

Memorandum



CITY OF DALLAS

DATE January 28, 2022

TO Honorable Chair and Members of the Environment & Sustainability Committee

SUBJECT **Batch Plant and Industrial Uses Code Amendment Update**

This serves a follow up of the Environment & Sustainability Committee memorandum dated November 12, 2021 on Batch Plant Permits, Policies, and Strategies. The memorandum provided an outline of strategies to effectively address batch plants in ways that protect our community, enhance local air quality, improve public health, and support ongoing construction related to batch plant operations in the City. Staff identified zoning changes as a strategy to better define where these operations should be allowed.

Temporary concrete or asphalt batching plants are currently allowed in most of the zoning districts across the City, including residential districts with administrative approval by the Building Official and is approved if limited criteria such as screening and buffering can be met. Planning and Urban Design staff have initiated a zoning code amendment for concrete batch plants in support of the adopted Comprehensive Environmental & Climate Action Plan (CECAP) goal of ensuring new industries are an appropriate distance away from neighborhoods. Given the urgency of permanent and temporary concrete batching plant permits near sensitive uses such as residences, parks, and schools and the need to provide a public process for these uses, staff proposes a two-phased approach.

Phase I

The intent of the short-term approach is to immediately address the lack of public process for these industrial land uses by removing the administrative and by-right approval process allowed by Code and adding a Specific Use Permit (SUP) process that will require public hearings in City Plan Commission (CPC) and City Council. Staff has initiated Phase I of this two-part approach and is bringing proposed zoning ordinance changes to the Zoning Ordinance Advisory Committee (ZOAC) meeting on February 3, 2022. If approved by ZOAC and City Plan Commission, the proposed ordinance would be heard by City Council. Staff is estimating April 2022 for City Council consideration.

Phase II

Phase II is the development of new regulations through a comprehensive review and public input strategy, which is anticipated to take approximately 4 to 6 months. Strategies will include, but not be limited to the review of departmental coordination, legal considerations of implications on existing land uses, research of local and national cities regulations and best practices, as well as input from the general public, industry and professional organizations, and coordination with state and federal jurisdictions, such as Texas Commission on Environmental Quality (TCEQ).

A review of concrete or asphalt batching plant and similar industrial land uses will be reassessed for appropriateness and may need further changes to land use categories with respect to land use intensity, and potential for residential and business adjacency, and other factors contributing to potential incompatible industrial uses. This may also include possible additional land use

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categories for alternative paving materials that are anticipated and encouraged in the future toward achieving CECAP goals.

Zoning code changes in Phase II may include, but are not limited to:

- Definitions of land use categories
- Minimum distances from residential, schools, daycares, parks, and other public spaces, and/or zoning districts other than industrial, or other incompatible uses (measurement from property line, zoning districts and/or structures to be determined)
- Minimum distances to other concrete batching plants and similar uses, and/or other limits to the number of applications on an annual basis
- Time limits or revised time limits for temporary concrete or asphalt batching plants, including renewals
- Performance standards or revised standards based on best management practices for stormwater run-off and noxious pollutants and emissions
- Standardized signs posted on the property with pertinent information
- Additional application information
- Additional notification requirements
- Curb cuts and appropriate roadway classification access (e.g., thoroughfares)
- Outdoor storage

Should you have questions or need additional information, please contact Julia Ryan at 972-849-1648 or julia.ryan@dallascityhall.com.



Joey Zapata
Assistant City Manager

C: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge

Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Majed A. Al-Ghafry, Assistant City Manager
Jon Fortune, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

Memorandum



CITY OF DALLAS

DATE January 28, 2022
TO Honorable Mayor and Members of the City Council
SUBJECT **2017 Bond Program – 1st Quarter Status Update (FY2022)**

In November 2017, Dallas voters approved a \$1.05 Billion Bond Program which included 10 propositions for the delivery of capital infrastructure projects to improve the quality of life for all residents across the City of Dallas. Figure 1 (page 2) provides an overview of all bond funds committed in support of the implementation of the approved 2017 bond projects. As of **December 31, 2021**, the City has committed **73%** of the appropriations and **60%** of the bond authorization for the implementation of the 2017 approved bond projects.

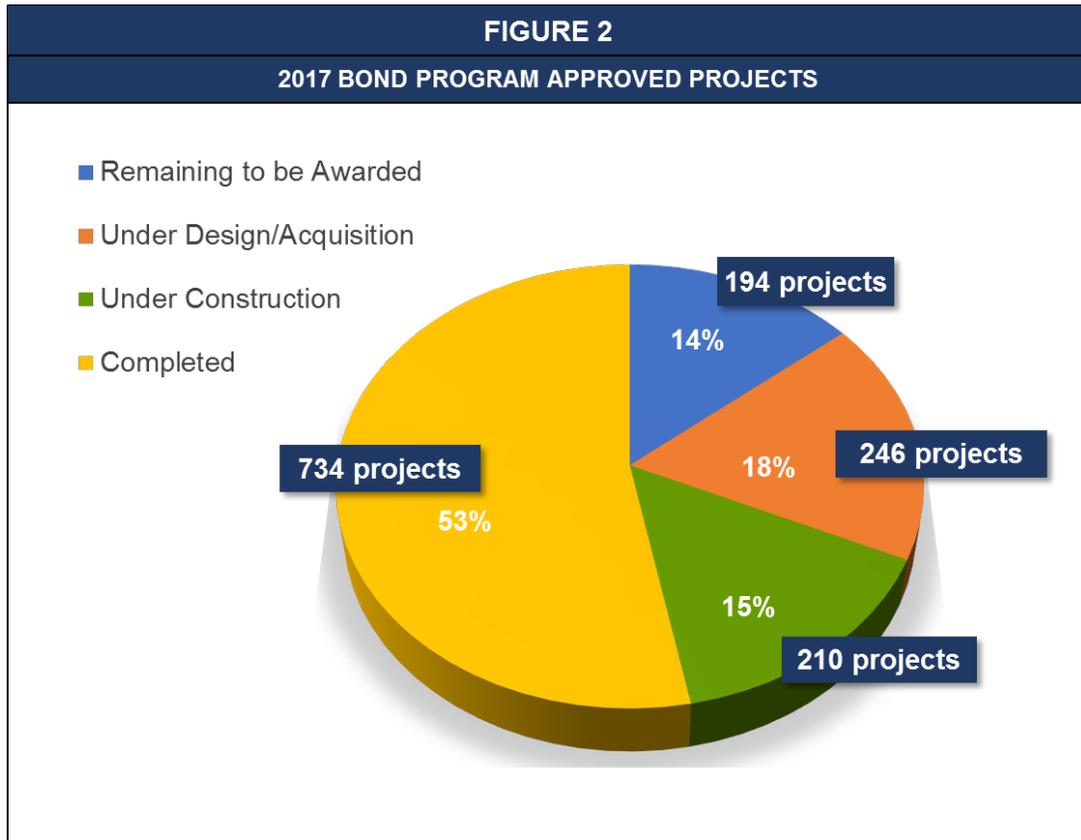
The 2017 Bond Program is comprised of 1,384 projects and as of **December 31, 2021**, the City has awarded **1,190** projects (please refer to page 2 under Figure 2 for projects statuses).

If you have additional questions, please contact Adriana Castaneda, Director of the Office of Bond and Construction Management at adriana.castaneda@dallascityhall.com or 214-671-8450.



Majed Al-Ghafry, P.E.
Assistant City Manager

c: T.C Broadnax, City Manager
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* The 1,190 City awarded projects includes Under Design/Acquisition (246), Under Construction (210), and Completed (734) projects.

Memorandum



CITY OF DALLAS

DATE January 28, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **City License Applications**

Attached is a list of the most recent Dance Hall, Sexual Oriented Business, Billiard Hall, and/or Amusement Center license applications received for the week of January 17, 2022 – January 21, 2022 by the Tactical and Special Operations Bureau Licensing Squad of the Dallas Police Department.

Please have your staff contact Sergeant John Page, at (214) 316-3848 and/or by email at john.page@dallascityhall.com should you need further information.

A handwritten signature in cursive script that reads "Jon Fortune".

