



Budget Town Hall Meeting Schedule

DATE/TIME	HOSTED BY	MEETING TYPE	PRIMARY LANGUAGE	PARTICIPATION INFO
Thursday, August 15				
6:00 PM	Council Member Chad West District 1	In-person	English **	Tyler Street Church 927 W. 10th St.
6:00 PM	Deputy Mayor Pro Tem Adam Bazaldua District 7	In-person	English **	Martin Luther King, Jr. Recreation Center 2901 Pennsylvania Ave.
6:00 PM	Council Member Paula Blackmon District 9	In-person	English	Ridgewood-Belcher Recreation Center 6818 Fisher Rd.
6:30 PM	Council Member Zarin D. Gracey District 3	In-person	English **	Thurgood Marshall Recreation Center 5150 Mark Trail Way
Monday, August 19				
12:00 PM	Council Member Chad West District 1	Virtual (Webex)	English **	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall
6:00 PM	Mayor Pro Tem Tennell Atkins District 8	Virtual (Webex)	English **	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall
6:00 PM	Council Member Gay Donnell Willis District 13	In-person	English	Walnut Hill Recreation Center 10011 Midway Rd.
Tuesday, August 20				
11:00 AM	Council Member Carolyn King Arnold District 4	In-person	English **	Hiawatha Williams Recreation Center 2976 Cummings St.
6:00 PM	Deputy Mayor Pro Tem Adam Bazaldua District 7	Virtual (Webex)	English **	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall
6:00 PM	Council Member Gay Donnell Willis District 13	Virtual (Webex)	English	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall
6:00 PM	Council Member Paul E. Ridley District 14	Virtual (Microsoft Teams)	English	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall
6:30 PM	Council Member Zarin D. Gracey District 3	Virtual (TTHM)	English **	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall
Wednesday, August 21				
6:00 PM	Mayor Pro Tem Tennell Atkins District 8	In-person	English **	Singing Hills Recreation Center 6805 Patrol Way



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Fiscal Year 2024-25. Residents can voice their opinion virtually or in person.



Thursday, August 22

6:00 PM	Council Member Jaime Resendez District 5	In-person	English	**	Dallas College Pleasant Grove Center 802 S. Buckner Blvd.
6:00 PM	Council Member Jaynie Schultz District 11	In-person	English		Prism Center 5580 Peterson Ln. Suite 160
6:30 PM	Council Member Omar Narvaez District 6	In-person	English	**	West Dallas Multipurpose Center 2828 Fish Trap Rd.
7:00 PM	Council Member Cara Mendelsohn District 12	Virtual (Microsoft Teams)	English		Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall

Monday, August 26

6:00 PM	Council Member Paula Blackmon District 9	Virtual (Webex)	English	**	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall
6:30 PM	Council Member Omar Narvaez District 6	Virtual (TTHM)	English	**	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall

Tuesday, August 27

6:00 PM	Council Member Jesse Moreno District 2	In-person	English	**	KB Polk Recreation Center 6801 Roper St.
6:00 PM	Council Member Kathy Stewart District 10	In-person	English	**	Lake Highland North Recreation Center 9940 White Rock Trl.
6:30 PM	Council Member Carolyn King Arnold District 4	Virtual (Webex)	English	**	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall

Thursday, August 29

6:00 PM	Council Member Jesse Moreno District 2	In-person	English	**	Samuell Grand Recreation Center 6200 E. Grand Ave.
6:00 PM	Council Member Jaime Resendez District 5	Virtual (Webex)	English	**	Find details on how to join by scanning the QR code or visiting: bit.ly/dallasbudgettownhall
7:00 PM	Council Member Cara Mendelsohn District 12	In-person	English		North Central Patrol Community Center 6969 McCallum Blvd.

**Spanish/Español Accommodation

**¡QUEREMOS CONOCER SU OPINIÓN SOBRE EL PRESUPUESTO DE LA CIUDAD!**

Acompáñenos en una reunión comunitaria sobre el presupuesto.
 Invitamos a los habitantes de Dallas a compartir su opinión sobre cómo se debe invertir el dinero que la Ciudad recauda de impuestos durante el año fiscal 2024-25. Puede participar de manera virtual o presencial.

