Memorandum

CITY OF DALLAS

DATE May 23, 2025

TO Honorable Mayor and Members of the City Council

SUBJECT **Week of May 19 Council Committee Responses**

This memorandum serves to provide follow up responses to questions from the week of May 19th, 2025, Council Committees. Below you will find questions and responses from the Quality of Life, Arts, and Culture Committee and the Transportation and Infrastructure Committee.

Quality of Life, Arts, and Culture Committee – 9AM – May 19, 2025

Item A – Omnibus Ordinance Review

1. **What is the current language regarding shopping cart regulations and how it relates to the presence of shopping carts far from designated areas?**

   The Dallas City Code (Sec. 31-40) makes it an offense to possess a shopping cart anywhere other than the premises of the retail establishment that owns it. The only exception is for employees, agents, or owners of the store actively retrieving or returning the cart. Additionally, all carts must display a visible decal warning that unauthorized possession off-premises is punishable by a fine of up to $500.

   Under Sec. 7A-3.1, the City may remove carts found in public places. These carts are presumed lost, abandoned, and considered a public nuisance and litter unless certain identifying information is present. The City may dispose of such carts immediately or after temporary storage.

   The Dallas Police Department (DPD) actively enforces this ordinance. After further staff deliberation the proposed amendment to Section 31-40 will be removed from the Omnibus Ordinance.

2. **Requested clarification on the ordinances related to posting notices on utility poles and whether input was obtained from utility companies regarding the necessity of the ordinance banning postings.**

   The Dallas City Code (Sec. 7A-16) prohibits posting notices, posters, or devices on utility poles, lamp posts, trees, and other public structures. Violation leads to a presumption that the person or entity named in the notice is responsible for the

offense. Posting is only allowed where expressly authorized by city, state, or federal law. Additional signage restrictions appear in:

- **Sec. 51A-7.203** – Prohibits signs in the public right-of-way (ROW), including poles and projecting over ROWs, with limited exceptions.
- **Sec. 51A-7.306** – Prohibits detached non-premise signs, unless the sign qualifies for specific exceptions (e.g., political messages, garage sale signs, special zoning districts).

Regarding utility company input: The ordinances do not specify whether utility providers were formally consulted during adoption. Staff is actively working to reconcile the enforcement status and will provide further updates as more information becomes available.

Transportation and Infrastructure Committee – 1PM – May 19, 2025

Item C – Vision Zero Annual Update

Background

In 2024, there were 208 fatal crashes with 228 fatalities (lives lost) on all roads in the City of Dallas.

City of Dallas Roads		Non-City Roadways		Total City of Dallas	
# of Fatal Crashes	# of Fatalities	# of Fatal Crashes	# of Fatalities	# of Fatal Crashes	# of Fatalities
147	157	61	71	208	228

Key Differences in Vision Zero Data Presentation

There are three primary differences in the way Vision Zero data is presented. Below are explanations of these distinctions and responses to Council member questions.

1. **Fatal Crashes vs. Fatalities**
   - A **fatal crash** is any crash that results in at least one death—whether involving a pedestrian, cyclist, or vehicle occupant. A single crash may involve **multiple fatalities**.
   - **Fatalities** reflect the **number of individual lives lost**, not the number of crashes.

2. **Access-Controlled vs. Non-Access-Controlled Roadways**

   These terms distinguish between types of roadways:
   - **Access-controlled roadways** include highways and freeways with limited access points (e.g., ramps), designed for higher speeds.

- **Non-access-controlled roadways** include local streets and arterial roads with multiple entry and exit points (e.g., intersections, driveways).

3. **State vs. DPD-Level Reporting Focus**
   Each agency focuses on different aspects of crash data:
   - The Vision Zero Dashboard uses Crash Records Information System (CRIS) data, which is the state database. This database includes all reporting agencies such as Sheriff, DPS, etc., to determine the total number of fatal crashes.
   - DPD uses only DPD reported fatalities.
   - There is a time lag between information available in the CRIS system versus the information provided by DPD. This is due to the review of incident reports by the state prior to entry into the CRIS system.