Jon Fortune
Assistant City Manager
[Attachment]

c: T.C. Broadnax, City Manager
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WEEKLY APPLICATION LOG REPORT

DISTRICT	NAME OF BUSINESS	STREET ADDRESS	TYPE OF LICENSE	DATE OF APPLICATION	STATUS (RENEWAL/NEW)	APPLICANT NAME
D14	STARS AND SPIRITS	2505 PACIFIC AVE	DH	1/19/2022	RENEWAL	SUSAN DEBBIE BASKIND
D2	MARTY'S LIVE	4207 MAPLE AVE	DH	1/18/2022	NEW	LONZIE JEAN HERSHNER

License Definitions

- DH - Class "A" Dance Hall - Dancing Permitted Three Days or more a Week*
- DH - Class "B" Dance Hall - Dancing Permitted Less Than Three Days a Week*
- DH - Class "C" Dance Hall - Dancing Scheduled One Day At A Time*
- DH - Class "E" Dance Hall - Dancing Permitted Seven Days A Week for Persons Age 14 through Age 18 Only*
- LH - Late Hours Permit - Can Operate A Dance Hall Until 4:00*
- BH - Billiard Hall - Billiards Are Played*
- SOB - Sexually Oriented Business - Adult Arcade / Adult Book/Video Store / Adult Cabaret / Adult Adult Theater / Escort Agency / Nude Model Studio*
- AC - Amusement Center*

Memorandum



CITY OF DALLAS

DATE January 28, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **Kay Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan – Responses to the Transportation and Infrastructure (TRNI) Committee**

Convention and Event Services continued its discussion with members of the Transportation and Infrastructure (TRNI) Committee January 18, 2022. As with the initial briefing at the December 7, 2021 Committee meeting, staff presented the Kay Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan recommended alternative, 3C West of Lamar, and information related to Texas Local Government Code Chapter 334 (Brimer). Staff were asked to brief at the February 2, 2022, City Council meeting, wherein staff will seek a recommendation for City Council approval of resolutions to move forward with a convention center concept on February 9, 2022. Additionally, staff will seek a recommendation for the following on either February 23rd or March 9th:

- A resolution authorizing approval of the supplemental agreement for the completion of the 30% design of the selected convention center alternative for Phase 1 of the KBHCCD Master Plan.
- A resolution by City Council that:
 - provides for the planning, acquisition, establishment, development, construction, or renovation of a venue project,
 - designates each venue project and the method of venue project financing, and
 - authorizes the submittal of the resolution to the Comptroller for a determination that the venue project financing will not have a significant negative fiscal impact on state revenue.

In the interim, staff would like to provide additional clarifying information regarding the questions and comments posed at the January 18th TRNI meeting.

Convention Center Purpose and Economic Development

Question 1: For the full City council, identify the top five reasons to support the Convention Center.

At the heart of the KBHCCD Master Plan are the Goals and Objectives, which represent the specific reasons why the Convention Center District should be addressed and improved. The Plan's Goals and Objectives are the roadmap for developing and analyzing specific alternatives that address the problems plaguing the Convention Center and the surrounding district. The Goals and Objectives for this project represent specific challenges and opportunities and have been developed through a robust and rigorous stakeholder/public involvement process, and include:

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SUBJECT **Kay Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan**

1. **Develop a world-class Convention Center** that incorporates new technologies, maximizes existing and new urban spaces, and serves as a catalyst for economic growth by bolstering the Convention Center District.

A reimaged KBHCCD can bolster economic growth in the City of Dallas. Public entities invest in convention centers because the taxes, jobs, and economic impact of the convention center provide a strong return on any costs associated with building and operating the facility. However, the KBHCCD has fallen behind its competition and is losing its competitiveness, thereby jeopardizing its potential as a catalyst for economic growth.

2. **Increase transportation connectivity**, access, and safety to address local and regional needs.

With the planned investments in Texas High Speed Rail (TxHSR) and other transit investments underway in the area, including the D2 Subway in the Central Business District, now is the time to leverage these transportation investments to connect the Convention Center District with a world-class KBHCCD. These transit options will also include routes that connect mixed-use developments on the current site of the Convention Center, Downtown, Fair Park and other local, and regional destinations to improve transit connectivity for visitors, residents, and workers. Transportation investments will also consider enhancing regional connections and the provision of more equitable services that address the needs of the underserved populations.

3. **Create a healthy and safe urban environment** that integrates the Convention Center with great public spaces and a diverse mix of commercial, retail, residential, and entertainment uses.

The Convention Center is located between two areas of strong growth and could benefit from the strong market in Downtown and the Cedars. The current east-west orientation of the Convention Center is a barrier between these two areas of development. Expanding the Convention Center would free up a significant area of City-controlled parcels for development that connects surrounding neighborhoods and promotes increased levels of vibrancy and pedestrian activity.

4. **Support a viable funding mechanism** that will increase and capture value throughout the Convention Center District and promote long-term operations.

The reduced hotel tax receipts generated during the pandemic provided an unintended financial benefit to the City of Dallas through the State approved Project Financing Zone (PFZ). If the City moves ahead with the PFZ while tax receipts are below historic levels due to the pandemic, the City will maximize the amount of incremental growth. Additionally, the recommended financing plans (PFZ and Chapter 334) do not take funding away from other City of Dallas priorities. It is important to note that no taxes paid by local citizens will be utilized for the Convention Center.

5. **Represent the values and diversity of the City of Dallas** in terms of inclusion, contracting opportunities, sustainability, resilience, and equitable economic development and investment options.

Equity across all phases of project development is central to the City of Dallas and the KBHCCD Master Plan. The project ensures equitable contracting, workforce, and small business development. The KBHCCD Master Plan ultimately envisions a district surrounding the Convention Center that creates equitable employment opportunities, mixed-income housing, and enhanced transportation access particularly to areas deemed underserved. Further, the City of Dallas has a robust diversity and inclusion requirement for businesses interested in participating in the delivery of an expanded and renovated convention center facility.

Question 2: Are there more or less convention centers today nationwide than 20 years ago?

Since 2002, there have been multiple convention centers built and expanded nationwide. However, from 2011 - 2020, U.S. GDP increased by 34.7% vs. a 2.1% increase for convention space. As group event business generally tracks the overall economy, supply growth has been constrained relative to overall economic and event business demand growth. Many of the new centers are in smaller markets and are not direct competitors to the KBHCCD. There is no definitive data source on the number of nationwide convention centers over a 20-year period, but some organizations do track growth over different timeframes. For example, UFI, the Global Association of the Exhibition Industry, publishes a world map of Exhibition Venues. Their latest report, dated 2018, compares the number of venues and total area of exhibition space compared to 2011. The UFI data counts 73,737,371 square feet of exhibition space in the United States across 326 venues. This is a 2.1% increase compared to 2011.

With 724,000 square feet of exhibition space, the KBHCCD mainly competes with destinations that rank in the top 25 convention centers based on exhibit hall size. There are roughly 25 centers in North America with more than 500,000 square feet of exhibition space. Since 2002, there have been three new centers built with 500,000 square feet or more of exhibition space (Washington DC, 2003; Boston, 2004; and Phoenix, 2006). There have been no new stand-alone centers of 500,000 square feet or more built since 2006.

Question 3: How would you characterize the capacity of convention centers nationwide as they have expanded?

From 2011 to 2017, the exhibition hall capacity of convention centers in North America has increased by 2.1% (2018 UFI Report). Many facilities have also expanded by adding meeting rooms, ballrooms, and public spaces. Since 2011, most of the dollar value of convention center expansions have occurred in already successful destinations (Las Vegas, 2021; New York, 2021; Anaheim 2017; Nashville, 2013; Seattle, Under Construction).

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Since 2002, five centers have been expanded from below 500,000 square feet to over 500,000 square feet (Salt Lake, 2005; San Francisco, 2003; Indianapolis, 2011; Denver, 2004; Philadelphia, 2011). No new destinations have joined the 500,000 square feet facility level since 2011.

Question 4: Has the number of convention centers grown in North Texas? Have existing North Texas convention centers expanded?

There is no comprehensive data that covers all convention centers in North Texas. The KBHCCD is a large facility in a major metropolitan area; and, as such does not compete with many of the other significantly smaller venues in North Texas. The KBHCCD's main in-state competitors are Austin, Houston, and San Antonio:

- Austin: Currently planning to demolish their existing center and rebuild a larger facility on the same site.
- Houston: Completed its last major exhibition expansion in 2003, and has also added 2 headquarters hotels, a major park space, parking and a new façade and entry.
- San Antonio: Completed an expansion in 2016 that replaced its oldest exhibit halls and ballrooms with new spaces.

Question 5: What are the national attendance trends of convention centers over last 20 years? What is the expected growth of convention centers according to national organizations? Who is responsible for the Convention Center attendance projections? What other projections has the consultant come up with and have they been accurate? Do other plans speak to the need for a destination around the Convention Center?

There is not a national convention center tracking database that has been consistently tracking the industry for 20 years. The prior industry periodical went out of business around the time of the Great Recession. The Trade Shows News Network (TSNN) has been tracking the top 250 tradeshow for the past several years, but it is not a comprehensive look at all events in all venues.

However, economic consultant, Rob Hunden, CEO, Hunden Strategic Partners, has posited that based on his extensive experience, the convention industry's performance mimics that of the overall U.S. economy. As the economy grows or contracts, the convention industry does as well. Whichever industries are growing tend to grow in terms of related industry events and attendance.

Within that framework, there are trends that shift in terms of the type of space used. For example, as noted in briefings, ballrooms are the most productive type of space and have become larger and more influential over the past 20 years (2000-present). Exhibit halls were the most important type of space for the prior 30 years (1970-2000). This is one of the reasons that despite Dallas' large exhibit space and overall size, the facility struggles with many events and event types, as it lacks the large ballrooms and numerous meeting rooms demanded by today's impactful events.

Hunden Strategic Partners is responsible for the projections. The timeline between study and opening day is often 10+ years and the number of venues that get built as prescribed is limited. However, those that have been built based on the recommendations have generally outperformed projections. We are not aware of other studies suggesting a destination district.

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Question 6: Could the decision be deferred for 1-5 years?