**Calendario de Reuniones Comunitarias sobre el Presupuesto**

FECHA/HORA	PRESENTADA POR	TIPO DE REUNIÓN	IDIOMA PRINCIPAL	INFORMACIÓN DE LA REUNIÓN
Jueves, 15 de agosto				
6:00 PM	Concejal Chad West Distrito 1	En Persona	Inglés **	Tyler Street Church 927 W. 10th St.
6:00 PM	Alcalde adjunto pro tem Adam Bazaldua Distrito 7	En Persona	Inglés **	Martin Luther King, Jr. Recreation Center 2901 Pennsylvania Ave.
6:00 PM	Concejal Paula Blackmon Distrito 9	En Persona	Inglés	Ridgewood-Belcher Recreation Center 6818 Fisher Rd.
6:30 PM	Concejal Zarin D. Gracey Distrito 3	En Persona	Inglés **	Thurgood Marshall Recreation Center 5150 Mark Trail Way
Lunes, 19 de agosto				
12:00 PM	Concejal Chad West Distrito 1	Virtual (Webex)	Inglés **	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall
6:00 PM	Alcalde pro tem Tennell Atkins Distrito 8	Virtual (Webex)	Inglés **	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall
6:00 PM	Concejal Gay Donnell Willis Distrito 13	En Persona	Inglés	Walnut Hill Recreation Center 10011 Midway Rd.
Martes, 20 de agosto				
11:00 AM	Concejal Carolyn King Arnold Distrito 4	En Persona	Inglés **	Hiawatha Williams Recreation Center 2976 Cummings St.
6:00 PM	Alcalde adjunto pro tem Adam Bazaldua Distrito 7	Virtual (Webex)	Inglés **	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall
6:00 PM	Concejal Paul E. Ridley Distrito 14	Virtual (Microsoft Teams)	Inglés	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall
6:00 PM	Concejal Gay Donnell Willis Distrito 13	Virtual (Webex)	Inglés	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall
6:30 PM	Concejal Zarin D. Gracey Distrito 3	Virtual (TTHM)	Inglés **	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall
Miércoles, 21 de agosto				
6:00 PM	Alcalde pro tem Tennell Atkins Distrito 8	En Persona	Inglés **	Singing Hills Recreation Center 6805 Patrol Way



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City of Dallas

Jueves, 22 de agosto

6:00 PM	Concejal Jaime Resendez Distrito 5	En Persona	Inglés	**	Dallas College Pleasant Grove Center 802 S. Buckner Blvd.
6:00 PM	Concejal Jaynie Schultz Distrito 11	En Persona	Inglés		Prism Center 5580 Peterson Ln. Suite 160
6:30 PM	Concejal Omar Narvaez Distrito 6	En Persona	Inglés	**	West Dallas Multipurpose Center 2828 Fish Trap Rd.
7:00 PM	Concejal Cara Mendelsohn Distrito 12	Virtual (Microsoft Teams)	Inglés		Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall

Lunes, 26 de agosto

6:00 PM	Concejal Paula Blackmon Distrito 9	Virtual (Webex)	Inglés	**	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall
6:30 PM	Concejal Omar Narvaez Distrito 6	Virtual (TTHM)	Inglés	**	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall

Martes, 27 de agosto

6:00 PM	Concejal Jesse Moreno Distrito 2	En Persona	Inglés	**	KB Polk Recreation Center 6801 Roper St.
6:00 PM	Concejal Kathy Stewart Distrito 10	En Persona	Inglés	**	Lake Highland North Recreation Center 9940 White Rock Trl.
6:30 PM	Concejal Carolyn King Arnold Distrito 4	Virtual (Webex)	Inglés	**	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall

Jueves, 29 de agosto

6:00 PM	Concejal Jesse Moreno Distrito 2	En Persona	Inglés	**	Samuell Grand Recreation Center 6200 E. Grand Ave.
6:00 PM	Concejal Jaime Resendez Distrito 5	Virtual (Webex)	Inglés	**	Información sobre cómo participar escaneando el código QR o en: bit.ly/dallasbudgettownhall
7:00 PM	Concejal Cara Mendelsohn Distrito 12	En Persona	Inglés		North Central Patrol Community Center 6969 McCallum Blvd.

