

Memorandum



CITY OF DALLAS

DATE August 30, 2024

TO Honorable Mayor and Members of the City Council

SUBJECT **Vision Zero Update and FY 2024-2025 Budget**

The purpose of this memorandum is to provide an update and clarification on the Vision Zero (VZ) program and associated FY25 funding, as presented in the City Manager's Recommended FY24-25 Budget. Requests were made for additional information about the VZ Program, which is provided below:

- 1. Vision Zero Plan Background:** The goal of VZ is to eliminate traffic fatalities, and it is founded on a belief that loss of life is unacceptable. It is a strategic and collaboratively designed roadmap which includes input from several City departments where the respective department has a role or program that feeds into the VZ concept. Engineering, enforcement, and education are all part of the VZ program, which aligns with the U.S. Department of Transportation's (USDOT) "Safe System" approach.
- 2. Vision Zero Program Funding:** VZ has three primary funding sources: the general fund in the annual budget, bond program allocations, and grant/ partnership projects. The FY25 Budget maintains the \$1.5 million annual commitment for VZ related work that was first programmed in the FY22-23 budget.

In the 2024 Bond program, \$8 million was included for citywide Vision Zero improvements and some Council Members allocated discretionary funding specifically for Vision Zero improvements in their district. The construction cost amount for VZ/ Safety category projects currently allocated for FY25 is approximately \$1.3 million. Additionally, several of the 2024 Bond warranted traffic signal projects are on High Injury Network corridors and are planned for design or construction in FY25 and will fund VZ work indirectly.

Furthermore, the City was awarded more than \$21 million for Martin Luther King Jr. Blvd through the USDOT Safe Streets and Roads for All (SS4A) grant program and design is anticipated to begin in FY25. \$25.8 million was awarded through the Highway Safety Improvement Program over the last two years to upgrade traffic signals at high injury locations, and work will continue through FY25 and FY26 to finalize the designs and construct the improvements.

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The VZ team continues to look for additional sources to fund this important program. An application was submitted through the USDOT's SS4A grant program in May 2024 to make pedestrian safety improvements along several high-injury corridors including Ferguson Rd., Lake June Rd., Camp Wisdom Rd., Maple Rd., and St. Augustine Rd. The USDOT is expected to announce who they will be awarding funding to later this fall. We also look for opportunities to leverage funding for bike lanes, street lighting, sidewalks, and other programs to advance VZ goals.

3. **Vision Zero Staffing:** The FY25 Budget includes two full time equivalent (FTE) positions dedicated to VZ: a Planner and an Engineer Assistant.. The VZ Program will also be supported by engineers in the Bond Program and in the Traffic Engineering and Traffic Signals division.
4. **Vision Zero Projects:** The annual progress report for the VZ Program will be presented to the Transportation & Infrastructure Committee later this year. In the interim, here are updates on the corridor studies and associated projects:
 - a. TPW Department has the following corridor studies under contract:
 - Corridors prioritized for study in 2023 and improvements in 2024 and beyond: Ferguson Rd. (from IH 30 to I 635), Maple Ave. (Medical District Drive to Knight Street), Loop 12/Buckner/Great Trinity Forest Way/Ledbetter (John West Rd. to Hampton Rd.), and Lake June Rd. (US 175 to Cheyenne Rd.).
 - Corridors prioritized for study in 2024 are nearing completion and improvements have been identified to be in 2025 for: Masters Dr. and St. Augustine Rd. (Military Pkwy to US 175), Akard St. and Ervay St. (Ross Ave. to Elm St.), Camp Wisdom Rd. (Cockrell Hill Rd. to IH 35E)
 - Corridors prioritized for study in 2025 and improvements in 2026 and beyond: Lombardy Ln. (Harry Hines to Webb Chapel Ext.), Webb Chapel Rd. (Webb Chapel Ext. to Shorecrest Dr.), Malcolm X Blvd (Martin Luther King Jr. Blvd to Elsie Faye Heggins St.), and two other corridors that are yet to be determined.
5. **Vision Zero Key Accomplishments:** Key accomplishments for FY23-24 Corridors include:
 - Ferguson Rd.: A public meeting was held in February 2024 to review the initial recommendations from the corridor study and receive public input. Several of the recommendations are being implemented including the design of four traffic signals and Pedestrian Hybrid Beacons and long line restriping along the entire corridor.

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- Maple Ave.: The corridor safety study is in the final stages. In the meantime, pavement markings were refreshed, improvements were made to the traffic signals (installing pedestrian countdown timers, upgrading traffic signal heads with reflective backplates, changing solid green ball to flashing yellow arrow where applicable), a Rectangular Rapid Flashing Beacon is being implemented, and additional streetlights are being pursued in parts of the corridor.
- Lake June Rd.: The corridor safety study is being wrapped up. Already, the streetlights have been upgraded to LED and traffic signal upgrade projects are funded at Gillette, Hillburn, Prichard, Connor, Pleasant, and St. Augustine.
- Loop 12: Significant coordination has occurred with the Texas Department of Transportation (TxDOT) to make improvements along these corridors. Updates on the work that is underway by City staff and TxDOT is expected to be presented at a future Town Hall hosted by Senator Royce West.

Additional information regarding progress made on Vision Zero Action Items from other departments including the Dallas Police Department and the Office of Communications and Customer Experience/ 311 can be found in the April 3, 2024 City Council Briefing presentation located [here](#).

In Summary, the FY25 Budget reflects our ongoing commitment to implement the VZ Action Plan and continuing to improve the safety of Dallas streets to achieve our goal of eliminating all traffic-related deaths and reducing severe injury crashes by 50 percent by 2030. If you have any questions or concerns, please contact Ghassan “Gus” Khankarli, PhD, PE, PMP, CLTD, Director of the Department, of Transportation and Public Works, at Ghassan.khankarli@dallas.gov.

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