Staff does not recommend a deferral because Dallas is currently enjoying significant levels of new economic development and interest. The opportunity to leverage this energy is now, utilizing this planning effort to encourage smart and well-planned development that transforms and connects surrounding neighborhoods and promotes increased levels of vibrancy and pedestrian activity. The KBHCCD Master Plan addresses more than just the introduction of an improved/expanded Convention Center. As important, it recognizes the power of improving and transforming the surrounding district and creating new and enhanced connections regionally, and between surrounding neighborhoods and Downtown. Postponing this planning effort would result in lost opportunities to holistically address and plan for a new level of economic vitality, job growth, connectivity and patron experience in Downtown and the surrounding neighborhoods. Opportunities that can be realized and leveraged today, are few and far between. Deferring the decision would also mean making substantial repairs and investment in the facility. Investments which would likely cost more to make on an existing facility and would also likely be discarded with any of the possible alternatives at a later date.

Question 7: Does the Convention Center generate enough revenue to cover its costs?

Convention and Event Services (CES) is a self-supporting enterprise fund department with several streams of revenue, including five categories of event revenues, mixed beverage taxes, and hotel occupancy taxes (HOT). In February 2019, CES received City Council approval to enter into a management agreement with Spectra Venue Management for the convention center. Deliverables for that contract include implementing procedures and processes that maximize event revenues and reduce expenses for the Center. Presently, event revenues and mixed beverage taxes cover much of the center's expenses. HOT covers debt services, capital expenses and improvements, and any difference in operating expenses not covered by other revenues.

Please see the City of Dallas Convention & Event Services Department's most recent fiscal year ended 9/30/21 Enterprise Fund Budget Summary Link (page 13), available at:

<https://dallascityhall.com/departments/budget/financialtransparency/DCH%20Documents/Budget%20Accountability%20Report/Budget%20Accountability%20Report%20-%20September%202021.pdf>

Question 8: What economic development has come from past investments in the Convention Center and the hotel?

Economic development projects, with the exception of the Omni Dallas Hotel, around the Convention Center have been limited by the orientation of the structure which leaves very little abutting space available for mixed use construction. However, the Convention Center has and continues to contribute to Downtown and the region's economic development by bringing hundreds of thousands of event attendees and visitors to Dallas. The money attendees spend in hotels, restaurants, and retail establishments support local small business and thousands of jobs. Prior investments have helped keep the facility competitive in drawing convention business and these economic benefits. By designing an expanded facility that can host multiple simultaneous events and will attract additional shows, the Convention Center will generate greater and more consistent business for hotels, restaurants, and retail establishments.

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Past efforts have not approached the Convention Center District as comprehensively or with economic development as an explicit goal, limiting their focus to the facility and its architecture. Convention goers and event planners emphasize the importance of a vibrant district in addition to a state-of-the-art facility in choosing destinations. Other cities have increasingly sought ways for their convention centers to better connect with and enhance their surrounding districts, which is something this plan accomplishes.

With billions of dollars of development in the pipeline for Downtown, this plan provides a canvas for a new vibrant, green, walkable, district that will draw momentum to the southwestern corner of Downtown with a mixture of land uses that enhance the convention experience and connects an otherwise disconnected portion of Downtown to areas where the City and its partners have already invested. The construction project itself will also have tremendous economic impact, including direct impacts to the construction industry, and indirect and induced impacts from the business and personal spending that will occur as the construction dollars circulate through the economy.

Question 9: Omni - \$400M in debt – Revenue is coming from the Omni but backed by taxpayers. Once newer and closer hotels are built, what happens to Omni? The financing slide explained the backing of the Omni revenue bonds but did not reference the City of Dallas. Is the City of Dallas not a final fall back?

The financing slides in the January 18th TRNI briefing were specific to the debt service related to the KBHCCD.

Since its opening the Omni Dallas Hotel (Omni) has been a financial success and has been able to cover all debt even through the pandemic. The City is not required to pay the debt should the Dallas Convention Center Hotel Development Corporation (DCCHDC) default but has a moral obligation, which gives the City Council the authority to consider making grants or loans from the City's general fund to the issuer in the extremely unlikely event that the pledged revenues are insufficient to service the debt. If it chooses to do so, the City Council would then appropriate any grants or loans to cover any shortfalls.

For the proposed expanded and renovated convention center to achieve its full potential, it is essential that additional hotel rooms be developed in very close proximity. Currently the Omni runs at near capacity and ranks among the very top of all convention hotels in their competitive set in terms of occupancy and average room rate. With the expansion of the center's ability to book larger and more frequent events and being physically connected to the center, the Omni would continue to be the first choice of all customers utilizing the facility.

Question 10: It was brought up that more cities across the nation and in our area are building convention centers and that capacity has increased (“but yet, we’re being asked to support a new center”). Are other cities building convention centers because they are profitable?

Public entities invest in convention centers because the taxes, jobs and economic impact of the convention center provides a strong return on any costs associated with building and operating the facility.

Question 11: In what ways have we learned that modernized convention centers are beneficial? Other than profitability, how do convention centers help cities?

A recent *Tourism Economics* study suggests convention centers and tourism in general improves public perceptions of the destination as a place to live, attend school, start a career or business, or purchase a home. When combined with an actual visit, the impact of on all these activities was even more magnified. Convention centers net a positive return on the dollars invested in them, and provide an important public amenity paid for primarily through taxes paid by visitors to the city – not citizens; in other words, “other people’s money”.

The business-to-business trade show market in the US is worth \$15.58B and provides direct jobs at vastly different levels of the U.S. trade show market, including operating and hosting events, jobs related to exhibit design, construction, and logistics, and showcasing local businesses and products. Convention centers also serve as the venue for important public events, including but not limited to graduations, inaugurations, celebrations, job fairs, public interest events, as well as concerts and attractions that benefit the residents of Dallas. Additionally, the KBHCCD, as with other centers across the nation, has historically served as a public resource for providing shelter to hurricane victims and residents without water or power, sheltering refugees, and providing services for our homeless population.

Question 12: It was mentioned that the Convention Center can’t financially sustain itself. But it was never intended as a revenue generator, in and of itself, correct? The revenue comes in other forms, correct?

With the combination of all revenue sources (event revenue, mixed beverage taxes, and HOT), Convention and Event Services (CES) is self-supporting without using general fund assistance. Nearly all convention and event facilities are economic impact generators that provide business and profit to local businesses such as restaurants, hotels, retailers, attractions, entertainment events, transportation companies, tour operators and many other types of businesses. As demonstrated in briefings, the existing KBHCCD generates enough business to support thousands of jobs throughout the City and beyond. In economic development and impact terms, convention facilities are purposely designed to induce visitation and spending that would otherwise not come to Dallas.

Convention Center Area Plan

Question 13: If the recommendation is to tear down the Convention Center, have you looked at other locations (e.g., Fair Park or the airport)? Why do we think that it’s beneficial to put the Convention Center Downtown? Is it because it is close to the existing location? Is it because all of the hotels are Downtown? What about the new transportation hub? Aren’t we trying to invest in a walkable and revitalized CBD?

The Goals and Objectives of the KBHCCD Master Plan recognize the need for an improved and expanded Convention Center, and address the opportunity to drive new development, economic vitality, and job growth Downtown. By improving the district surrounding the Convention Center, new connectivity is created to surrounding neighborhoods and passive and active pedestrian

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opportunities are introduced. Convention Center activity is part of the recipe that drives this new level of economic vitality as the activity and energy within the walls of the building extend to the local neighborhoods, restaurants, hotels, and retail establishments. Locating the Convention Center away from Downtown would truncate this opportunity for economic spillover and vitality. Convention Center patrons expect localized opportunities such as restaurants, retail and other amenities such as hotels, that are within a close walking distance from the facility. Moreover, bond covenants dictate that the Convention Center must be located within 1000 ft of the Omni Dallas Hotel.

Question 14: How do we address having a cemetery outside of the convention center? What about moving the cemetery to a historic park?

A goal of the KBHCCD Master Plan is to create a destination unique to Dallas around the Convention Center. Pioneer Cemetery is an important piece of the history of the City of Dallas. The Cemetery is a Dallas Landmark (2002) and included in the State Historic Marker Program (1994). Any relocation requires coordination with an advisory council and Landmark Commission. The City promotes and celebrates the cemetery as an important City asset.

Preliminarily, the draft plan proposes to formalize the existing informal path through the cemetery to connect it to City Hall Plaza to the east and Pioneer Park and Pioneer Plaza to the west. Integrating the historic cemetery into a larger open space network will draw more visitors to the cemetery as part of a strategy to celebrate what is unique about Dallas. Should City Council select the west of Lamar option, the cemetery will no longer be at the ‘front door’ of the Convention Center but will still be accessible to Convention Center visitors through a connected network of parks and open spaces. In next phase, as we further develop the land uses and open space components of the plan, we will refine the design concepts and determine how the cemetery is incorporated.

Question 15: Transportation implementation is missing ridesharing; parking, etc. – these are urgently needed. The transportation section is also missing discussion about getting to the Convention Center from the airport.

A comprehensive transportation master plan will be prepared for the Convention Center area once City Council selects a preferred Convention Center alternative. The plan will encompass rail and bus transportation, pedestrian and active transportation, shared-ride services, vehicular access, and parking. The plan will identify and preserve options for providing transit service between the region’s airports and the Convention Center and will address new and emerging technologies.

If you have additional questions, or require further information, please contact me or Rosa Fleming, Director of CES.