**Interpretación a español

Memorandum



CITY OF DALLAS

DATE July 19, 2024

TO Honorable Mayor and Members of the City Council

SUBJECT **Living Wage Annual Update**

The City of Dallas implemented a living wage policy for general services contracts on November 10, 2015, by Resolution No. 15-2141. The policy requires an annual adjustment according to the Massachusetts Institute of Technology's (MIT) Living Wage Calculator, found here: [MIT's Living Wage Calculator](#). For fiscal year 2025, the living wage for an individual in Dallas County is \$22.05 per hour (\$3.81 increase from the 2024 rate of \$18.24 per hour).

The Office of Procurement Services adjusts the living wage for its general services contracts each year on October 1, to align with the City's fiscal year. With inflation and the general cost of goods and services increasing, the living wage of Dallas County continues to increase. Accordingly, solicitations for general services contracts advertised after October 1, 2024, will include the new \$22.05 per hour living wage requirement. Contractors may opt to pay a rate higher than the living wage or to increase the rate over the term of the contract, however, they must provide wages at or above the living wage rate in place at the time of the solicitation for the term of the contract. Examples of general service contracts include landscaping, janitorial, and administrative work.

All applicable contracts solicited through September 30, 2024, will continue to include the current rate of \$18.24. All applicable contracts solicited after October 1, 2024, will include the new rate of \$ 22.0.

Effective October 1, 2021, per Resolution 21-903, the City's prevailing wages for public building construction and highway/heavy construction is the greater of the City's living wage and the Davis-Bacon rates. Current Davis-Bacon rates can be found on the Department of Labor website here: [Home | U.S. Department of Labor \(dol.gov\)](#)

If you have any questions, please contact Danielle Thompson, Director of the Office of Procurement Services at danielle.thompson@dallas.gov.

DATE July 19, 2024
SUBJECT **Living Wage Annual Update**
PAGE **2 of 2**

Service First, Now!



Jack Ireland
Chief Financial Officer

c: Kimberly Bizzor Tolbert, City Manager (I)
Tammy Palomino, City Attorney
Mark Swann, City Auditor
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Directors and Assistant Directors

Memorandum



CITY OF DALLAS

DATE July 19, 2024

TO Honorable Mayor and Members of the City Council

SUBJECT **Update on Bond 2024 Stakeholder Engagement and Outreach**

This memorandum is to inform the City Council of the Office of Bond and Construction Management's (BCM) current actions to engage the stakeholders of the 2024 Bond program. This is one step in a broader, long-term campaign of community engagement, outreach, and communication about the 2024 Bond program.

BCM has prepared and intends to release four separate electronic surveys. These surveys will be provided to four distinct audiences: the City Council, the chairs, and members of the Community Bond Task Force (CBTF), City staff and the residents of Dallas. The surveys have been crafted to be brief but specific in soliciting feedback about an individual's experience as well as suggestions from the respective audiences. The results of the combined surveys will be collated and will be utilized to create a "lessons learned" document intended to inform and improve future City practices when preparing for and holding a bond election.

City Council Survey

The City Council survey is comprised of 18 questions and will be emailed to Councilmembers and their staff on July 22.

CBTF Survey

The CBTF survey will be emailed to the CBTF chair, the committee chairs, and all committee members on July 22. The survey is comprised of 18 questions. Providing the name and email address of the survey taker is optional to promote candor in providing feedback.

City Staff Survey

The City staff survey will be distributed to selected city department staff, including directors and CBTF liaisons, on July 22. The intention is to distribute the survey to all staff who had some involvement in preparing for or supporting the creation of the 2024 Bond program. If other City staff wish to take the survey, they are welcome to do so. The survey is comprised of 17 questions. Providing the name and email address of the survey taker is optional to promote candor in providing feedback.