Questions from Councilmembers

1. Dashboard Change from 210 to 208 Fatal Crashes

The Vision Zero dashboard initially showed **210 fatal crashes** in early April. However, by late April, **two crashes were removed from the City of Dallas limits** by TxDOT after review. The dashboard automatically updates based on CRIS data.

2. Slide 7 vs. Slide 9 Present Different Data

The difference lies in what is being measured:
Slide 7 presents **fatalities** (people who died), by **mobility type** (pedestrian, cyclist, driver), and **excludes highway crashes**.

Crash Data

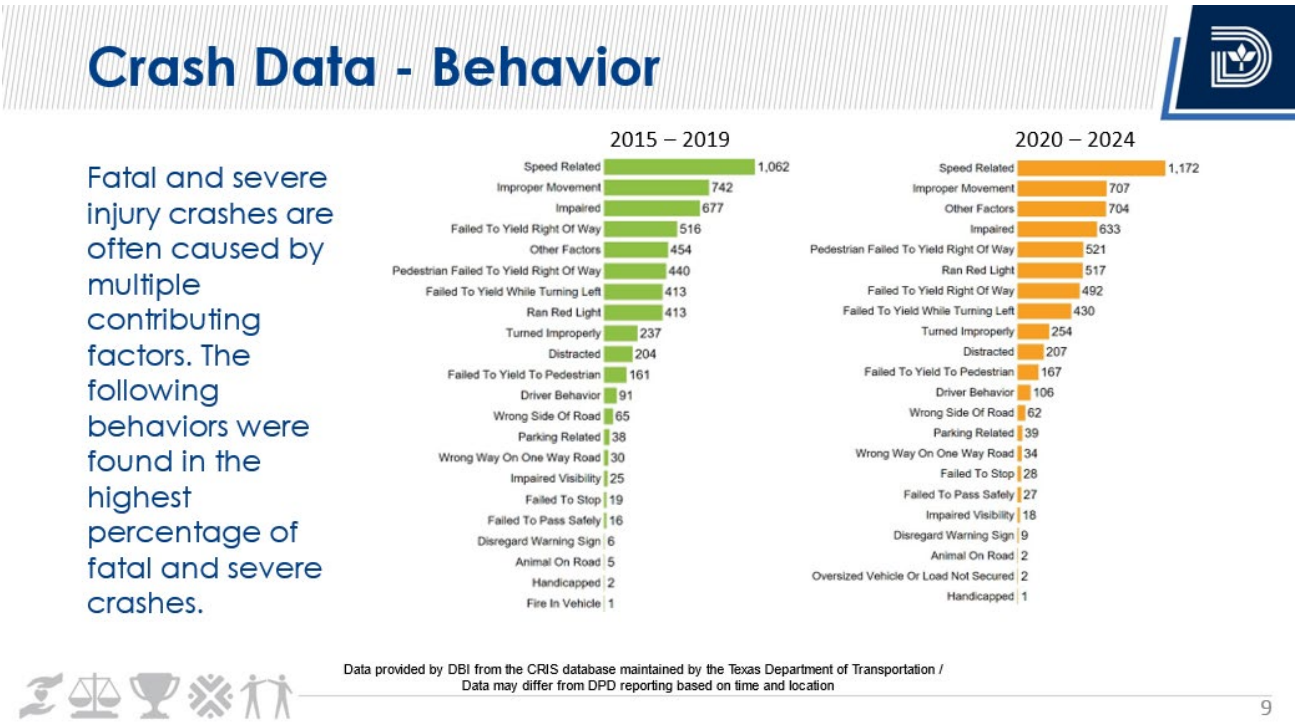
Fatalities by Mobility Type:
Non-Access Controlled Roadways

Mobility Type	CY2020	CY2021	CY2022	CY2023	CY2024
Motorists	84	73	76	62	95
Pedestrians	52	47	50	55	46
Motorcyclists	15	12	13	10	13
Bicyclists	3	3	5	4	0
Other (Motor Scooters, etc.)	1	1	2	1	3
Total Fatalities	155	136	146	132	157

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

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Slide 9 presents **crash incidents** (not individuals), including **both fatal and severe injury crashes**, and shows the **frequency of contributing behaviors** (e.g., speeding, distraction) per crash, also **excluding highway data**.



Service First, Now!

Kimberly Bizor Tolbert
City Manager

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