Joey Zapata
Assistant City Manager

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CITY OF DALLAS

DATE January 28, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **Key Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan – Additional Questions**

Please find below responses to the questions forwarded to Convention and Event Services by the Mayor and City Council Office.

Question 1: Raising the hotel occupancy tax by two percentage points from 13% to 15% sounds like an easy method for raising \$1.9 billion over the next 30 years. How does the 15% rate, however, compare to the rate of the top 10 cities with which Dallas has to compete?

Dallas currently has one of the lowest rates in Texas. The Texas Local Government Code Chapter 334 (Brimer Bill) allows the City Council to issue a resolution requesting the State to allow Dallas to hold an election to increase that rate by 2% to 15%, bringing the City in alignment with other competitive Texas cities. This percentage increase also keeps the City in alignment with other non-Texas competitive cities, such as Nashville at 15.25% and Atlanta at 16.9% plus a \$5.00/night excise tax.

City	HOT	Venue Tax	County	Other	State	Total
Austin	9%	2%	0%		6%	17%
El Paso*	9%	2.5%			6%	17.5%
San Antonio	7%	2%	1.75%		6%	16.75%
Fort Worth**	9%			2%	6%	17%
Houston*	7%		2%	2.5%	6%	17.5%
Dallas*** (Current)	7%			2%	6%	15%
Dallas (Proposed)	9%	N/A	N/A	2%	6%	17%

Question 2: If Dallas needs to have an additional future bond issue for updating the proposed Convention Center, Omni Hotel, or other major projects within the next 30 years after the center is expanded, it might be difficult to raise the hotel occupancy tax above 15%.

This current Chapter 334 (Brimer Bill) election is important, not just in the fact that it allows for the expansion of the KBHCCD, but also because the legislation ties the project to Fair Park. The legislation allows for up to 20% of the collected tax from the 2% increase portion to be used for specific types of facilities at Fair Park, covering an array of venues that would effectively fulfill the City's need for Chapter 334 for the next several decades.

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In the case of the Omni and the KBHCCD's future needs, other sources of funds are available for bond security. In the case of the KBHCCD, the City Council and State's recent approval of the Project Financing Zone which is estimated to garner up to \$2.2B from the State's portion of incremental hotel taxes (HOT, sales, and mixed beverage) will be used as bond security.

Question 3: Since the City still has outstanding debt of \$226 million on the existing Convention Center and up to \$400 million on the Omni Hotel, it is difficult to understand why we would incur an additional \$1.9 billion.

Investments are needed for the Convention Center and the immediate district to improve the facility and to spur economic growth downtown. Incurring bond debt on revenue generating assets like the Convention Center and the Omni Dallas Hotel (Omni) are sound investments that are safe because of their past, current, and future ability to cover debt requirements and operations independently without local taxpayer support from the City of Dallas.

The Convention Center has and continues to contribute to Downtown and the region's economic development by bringing hundreds of thousands of event attendees and visitors to Dallas. The money attendees spend in hotels, restaurants, and retail establishments supports local small business and thousands of jobs. Prior investments have helped keep the facility competitive in drawing convention business and these economic benefits. By designing an expanded facility that can host multiple simultaneous events and will attract additional shows, the Convention Center will generate greater and more consistent business for hotels, restaurants, and retail establishments.

With billions of dollars of development in the pipeline for Downtown Dallas, this plan provides a canvas for a new vibrant, green, walkable, district that will draw momentum to the southwestern corner of Downtown with a mixture of land uses that enhance the convention experience. The construction project itself will also have tremendous economic impact, including direct impacts to the construction industry, and indirect and induced impacts from the business and personal spending that will occur as the construction dollars circulate through the economy.

Question 4: Prior to the pandemic starting in 2020 have the Omni Hotel and the Convention Center been profitable? Have the profit and losses been available for the citizens to see? Will we be able to see numbers for 5 years of profits or losses prior to the pandemic?

The KBHCCD sits within the Convention and Event Services (CES) portfolio. CES is a self-supporting enterprise department using five categories of event revenues, mixed beverage taxes and hotel occupancy taxes (HOT). In February 2019, CES received City Council approval to enter into a management agreement with Spectra Venue Management for the convention center. Deliverables for that contract include implementing procedures and processes that maximize event revenues and reduce expenses for the Center. Presently, event revenues and mixed beverage taxes cover much of the center's expenses. HOT covers debt services, capital expenses and improvements, and any difference in operating expenses not covered by other revenues. Municipal budgets are typically designed where revenues cover expenses, so there are no profits in the traditional sense. The KBHCCD has been able to comfortably service its debt even through the pandemic and has not needed any assistance from the general fund. Information related to the overall portfolio budget is available at page 13 of the following link:

<https://dallascityhall.com/departments/budget/financialtransparency/DCH%20Documents/Budget%20Accountability%20Report/Budget%20Accountability%20Report%20-%20September%202021.pdf>

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SUBJECT **Kay Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan**

The Omni Dallas Hotel is managed by the Dallas Convention Center Hotel Development Corporation (DCCHDC) which holds a public meeting quarterly wherein the Omni's financials are discussed and disclosed. The hotel has been able to maintain profitability, even during the pandemic, and is able to comfortably service its debt.

Question 5: If there were profits, how were they allocated? Were the profits used to pay down the bonds issued or did the city use the funds for covering other expenses?

The Convention and Event Services budget, as with other municipal department budgets, are designed for revenues to cover expenses. There are no profits in the traditional sense. The department is supported by five categories of event revenues, mixed beverage taxes and HOT. Presently, event revenues and mixed beverage taxes cover much of the center's expenses. HOT covers debt services, capital expenses and improvements, and any difference in operating expenses not covered by other revenues.

As outlined in an Ordinance 31554, HOT revenue is used to pay the KBHCCD debt service, to promote and to advertise our destination for tourism and meetings and to promote the City of Dallas Cultural Plan through the Office of Arts and Culture. It is important to note that HOT funds can only be used for very specific purposes that help promote tourism and convention hotel industries. The following projects may be funded with local HOT revenue:

- Constructing, improving, enlarging, equipping, repairing, operating and maintaining a convention center or visitor information center;
- Furnishing of facilities, personnel and materials for the registration of convention delegates or registrants;
- Advertising and conducting promotional programs to attract tourists and convention delegates or registrants;
- Encouragement, promotion, improvement and application of the arts;
- Historical restoration and preservation projects or advertising and conducting promotional programs to encourage tourists to visit preserved historic sites or museums;
- Expenses related to a sporting event in which a majority of participants are tourists;
- Enhancement and upgrading of existing sports facilities or fields;
- Constructing, improving, enlarging, equipping, repairing, operating and maintaining a coliseum or multiuse facility; and
- Signage directing public to sights and attractions that are visited by hotel guests.

Question 6: Since the Omni Hotel is connected to the existing Convention Center via a skybridge, this proximity was one of the big selling points when the Omni Hotel's bond issue was originally presented. If the Convention Center is moved to another location in the area and it is not a short walking distance from the Omni Hotel, a major convenience for hotel guests will be lost.

The concepts presented to the City Council include a connection the Omni Dallas Hotel as we recognize and understand its importance to clients wishing to use the KBHCCD. Additionally, the connection is required as part of the bond covenants established by the current outstanding bonds.

DATE January 28, 2022

SUBJECT **Kay Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan**

Question 7: If another hotel is built closer to the convention center, what will happen to the competitiveness and profitability of the Omni Hotel?

Since its opening, the Omni Dallas Hotel (Omni) remains among the very top performing hotels in Dallas in terms of occupancy and average daily room rate. Additional large hotels built in the area around the expanded and renovated center are essential to maximizing its full potential to draw upscale conventions, sports, and business events to Dallas. Given that the Omni will remain connected to the center, their revenue will further increase.

Using Nashville as an example, the introduction of their new convention center in 2011 more than tripled the city's overall hotel tax collections over eight years.

Question 8: Finally, it is hard to believe that the present Convention Center could not have a major updating without spending \$1.9 billion. The Center has had updating over the years. In 2018 Dallas jumped two spots to number five in the nation for meetings and conventions making it the only Texas city in the top 10.

For the last five decades, the City of Dallas has followed a "Patch and Repair" process when dealing with updating the KBHCCD. Each time an addition has been made, no effort was done to go back and update and correct challenges and issues from previous additions. This has led to compounded deferred maintenance issues and the lack of building system integration that, at present, would not be resolved unless large amount of the current structure is demolished and reconstructed. This is the opportunity for Dallas to catch up and bring forward a futuristic facility that will meet all current industry standards.

The statistic cited for Dallas jumping to number five amongst our competitive set in 2018 refers to the number of overall bookings converted in Dallas through a third-party led source called CVENT, which includes but is not limited to group business placed at the KBHCC. This statistic refers to all business placed in Dallas at that time and is not specific to bookings in the convention center.

Question 9: What is the role of the Consulting firm WSP USA? Are they just designing the plan or constructing as well? Please provide details.

WSP, USA was engaged through a City Council approved contract to provide a four-part master plan including a KBHCCD Master Plan, Multimodal Station and Transportation Study, Area Plan and Financial Feasibility and Implementation for the area in the map below. The master plan process involved a rigorous analysis of numerous alternatives which ranged in scope and investment level. Several different configurations and locations were evaluated. The result of this analysis was the identification of four (4) alternatives for City review and ultimate selection of a preferred option, which ranged from patching and repairing the existing Convention Center to expanding the current center. The work for the full design and construction of the approved concept from the plan will be procured separately.