The surveys for City Council, CBTF and City Staff will close on September 30.

Community Survey

BCM has created a survey for Dallas residents to provide feedback and suggestions about their experience leading up to and after the election on the 2024 Bond program. The community survey will be posted on the BCM website on July 22. The survey is comprised of 13 questions. Providing the name and email address of the survey taker is optional to promote candor in providing feedback, but we will request that a zip-code be provided. The survey will close and be removed from the website on October 30.

Engagement Strategies

In order to inform the community of the survey and to drive traffic to the survey, BCM is utilizing several community engagement strategies. BCM is collaborating with the Office of Communications & Customer Experience/ 311 as well as other City departments, including Dallas Public Library, Office of Equity and Inclusion, Park and Recreation, and Planning and Development, to reach a broad and wide-ranging sample of Dallas residents. Marketing materials announcing the survey will be made available at highly populated City-owned properties such as community centers and libraries. BCM will also partner with faith-based organizations, non-profit organizations, homeowners and neighborhood groups and community-based associations to promote the survey.

BCM has created a QR code and a custom URL to access the survey and will put those, along with information and encouragement to take the survey, on hard copy flyers, in graphics that may be used in electronic newsletters and email announcements, and other formats as possible and suggested. Councilmembers will receive a publication-ready graphic and text that can be used in newsletters, on flyers, and in other mediums to inform their constituents of the survey and to encourage completion. The survey and marketing materials will be available in English, Spanish and Vietnamese. BCM will work with City and community partners to effectively promote the survey in historically underserved and diverse language communities.

Utilizing Survey Data

After all surveys close, the information received from the four audiences will be collated separately, analyzed, and synopsized into a “lessons learned” document that may be used as a foundation for improving City practices and policies for future Bond preparation and elections. The collated data, along with the analysis and a summary will be presented to City Council for review and recommendations.

DATE July 19, 2024
SUBJECT **Update on Bond 2024 Stakeholder Engagement and Outreach**
PAGE **Page 3 of 3**


Dev Rastogi
Assistant City Manager

c: Kimberly Bizer Tolbert, City Manager (I)
Tammy Palomino, City Attorney
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Memorandum



CITY OF DALLAS

DATE July 19, 2024

TO Honorable Mayor and Members of the City Council

SUBJECT **Responses to Questions from the Vision Zero Briefing on April 3, 2024**

The following are responses to questions posed by City Council Members during the April 3, 2024 City Council briefing on Vision Zero:

1. Council Member Blackmon: What percent of Dallas roadways are owned by the City versus the Texas Department of Transportation (TxDOT)?

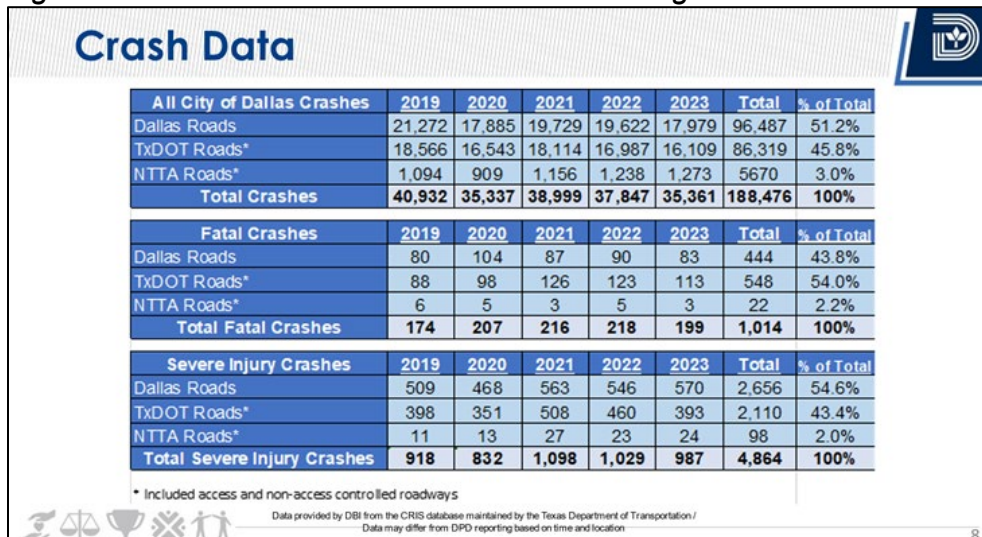
Table 1 shows the number and percentage of roadway centerline miles in Dallas that are owned by the city, the state (TxDOT), and the North Texas Tollway Authority (NTTA). This information was intended to be compared to the crash data figures in slide 8 of the Council Briefing presentation. For comparison purposes, that slide has been provided as Figure 1.