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SUBJECT **Kay Bailey Hutchison Convention Center Dallas (KBHCCD) Master Plan**



Legend

- Area Plan
- Multimodal Station Feasibility and Transportation Study

If you have additional questions, or require further information, please contact me or Rosa Fleming, Director of CES.

Joey Zapata
Assistant City Manager

- c: T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager
- Majed A. Al-Ghafry, Assistant City Manager
Jon Fortune, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

Memorandum



CITY OF DALLAS

DATE January 28, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **On-Street Parking and Curb Management Policy City Council Briefing:
Responses to Questions**

The following are responses to questions posed by City Council members during the January 19, 2022, City Council briefing on the “On-Street Parking” and Curb Management Policy presentation:

1. Councilmember Mendelsohn: If an area has on-street parking but no existing parking meters, what is the process to get parking meters installed? What is the process to have parking meters removed?

To have parking meters removed, fill out and submit an Application for Parking Meter Removal on the Parking Management Program website. A fee is calculated based on potential revenue loss and the cost of the meter, which applicants must pay before the removal is approved.

(https://dallascityhall.com/departments/transportation/Pages/Parking_Permits_and_Licenses.aspx).

To have parking meters installed where designated on-street parking already exists, the first step would be to contact TRNParkingServices@dallascityhall.com. From there, staff would evaluate whether the location is in an area authorized to have parking meters under the current City Ordinance (Chapter 28, Article XI, Division 4 of the City Code). The City Ordinance or departmental policies do not currently define other criteria that should be considered when evaluating whether to install parking meters.

Under the proposed change to the City Ordinance as part of the Off-Street Parking and Curb Management Policy, to have parking meters installed, property owners would submit a request for study. Transportation staff could also initiate a request, based on findings of persistent congestion or illegal parking challenges. Parking Management staff would conduct an occupancy survey for the identified set of blocks. If parking occupancy averages more than 85%, parking meters would be considered for installation in support of the objective to increase the availability of on-street parking to have at least one open parking space on each block. Further, in specific Parts of the City, staff will solicit input from the local PID, business districts, Dallas Police Department (DPD), Dallas Fire-Rescue, and other stakeholders.

2. Councilmember Ridley: Who determines size and location of loading zones in downtown today?

Today, the process is initiated when a business submits 311 request for a loading zone in a particular space. Transportation staff then evaluates the location. Currently there is no defined criteria or design guidance for loading zones. However, in practice, staff considers several factors to warrant a loading zone, including:

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SUBJECT **On-Street Parking and Curb Management Policy City Council Briefing: Responses to Questions**

- Whether there is sufficient space for a loading zone (three non-metered parking spaces minimum)
- The existing uses of curb
- The existing loading zones on side or back of block
- Bus stop locations
- Input from applicable business district

3. Councilmember Schultz: Have you completed an analysis to determine how much it would cost to implement smart meters throughout the city?

Staff is currently evaluating this in conjunction with the preparation for new third-party parking management vendors.

4. Councilmember Schultz: Who enforces parking? Do we have a handle on Enforcement—do we have enough staff?

Parking is enforced by the Parking Management Division of the Transportation Department.

5. Councilmember Schultz: Can the parking code amendment and curb management planning efforts be integrated?

Transportation staff will continue to coordinate with staff in the Department of Planning and Urban Design to align the two efforts.

6. Councilmember Narvaez: How long is this effort going to take? How much is it going to cost?

As stated above, staff is currently evaluating the cost of upgrading the coin-operated meters to smart meters. Otherwise, much of the policy will be implemented through normal staff operations, for example by changing the way things are done to better align with the policy. There will be some cost associated with implementing dual-use loading zones, handicap parking, bicycle and dockless vehicle parking, and upgrading signage to improve wayfinding. The cost of these improvements will be assessed as the policy is implemented.

Implementation will be ongoing. If City Council adopts a revised parking meter ordinance this summer, the Parking Management division could begin piloting the performance-based rates this fall in one or two areas with existing parking meters, in coordination with local businesses, before expanding the revised rates to all areas with parking meters. Implementation of other aspects of the policy, such as implementing dual-use loading zones or handicap parking spots would likely occur as 311 requests are received.

7. Councilmember Arnold: Is there a policy or practice that determines if someone can get No Parking in front of their home and someone else cannot?

The location of No Parking zones is determined on a case-by-case basis, through an engineering analysis.

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8. Councilmember Arnold: Is the Dallas Police Department (DPD) included in the conversation?

DPD will be provided an opportunity to review and provide comment on the final draft document.

The complete list of objectives, policies, and strategies proposed to be included in the On-Street Parking & Curb Management Policy is included as an attachment. It is anticipated that the policy will be brought to City Council for adoption this summer. If you have any questions or concerns, please contact Ghassan 'Gus' Khankarli, P.E., Director of the Department of Transportation, at ghassan.khankarli@dallascityhall.com.



Majed A. Al-Ghafry, P.E.
Assistant City Manager
[Attachment]

c: T. C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
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M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

City of Dallas On-Street Parking & Curb Management Policy

Draft Summary of Recommendations

December 2021

The *City of Dallas On-Street Parking and Curb Management Policy* contains a series of ambitious, but implementable, recommendations based on priorities set forth by the City's adopted Strategic Mobility Plan (*Connect Dallas*), City staff, stakeholders, and through a review of best practices from similar large cities.

These recommendations are organized around a framework that includes goals, objectives, policies, and strategies. For certain recommendations, appropriate standards are also discussed.

- **Goal:** A desired state of affairs (what the community sees as important). The on-street parking and curb management policy framework will support the six Driving Principles identified in *Connect Dallas*, the City's adopted strategic mobility plan:



Safety



Equity



Housing



Environmental Sustainability



Economic Vitality



Innovation

- **Objective:** A more specific goal or desired outcome; these are the steppingstones that when combined work to achieve the desired goal
- **Policy:** A general rule for action focused on a specific issue. Used to guide community decisions in pursuit of a goal or objective. Policies provide specific guidance to elected and appointed officials on what decision to make when confronted with specific issues.
- **Strategy:** Specific activities or actions needed to support the policy

The following objectives, policies, and strategies are organized into sub-sections including "Parking Meters and Rate Setting," which applies most directly to on-street parking, and "Curb Lane Management," which applies to curb space use allocations and design guidelines.

Parking Meters and Rate Setting

Objective 1



Increase the availability of on-street parking Downtown and in mixed-use and main street-type districts by promoting adequate turnover of on-street parking, using time limits and parking meters.

In many neighborhoods, businesses rely on on-street parking as their primary resource for customer and visitor access. Because on-street parking is a limited resource, parking pricing and time limits are important tools to ensure that on-street spaces are allocated fairly, customers can find parking, and people seeking to park long-term are encouraged to park off-street or on less utilized block faces.

Policy 1A: Utilize parking meters and time limits to encourage parking turnover in high demand areas, with the goal of having at least one or two open parking spaces on each block face.

- **Where occupancy is greater than 85%, consider implementing time limits or parking meters, or increasing meter rates.**
- **Where occupancy is between 60% and 85%, often no change is needed.**
- **Where occupancy is less than 60%, downward rate adjustments should be considered.**
- **Based on demand, rates may vary by location and time of day.**

To provide the Department of Transportation with flexibility to adjust parking meter zones and rates as needed to achieve this objective, modify Chapter 28 of the Dallas City Code to remove the block-specific meter zones, rates, and enforcement times, and instead provide parameters for when to utilize parking meters and adjust meter rates.

The parameters may include:

- Guidance for when the installation or removal of paid parking spaces is appropriate.
 - “Establish, remove, or relocate parking meter zones where, based on parking studies and investigations, it has been determined that the installation, removal, or relocation of paid parking devices and signage is necessary to aid in the regulation and control of the parking of vehicles and other curb lane functions.”*
- Changes to meters must be based on measured vehicle occupancy on a set of blocks.
- Rates can be adjusted no more frequently than once every 6 months.
- Rates can only be adjusted in increments of \$0.25 to \$0.50 per hour.
- The minimum parking meter rate is \$1.00 per hour. The maximum parking meter rate is \$6.00 per hour.

Utilize parking staff to conduct regular on-street parking occupancy surveys in areas with parking meters, time restrictions, and in areas of increasing parking demand.

Establish or adjust parking time limits, parking meter zones, and parking meter rates when necessary to promote turnover. Adjust only after several surveys or data points have showed peak usage has changed.

Expand the use of License Plate Recognition (LPR) technology to increase the efficiency of parking occupancy surveys and parking enforcement. Consider piloting technologies to allow for more automated occupancy surveying.

Attachment # 1
Draft Summary of Recommendations

Summary: Establishes new guidelines for implementing time limited and metered parking, and for setting parking meter rates in response to demand (known as variable demand-based pricing or performance pricing). Parking meter rates would increase to \$1 - \$6 per hour with departmental flexibility to alter these rates within this range, to ensure that parking availability within the downtown, mixed-use, and main street districts.

Objective 2 Promote equity and accessibility. 	
Policy 2A: Implement current local and national accessibility guidelines and provide for handicap-accessible on-street parking in commercial and mixed-use areas.	Designate handicap-accessible on-street parking spaces in compliance with Public Right-of-Way Accessibility Guidelines (PROWAG) requirements, on blocks where on-street parking is marked. Locate handicap spaces adjacent to businesses and destinations.
	Update the Street Design Manual and design details to incorporate handicap-accessible parking standards.
	Add provisions for handicap parking to the City Code, including making it a violation for vehicles not designated in accordance with provisions of Chapter 681 of the Texas Transportation Code to park in a handicap parking space.
Policy 2B: Consider the needs of lower-income workers and provide a variety of parking and transportation options at different price points.	Evaluate the adoption of an Affordable Parking Pass (or similar) program to support employee parking on less utilized block faces. Conduct business outreach to evaluate the concerns of hourly-wage employees and work with businesses on viable solutions.
	Encourage local business districts to connect employers and employees with alternative mobility programs and Transportation Demand Management (TDM) resources, such as transit passes and carpool and vanpool programs.

Summary: Directs the City to conform to Americans with Disabilities Act (ADA) requirements by adopting national standards for the provision of handicap-accessible on-street parking stalls. Also, creates a new on-street permit program to address* employee parking needs through a combination of on-street permit districts, and partnerships on Transportation Demand Management (TDM) programs and resources.

*Note that the policy does not guarantee free or reduced cost parking for all hourly employees in the City; instead, it allows for the City to offer discounted on-street permits where it makes sense (based on demand) and to work with businesses on other parking and mobility solutions.

Attachment # 1
Draft Summary of Recommendations



Objective 3

Make travelling in and around central Dallas simple, predictable, and easy.

<p>Policy 3A: Utilize a consistent style of parking meters within districts. Ensure parking meter payment technology is up to date with payment methods of the day.</p>	<p>Adopt consistency in parking technologies, branding, signage, and payment options across all neighborhoods where managed and paid parking is implemented.</p>
	<p>Complete the upgrade of coin-operated meters with credit card-enabled smart meters, while also ensuring spaces are available for people to pay by cash. Also implement smart meters where only app-based payment exists today.</p>
<p>Provide 3B: Provide the public with user-friendly information on the location, pricing, and availability of on-street and City-owned parking.</p>	<p>Evaluate and implement technologies to track real-time information on parking space location and availability in a user-friendly, public-facing platform. At a basic level, parking availability can be determined using simple revenue collection data from smart meters.</p>
<p>Policy 3C: Provide for proper maintenance of, and necessary upgrades to parking meters, signage, curb markings, and other city assets to provide for a smooth and easy on-street parking and loading experience.</p>	<p>Provide for periodic upgrades and improvements to parking meters, signage, markings, and other tools.</p>
	<p>In the short term, direct Department of Transportation staff to delineate parking lanes and stalls in areas with metered parking and implement paid parking signage in accordance with guidance in the Texas Manual on Uniform Traffic Control Devices.</p>
	<p>Identify two areas that could be applicable candidates for parking benefit districts. Consider amending the Dallas City Code to enable the establishment of parking benefit districts to allow meter revenues in excess of those needed to fund parking system operations, maintenance, and enforcement to be allocated to improving parking and curb management signage, markings and wayfinding, and assist with employee transportation and parking in areas with parking meters and time limits.</p>
	<p>Consider adopting a standard partnership agreement that defines City baseline services (e.g., meter installation, maintenance, standard signs and markings) and supplemental services (e.g., technology solutions, mobility pilots, pedestrian amenities) that might be provided by community partners and public improvement districts.</p>

Summary: Modernizes the parking system with up-to-date technologies including credit-card enabled meters, payment apps, website, and real-time parking information. Directs the City to re-invest meter revenues into signage, branding, street markings, and other neighborhood improvements. Recommends piloting parking benefit districts as a possible mechanism for more direct re-investment of parking revenues.

Curb Lane Management

Objective 4 Provide for the safe and efficient movement of people and goods.	
<p>Policy 4A: Allocate curb space in a way that supports broader City goals, while considering the context of the roadway and surrounding land uses. Mark and prioritize the use of the curb lane flex zone in the following order:</p> <ul style="list-style-type: none"> a. Ensure No Parking is designated around fire hydrants, crosswalks, intersections, and driveways in accordance with standards in the Dallas City Code. b. Ensure all recommendations in modal plans (e.g., Bicycle Plan, Thoroughfare Plan) have been provided for. c. With any remaining curb space, provide for all other needs, based on land use and roadway context. 	<p>Utilize this policy to determine priorities for use of available curb space on a block. With any remaining curb space that is not needed for safety or mobility purposes, curb lane uses should be prioritized based on land use and roadway context.</p>
	<p>Using the curb use inventory created for this effort as a starting point, expand and maintain an up-to-date GIS-based inventory of curb uses in Central Dallas and areas that require active curb management and enforcement.</p>
	<p>In the short term, direct Department of Transportation staff to add on-street markings to delineate parking stalls and paint red curbs for No Parking around fire hydrants.</p>

Summary: Evaluate curb usage in the context of growing competition (and more diverse uses) for the curb space. Prioritize safety and compliance with existing code regulations. Establish guidelines for how curb space is allocated based on neighborhood context, roadway type, and national best practices for curb management.

Attachment # 1
Draft Summary of Recommendations

Objective 5 Accommodate growing loading needs and provide for the changing needs for the curb as technologies change.	
Policy 5A: Provide for on-street loading needs in Central Dallas and expand the use of dual-use loading zones that accommodate multiple users and/or vary by time of day.	Create criteria and standardized design guidelines for dual-use loading zones. (For example, commercial loading for deliveries is often in higher demand during weekdays, whereas rideshare around restaurants and theaters is in higher demand on weeknights and weekends). Reduce the number of single-use loading zones.
	Identify specific locations and times with high loading demands in areas where loading zones are not currently provided.
	Create on-street loading zone application process that prioritizes dual-use zones and consolidated loading activities.
	Establish a commercial loading permit program to promote shorter-duration and off-peak loading.
	Encourage consolidated valet zones, and restrict valet stands to one operation per block.
Policy 5B: Consider the needs of evolving transportation options and accommodate all uses and modes.	Increase the number of bicycle and shared mobility parking spaces in commercial and mixed-use areas.



Summary: This policy recommends a shift from single-use designated curb zones, to dual-use and shared-use curb zones for loading, valet, and rideshare.

Attachment # 1
Draft Summary of Recommendations

Objective 6  	
Manage expectations and simplify the experience in Central Dallas for all curb users.	
Policy 6A: Provide consistency in the location of curb uses along block faces.	Utilize curb space prioritization and design guidance found in this report. Consider updating the templates as needed, as new best practices are identified.
	Review the locations of existing on-street loading zones in commercial and mixed-use areas. Adjust the locations to align with the recommended guidance.
Policy 6B: Provide signage and markings for curb uses that is consistent within districts and across the City and is easy to see and comprehend.	Revise the City's standard No Parking, Commercial Loading Zone, Passenger Loading Zone, and Paid Parking Zone signage and markings to improve clarity and comprehension, and reduce clutter. Provide distinct signage for loading zones that is easy to spot from a distance. (General discussion provided in the Appendix).
	As funds are available, implement this new signage in commercial and mixed-use districts in a systematic manner, completing all updates in one district before moving to the next district.
	Consider implementing a pilot program for smart loading zones. Identify goals, potential pilot locations, tools and potential funding sources. (General discussion provided in the Appendix).
Policy 6C: Regularly communicate information on the meaning of, and signage and markings for, various curb zones, to improve public understanding.	Update the City's website and other communication platforms to clearly communicate curb management approach, signs, regulations, and the locations where commercial delivery and rideshare companies can find loading zones.

Summary: Established a more uniform approach to curb zones (location and design) based on guidance in the *On-Street Policy* document. Implements a pilot program for smart loading zones, updates to the City website (to communicate curb policies) and recommends a phased implementation of new signage

Attachment # 1
Draft Summary of Recommendations

Objective 7

Reduce congestion and the number of crashes associated with conflicts along the curb.



Policy 7A: Utilize curb management as a tool for improving safety and reducing congestion in commercial and mixed-use areas.

Regularly review crash and other applicable data to identify problem locations. Consider design guidelines provided in this document. This includes:

- Clarifying and simplifying movements to reduce weaving
- Providing space for all users that require access to the curb
- Adjusting parking time limits and meter rates to increase availability
- Improving visibility
- Conducting enforcement if needed

Summary: Improves safety by tracking accident data and prioritizing curb improvements (and parking strategies) that might reduce accidents in problem areas.

Attachment # 1
Draft Summary of Recommendations

Objective 8

Manage loading needs and potential demand for on-street parking as part of new developments, where applicable.



Due to the increasing use of rideshare and the delivery economy, loading needs at hotels and multi-family residential complexes is rapidly changing and intensifying. The City Code currently requires developers to provide off-street loading for certain uses; however, the loading requirements are geared towards commercial loading docks, and may not adequately account for short-term loading needs like passenger or delivery drop-off/pick-up. This increases demand for on-street space. Decreases in off-street parking requirements could further intensify the demand for curb space as part of new developments. A failure to adequately plan and design for all on- and off-street loading needs can result in congestion, illegal parking, safety issues, and general frustration.