Table 1. Roadway Miles in Dallas by Roadway Owner

Ownership	Roadway Centerline Miles	Percent
City	4,150.10	80.19%
TxDOT	955.07	18.45%
NTTA	70.09	1.35%
TOTAL	5,175.26	100.00%

Source: City of Dallas PMP Centerline GIS file. The calculation does not include alleys or private streets, as the data in the Council Briefing presentation to which this is being compared did not include crashes on privately-owned roads, and a very small number of crashes occur in alleys.

Figure 1. Related Slide from the Council Briefing Presentation



The comparison of these two data sets reveals that a disproportionate number of fatal and severe injury crashes occur on TxDOT-owned roadways (18.45% of roadway lane miles on which 45.22% of fatal and severe injury crashes occurred) and NTTA-owned roadways (1.35% of roadway lane miles on which 2.04% of fatal and severe injury crashes occurred). However, in drawing a conclusion it should be noted that the majority of City-owned roadways are local, neighborhood streets, which are low volume and low speed, and therefore much less likely to experience severe crashes. Conversely, all TxDOT and NTTA roadways in Dallas are higher speed and higher volume. Therefore, it is difficult to say whether, all things equal, one agency's roadways are more dangerous than another agency's roadways. It does, however, illustrate that it will require all roadway agencies working together to achieve Vision Zero.

2. Council Members Willis and Blackmon: How much funding is needed to achieve Vision Zero goals by 2030?

Vision Zero is a strategy that encompasses engineering in addition to other components. Key engineering/infrastructure improvements that current literature has shown to have proven safety benefits and that staff believe would need to be implemented in order to make substantial progress towards the goal of Vision Zero, are listed below. These are based on the Federal Highway Administration's [Proven Safety Countermeasures](#) and the [Safe Systems Approach](#), which calls for roadway designers to anticipate human error by separating users in space and time, and accommodate human injury tolerances by reducing speeds and reducing impact forces.

- Continue to fill all sidewalk gaps identified in the Sidewalk Master Plan
- Continue to fill identified gaps in streetlights
- Continue the process of converting city owned/operated and Oncon-owned lights to LED
- Continue to implement Leading Pedestrian Intervals at traffic signals
- Install pedestrian countdown timers at signalized intersections where missing
- Conduct access management arterial roads (e.g., close median openings (forced U-turn), make driveways right-in/right-out, consolidate driveways)
- Continue to adjust the timing of traffic signals to incorporate any changes needed to left-turn phasing, pedestrian crossing time, and to promote speed limit compliance
- Continue to upgrade the safety components traffic signals, such as replacing the side-mounted signals downtown with overhead signals, installing left-turn signals where warranted, adding additional signal heads over travel lanes where needed, etc.)
- Continue to replace all traffic signal heads that lack reflective backplates with signal heads with reflective backplates

- Continue the effort to evaluate a reduction in the number of vehicular travel lanes or travel lane width and implement as appropriate, to reduce conflict points, slow speeds, and increase space for vulnerable travelers like pedestrians and bicyclists
- Convert a number of stop-controlled or signalized intersections to roundabouts, as feasible
- Install Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) where there are large gaps between controlled crossings on arterial roads and there is a desire or need for pedestrians to cross the road

For the purposes of this discussion, a rough estimate of \$3 billion was developed that corresponds to these individual tasks. Portions of this cost have previously been presented to City Council. For example, the [presentation](#) given to the Transportation & Infrastructure Committee in April 2021 on the Sidewalk Master Plan said it would cost \$1 billion to fill all missing sidewalk gaps in the City and an additional \$24.5 million annually to maintain existing sidewalks over 40 years, or \$980 million, for a combined total of \$2 billion. The [presentation](#) given to the Transportation & Infrastructure Committee in March 2024 on Oncor Streetlights communicated that it would cost up to \$122 million to upgrade all remaining non-LED lights to LED.