<p>Policy 8A: Ensure that loading and short-term parking needs are accounted for as part of new developments, especially for hotels, high-density multi-family residential, and restaurants.</p>	<p>Evaluate the following potential changes to Chapter 51A of the City Code to better manage loading activities:</p> <ul style="list-style-type: none"> • Ensure the off-street loading requirements for hotels, restaurants and bars, and high-density residential account for the increasing use of rideshare and on-demand delivery in the provision and design of loading spaces. • Require developers to prepare a loading operation plan for certain uses (e.g., hotels, bars, high-density multi-family residential).
<p>Policy 8B: When parking and loading needs cannot be accommodated off-street, work with developers on creative solutions.</p>	<p>For new buildings, loading activities should be primarily accommodated off-street. For new uses in existing buildings, the loading operations plan may make use of creative strategies including flexible loading zones, alleyway access, off-peak deliveries, shared valet, and rideshare zones, or other Transportation Demand Management (TDM) strategies.</p>
<p>Policy 8C: Ensure Residential Parking Permits do not preclude the use of the curb for other needs along a mixed-use block or subsidize the use of the curb lane for long-term residential parking that should otherwise be accommodated off-street.</p>	<p>Review and update the on-street residential permit and application process for areas experiencing increased demand from townhomes and multifamily development.</p> <ul style="list-style-type: none"> • Consider replacing it with a flexible on-street parking permit program. Use parking utilization surveys as part of the warrant process to implement new permit zones. • Ensure that permit fees cover the cost of application review and program administration. Evaluate the permit requirements for their relative impacts on communities of color, low-income residents, and renters.

Summary: Addresses loading needs for commercial and multi-family uses in areas where designated off-street loading is not available. Also provides for an updated approach to residential parking permit zones.

Memorandum



CITY OF DALLAS

DATE January 28, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **Taking Care of Business – January 27, 2022**

New Updates

OHS Street Outreach Update

The Dallas Real Time Rapid Rehousing (DRTRR) Team of homeless service providers, co-led by the Office of Homeless Solutions (OHS) and Metro Dallas Health Alliance (MDHA), is currently targeting several encampments, which will result in closure through the housing of those unsheltered individuals throughout the year. The team will outreach to these sites and meet with various persons experiencing homelessness to assess their needs in preparation for site closure via housing. During this time, the OHS Street Outreach Team will continue to engage with unsheltered residents through normal street outreach, connecting people with the needed resources, such as: getting IDs, working with Community Courts on expunging eligible tickets and offenses from their records, identifying medical needs, and getting them access to the Coordinated Access System (CAS).

Please see the attached schedule for homeless encampment cleaning the week of January 24th through February 4th. Please note that these will be for debris removal and outreach only. Due to the high transmission rate of the new COVID-19 variant, Omicron, the openings of Inclement Weather Shelters, and the newly secured Covid quarantine site, all encampment cleaning requests are being resolved as time allows. We appreciate everyone's patience.

OHS continues to urge people who see an encampment to report via 311 or 311's OurDallas smartphone app to ensure strategic alignment with comprehensive OHS outreach. The DRTRR Dashboard through MDHA, was presented to the Citizens Homelessness Commission and the Dallas Area Partnership Board in November of 2021 and is now live. The OHS Service Request dashboard can be utilized to track the progress of encampment resolution efforts. Please visit the [dashboard](#) and feel free to share this tool with residents. If you have any questions, please reach out Christine Crossley, Director of the Office of Homeless Solutions.

OHS Temporary Inclement Weather Shelter Update

On Saturday, February 5, 2022, from 10 am to 11 am, the Office of Homeless Solutions will present virtually via Webex on the activation of Temporary Inclement Weather Shelters (TIWS). During this presentation interested applicants will be shown step by step how to fill out the TIWS application, with a Q & A to follow. Interested applicants are restricted to those organizations with the space and ability to safely shelter the unsheltered population during inclement weather. The link to the presentation may be

DATE January 28, 2022

SUBJECT **Taking Care of Business – January 27, 2022**

found on the City Calendar website, [here](#). Interested organizations may sign up [here](#). The presentation will also be recorded and posted, in English and Spanish, for public viewing following the event. If you have any questions, please reach out Christine Crossley, Director of the Office of Homeless Solutions.

City Manager's Corner – Employees of the Week

This week's Employees of the Week are C.C. Gonzalez-Kurz, Government Affairs Manager and Chris Nolfi, Sr. Government Affairs Coordinator with the Office of Government Affairs.



C.C. has held several positions during her 9 years of service at the City of Dallas, including Public Information Officer and Marketing Manager at the Kay Bailey Hutchison Convention Center Dallas. During the start of the pandemic, she joined the Communications, Outreach and Marketing (COM) team and managed the City's COVID communications, launching the City's first fully bilingual public service campaign – Stay On Guard Dallas. She was promoted to Government Affairs Manager in November of 2020, where, in coordination with the City Attorney's Office, she assisted in managing the City's activities during the 87th Texas Legislative session. She also coordinates relationships with other governmental

agencies. In addition, C.C. is currently overseeing the City's Redistricting process, which is the redrawing of City Council district lines from which Council Members are elected. Redistricting takes place every 10 years after the U.S. Census.

Chris Nolfi was hired as a Government Affairs coordinator in April 2021 and hit the ground running. He was later promoted to Sr. Government Affairs Coordinator because of his work during the 87th Legislative Session, where he tracked the final passage of bills that would affect the City. Now he's taken on even more responsibility in the development and execution of the Redistricting process, specifically his work in coordinating the Redistricting Commission and their meetings.



C.C. and Chris, under the direction of Brett Wilkinson, Director of Government Affairs, are working with the Redistricting Commission to ensure equitable and fair representation in

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the redistricting process. They have worked with the Community Outreach and Marketing department to develop a robust marketing strategy to reach as many residents as possible and encourage their participation in this process, even providing opportunities for residents to create their own maps online. The Redistricting Commission plans to wrap up its work and present a final plan to the City Council for consideration in late May/early June. For more information about this process, please visit www.dallasredistricting.com.

Redistricting

The Redistricting Commission met on Monday, January 24 at 6:30 p.m. via videoconference and at Dallas City Hall – Council Chambers – 6EN. They received an update on map submissions, map presentations and future agendas. They have also begun the process of reviewing and approving submitted maps for further consideration. Their next regular meeting will be on Monday, February 7 at 3:30 p.m. at Dallas City Hall – L1FN Auditorium.

The Commission hosted their fifth of eight Redistricting Town Hall / Listening sessions on Saturday, January 22, 2021 at Pleasant Grove Recreation Center at 3:30 p.m. and will host the next town hall this Thursday, January 27 at Exline Recreation Center at 6:30 p.m. Individuals who wish to speak during a Redistricting Town Hall should register at bit.ly/2021RDCTH by 10 a.m. the day of the meeting. All speakers who signed up before the deadline will have three minutes to speak about anything related to the redistricting process. Please note these town halls are only offered in person, with the exception of the last town hall on Thursday, February 10 at 6:30 p.m., which will be held virtually and in person. For a complete list of all Redistricting Commission meetings, including town halls, visit DallasRedistricting.com. We encourage you to send this information to your various constituencies.

The Office of Communications, Outreach and Marketing has been promoting the Redistricting Town Halls via social media, blog posts, text alerts, PSAs, and outdoor digital advertising.

Should you have any questions or concerns, please contact Brett Wilkinson, Director of the Office of Government Affairs at brett.wilkinson@dallascityhall.com or 214-670-5797.

Affordable Connectivity Program

The [Affordable Connectivity Program](#) is an FCC benefit program that helps ensure that households can afford the broadband they need for work, school, healthcare and more. The benefit provides a discount of up to \$30 per month toward internet service for eligible households and up to \$75 per month for households on qualifying Tribal lands. Eligible households can also receive a one-time discount of up to \$100 to purchase a laptop, desktop computer, or tablet from participating providers if they contribute more than \$10 and less than \$50 toward the purchase price. The Affordable Connectivity Program is limited to one monthly service discount and one device discount per household. In

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partnership with Dallas Innovation Alliance and the CardBoard Project, the attached flyer was created to assist in amplifying and sharing information related to the program. Should you have any questions or concerns, please contact Genesis D. Gavino, Resilience Officer at genesis.gavino@dallascityhall.com.

[Dallas Park and Recreation Annual Report](#)

Dallas Park and Recreation Department's annual report is out. Read it at [Dallas Park and Recreation Annual Report](#) and see how the department continued to provide families and communities with innovative parks and recreation programs.

[New Mapping System is Making it Easier to get Around White Rock Lake Park](#)

Now, park visitors can use a mobile device or laptop to access a digital map using QR codes found on 911 markers around the lake and on the trails. The interactive map identifies points of interest, trails, parking lots, bathrooms and drinking fountains. Additional features find exact locations, track distances and get links for lake facilities, points of interest and businesses.

[New Procurement Opportunities](#)

The Office of Procurement Services (OPS) is excited to announce the following new contract opportunities. More information can be found on the City's [electronic bid portal](#):

Opportunity No.	Opportunity Name
CIZ-DWU-21 341/342	Water and Wastewater Main Replacements at Various Locations, Contract No. 21-341/21-342, by Dallas Water Utilities
BV22-00018176	Cast Iron Fittings Small and Large

We are also pleased to share the latest, [Procurement Quarterly](#) listing citywide opportunities for the current quarter (of the fiscal year) and published on the OPS [website](#).