With the Safe Systems approach to Vision Zero, education and enforcement are also critical to creating a culture of safe road users and have costs that are more challenging to quantify.

3. Council Member Willis: Are there studies that show a correlation between posting a 25-mph sign versus a 30-mph sign on reducing speeds and/or crashes.

Research has shown that just 5 mph can make a significant difference as to whether a pedestrian is killed or severely injured if involved in a collision with a motor vehicle. A study by the Institute for Road Safety Research found that if a pedestrian is hit by a vehicle going 20 mph, the likelihood that they will be killed or severely injured is 10%, but when the vehicle is going 30 mph, the likelihood increases to 40%. If the vehicle is going 40 mph, the likelihood further increases to 80%.

Studies have shown that reducing speed limits on low-volume, low-speed roads like local residential streets to 25 mph has resulted in improvements to safety.

- Traffic fatalities in the City of Seattle decreased 26% after the city implemented comprehensive, city-wide speed management strategies and countermeasures inspired by Vision Zero. This included setting speed limits on all non-arterial streets at 20 mph and 200 miles of arterial streets at 25 mph.²
- When New York City lowered its default city-wide speed limit from 30 to 25 mph in 2014, crash evaluations found that total crashes were reduced by an average of 39% on streets that fell within the statutory default speed limit change (unposted

streets) compared to streets where the speed limit was unchanged (those with posted limits). [1](#), [2](#), [3](#)

After Boston reduced its default speed limit from 30 mph to 25 mph in 2017, a study found that lowering the speed limit was associated with reductions of 2.9%, 8.5% and 29.3% in the odds of vehicles exceeding 25 mph, 30 mph and 35 mph, respectively.⁴

The default speed limit, also known as *prima facie* speed limit, is the presumed speed limit unless a speed zone has been established and an alternative speed limit established via city or state legislation and the posting of speed limit signs. *Prima facie* speed limits are established by state law (Section 545.352 of the Texas Transportation Code) and are typically what regulate speed on neighborhood streets. Collector and arterial streets typically have a speed limit that has been established by ordinance; therefore, changes to the *prima facie* speed limit would not affect changes to the speed limit on these streets.

Previous attempts to champion a reduction in the *prima facie* speed limit on residential roads in Texas from 30 mph to 25 mph have not been successful at the legislative level. The Department of Transportation and Office of Government Affairs are working to increase awareness of the benefits of lowering default speed limits.

5. Council Member Resendez: What is the frequency of fatal and severe injury crashes by road type? Is there data identifying crashes on residential roads versus non-residential roads?

Two different analyses were conducted to answer this question. The first analysis (A) evaluates the number of fatal and severe injury crashes based on the class of roadway that it occurred on. The second analysis (B) evaluates the number of fatal and severe injury crashes based on the predominant type of land use in the area around the crash.

- A. Table 2 identifies the number and percentage of fatal and severe injury crashes that occurred on different classes of roadways in Dallas, ordered from the roads that have the most access restrictions (interstates) to the roads with the least access restrictions (local roads and non-trafficways). The source of the roadway classification is the Federal Functional Classification System maintained by the Texas Department of Transportation.

The highest percentage of crashes occurred on principal arterials and minor arterials (45.21%), roads that serve high traffic volumes and long trip distances across neighborhoods (e.g., Preston Road, Hampton Road, Ferguson Road) .⁵ Roughly one-third of fatal and severe crashes occurred on interstates, freeways, and expressways (e.g., IH 35E, US 75, the section of Loop 12 between IH 35E and SH 408).

Table 2. Percent of Fatal and Severe Injury Crashes Between 2015 and 2023, by Road Classification:

	Road Classification	Fatal & Severe Crashes (N)	Fatal & Severe Crashes (%)
1	Interstate	2,181	21.46%
2	Freeways and Expressways	1,185	11.66%
3	Principal Arterial	2,611	25.70%
4	Minor Arterial	1,982	19.51%
5	Major Collector	1,205	11.86%
6	Minor Collector	17	0.17%
7	Local	764	7.52%
8	Non-trafficway	216	2.13%
	TOTAL	10,161	100.00%

Source: Crash data is from the Texas Department of Transportation Crash Reduction Information System. The source of the data is crash reports filed by law enforcement agencies across the state.

It should be noted that the totals for interstates, freeways, and expressways includes crashes that occurred on the frontage/service roads; the reason being that the latitude and longitude data for many of the crashes on service/frontage roads put them in the middle of the interstate/freeway. Using the “Road Part” field in the crash data, it was determined that 5.66% of the severe crashes on interstates, freeways, and expressways in fact occurred on the adjacent service/frontage road.

- B. Table 3 identifies the number and percentage of fatal and severe injury crashes by land use context, based on the predominant land use within 150 feet of the crash site. The land use data is derived from the Dallas County Appraisal District property tax records, which identifies properties as Residential or Commercial. For the purposes of this analysis, a crash was assigned as Residential or Commercial based on whether the majority of properties within 150 feet of the crash site were Residential or Commercial. If a crash had equal amounts of Residential and Commercial properties around it, it was assigned Commercial because that is the higher-intensity use.

Crashes that occurred on the “main lanes” or entrance and exit ramps of interstates or freeways were not assigned as Residential or Commercial, because the main lanes do not have direct access from nearby properties; therefore, the nearby land use would not impact operations and safety. These crashes are defined as “Freeway Crashes” in Table 3. Non-trafficway crashes (e.g., crashes that occurred in private parking lots) were also not assigned Residential or Commercial, as these crashes did not contain the latitude and longitude data needed to map the crashes and conduct the analysis.

Table 3. Percent of Fatal and Severe Injury Crashes Between 2015 and 2023, by Adjacent Land Use:

Predominant Land Use Within 150 Feet of Crash	Fatal & Severe Crashes (N)	Fatal & Severe Crashes (%)
Commercial	5,935	58.41%
Residential	1,095	10.78%
Freeway Crashes	2,915	28.69%
Non-trafficway Crashes	216	2.13%
TOTAL	10,161	100.00%

Commercial land uses tend to be clustered along higher-speed and higher-volume roads like principal arterials and minor arterials that run along the perimeter of residential neighborhoods, either because of zoning restrictions or because these roads offer greater business visibility. Higher speeds are associated with higher crash severity. This correlation, rather than commercial land uses being inherently more dangerous than residential uses, likely explains why the majority of fatal and severe crashes occurred in areas with commercial land uses.

Final Thoughts

Serious crashes are preventable, and no one should be killed or seriously injured on our roads. That is the fundamental belief behind Vision Zero. Improving the safety of Dallas streets will require investment across City departments. It will take the participation of partner agencies, the State legislature and lawmakers, and companies that operate large numbers of vehicles. Vision Zero invites every Dallasite to do their part to safely share the roads.

If you have any questions or concerns, please contact Ghassan “Gus” Khankarli, PhD, PE, PMP, CLTD, Director of the Department of Transportation, at ghassan.khankarli@dallas.gov or 214-671-9957.



Dev Rastogi
 Assistant City Manager

- c: Kimberly Bizzor Tolbert, City Manager (I)
- Tammy Palomino, City Attorney
- Mark Swann, City Auditor
- Biliera Johnson, City Secretary
- Preston Robinson, Administrative Judge
- Dominique Artis, Chief of Public Safety (I)
- M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
- Alina Ciocan, Assistant City Manager
- Donzell Gipson, Assistant City Manager (I)
- Robin Bentley, Assistant City Manager (I)
- Jack Ireland, Chief Financial Officer
- Elizabeth Saab, Chief of Strategy, Engagement, and Alignment (I)
- Directors and Assistant Directors