Please be advised that once an opportunity is advertised, it is considered an open procurement until the City Council awards the contract. The Code of Ethics prohibits communication between councilmembers and vendors/ suppliers on open procurements. Should you have any questions, please contact Chhunny Chhean, Director of Procurement Services.

Look Ahead

[City Council Briefings](#)

February 2, 2022

- Convention Center Master Plan

February 16, 2022

- Mayor & City Council Retreat

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- City of Dallas Strategic Plan

Media Inquiries

As of January 18, 2022, the Communications, Outreach, and Marketing (COM) Department has received various media inquiries available to view click [here](#).

Highlights include:

- Shelter activation
- Eviction moratorium

Dallas Fire Rescue inquiries can be accessed at [this link](#). In the event you are contacted by the press, or if you have any questions or concerns, please contact COM Director, Catherine Cuellar.

Should you have any questions or concerns, please contact Kimberly Bizer Tolbert, Chief of Staff.



T.C. Broadnax
City Manager

c: Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff
Majed A. Al-Ghafry, Assistant City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

Encampment Resolution (Cleaning) Schedule January 24th- February 4th , 2022

LOCATION
January 24 th - February 4 th
Bonnie view and Ledbetter
75 and Forest Lane
635 and Coit Rd (multi day)
Harry Hines and SR 12 (pending DPD)
Metropolitan and Dunbar
2800 Ross Ave
7100 Cockrel Hill
2500 Hickory
2600 Coombs
1700 Chestnut
75 and Lovers
Lemon and Inwood
2918 West Central
North Haskell Avenue and Central

Communications, Outreach & Marketing
Media Requests

Jan. 19-24

Jan. 19, 2022 – Michael Pool (Spectrum 1) Hello. As more cold weather arrives, what is the City of Dallas planning to help the needy? Is there an opportunity for an interview on the help being provided? Thank you very much.

City Response: The Office of Homeless Solutions (OHS) has been monitoring the weather forecast and based on the National Oceanic and Atmospheric forecast, has activated the opening of temporary inclement weather shelters (TIWS) in the City of Dallas for Wednesday, Jan. 19, and will continue to monitor the weather through Saturday evening, Jan. 22. You can find the full announcement here: <https://www.dallascitynews.net/the-office-of-homeless-solutions-opens-temporary-inclement-weather-shelters-tiws-in-response-to-frigid-temperatures-wednesday-night>. FYI Spectrum 1 will be interviewing OHS Director Christine Crossley at 11 a.m. for a reflection on last year's winter storm. If you'd like you could advise your photographer to grab some content for the TIWS activation.

Jan. 19, 2022 - Univision (Diana Perez) Due to the expected drop in temperatures, will Dallas have any warming centers available for residents who could possibly lose power or that do not have the adequate heating systems inside their homes?

City Response: The Office of Homeless Solutions has implemented their inclement weather shelter plan. You can read more about it here. The Office of Emergency Management is not opening public warming centers at this time. We do encourage anyone who needs temporary relief from cold to go to a public building during their normal business hours.

Jan. 19, 2022 - Good afternoon. We were contacted by an individual regarding bed bugs at the Bridge Homeless Shelter. Can you provide information if the City of Dallas has been made aware of this, would this be something code enforcement would investigate?

City Response: Hello. There are no confirmed cases. If something like that arises, The Bridge would immediately contact a local company to treat the affected area.

Jan. 19, 2022 Ashley Moss (WFAA) Good afternoon. Can you confirm numbers in attendance for today's hiring event for truck drivers – for the city's Sanitation Services department? Will you also confirm how many drivers are needed – in total for the department to run most efficiently?

Here is the event description:

The City of Dallas Sanitation Services is hosting a hiring event for truck drivers. This event will be held from 10 a.m. to 2 p.m. on Wednesday, Jan. 19 at 9811 Harry Hines Blvd. and will include onsite interviews and potential same day job offers for qualified candidates. Applicants are required to have a CDL license and must apply online to be considered for an onsite interview. For more information, click [here](#).

City Response: Hello. From Cilfton Gillespie, assistant director of Sanitation:

“We are very pleased with the turn out for today's hiring event for the Department of Sanitation. A total of 34 candidates attended today's event. The department currently has 225 truck driver positions

filled. Our staffing target is 240. We will hire over this goal in order to achieve and maintain an optimal staffing level.”

January 20, 2022 - Lori Brown (FOX) Good Morning, Can you please tell me why the repairs are taking so long to Fire Station 30? I understand it has been closed for 2 years now. Thank you.

City Response: We’ve received your inquiry. When is your deadline?

Media: It would be great if we could arrange an interview on this before 2:00 PM today. If that won’t work, please let me know what day would work for Assistant City Manager Jon Fortune, or another appropriate city leader. Thank you.

City Response: Good afternoon Lori. Dallas Fire-Rescue and the City’s Building Services Department (BSD) continue to work toward the repair and reopening of Fire Station 30. While significant progress has been made, there are still major items, that involve the new above-ground fuel tank, the apparatus bay, the HVAC and interior, that must be addressed before the station can be placed back into service. In the meantime, the Engine and Rescue (ambulance) have continued to provide emergency services from Fire Station 35 (located at 3839 Walnut Hill Lane) and Fire Station 2 (located at 4211 Northaven Road) respectively, to affect the best possible response times to the area.

According to BSD, the reason behind the delays that have slowed the station’s progress have been related to COVID-19. With the pandemic having begun shortly after the station was removed from service (November 2019), the various contractors have experienced delays stemming from labor shortages, positive cases and irregular delivery of supplies; like most construction related activities during the pandemic.

Also, in order to prevent the homeless population from entering the station, BSD has boarded up the windows and doors to help prevent it from happening.

Jan. 20, 2022 - Lori Brown (FOX); Where should we direct viewers who want to apply to \$15 million in rent assistance?

City Response: Hello. Linked below is the website for rental assistance. It includes a link to the page where viewers can apply. <https://dallascityhall.com/departments/community-care/Pages/Short-Term-Rental-Assistance.aspx>

Let us know if you have any other questions.

Jan. 21, 2022 - Cynthia Cano Ugarte (Univision DFW) Hello all. I wanted to know if there were still funds available to help people who are behind on rent and utility payments. If so, how many more people Can receive help and how should they apply? Additionally, does the city know how many people will be facing eviction once the moratorium ends this Sunday? Thank you.

City Response: Funds are still available, and residents wanting to apply can do so here <http://www.renthelpforme.com/>.

The City is working closely with Child Poverty Action Lab to monitor eviction filings and hot spots using their dashboard. Child Poverty Action Lab has developed an eviction dashboard using up-to-date eviction data. You can contact Owen Wilson-Chavez at 214-356-9205 or via email at owen@childpovertyactionlab.org.

Media: Jenna, thanks for all your help. I have an additional question. If the ordinance expires on Sunday; does that mean that residents facing evictions will still be protected by the ordinance, and their landlords will have to follow the process, if they respond to an order to vacate by Sunday?

City Response: Hello. Regarding the ordinance:

- ❖ The ordinance is a Notice of Possible Eviction Ordinance not a moratorium.
- ❖ The ordinance does not stop evictions.
- ❖ The ordinance requires landlords provide a Notice of Possible Eviction before beginning the eviction process, including before sending a notice to vacate or filing for evictions in court.
- ❖ Tenants have 21 days to respond with documented evidence that the COVID pandemic has negatively affected their ability to pay rent
- ❖ If the tenant does not reply in 21 days, the landlord can move forward with the eviction process
- ❖ If the tenant replies within 21 days, they have 60 days from the original receipt of the Notice to enter into a repayment agreement, including but not limited to an application to rental assistance.
- ❖ If the tenant does not enter into a repayment agreement during this time, the landlord can move forward with the eviction process

Regarding the Expiration

- ❖ The ordinance language states:
- ❖ “This ordinance expires on the later of the termination of the Governor's declared state of disaster due to the COVID-19 Pandemic or the Mayor's declared state of local disaster due to the COVID-19 Pandemic.”
- ❖ Our declaration of state of local disaster is tied to the governor’s, so when his expires, ours would unless the Mayor redeclares a state of local disaster, and the city after seven days, renews to a certain date or event.
- ❖ Governor Abbott renewed the Declared State of Disaster on December 23, 2021, and extends the declaration for the next 30 days.
- ❖ The Governor may still renew his declaration this weekend. Therefore the ordinance is not “expiring” per se.

If the ordinance expires:

- ❖ Should the ordinance expire, landlords will no longer be required to provide a Notice of Possible Eviction.
- ❖ They will however need to follow state law and issue a 3 day notice to vacate
- ❖ This does not mean the tenant must immediately vacate the premises.
- ❖ If the tenant does not vacate in 3 days, the landlord must file the eviction in court
 - A tenant must leave the premises only after a judge has issued the eviction case in favor of the landlord
- ❖ Even after winning the eviction case, it is illegal for a landlord to take self-help measures to remove the tenant.
 - The only person who can do that is an officer of the law, authorized by the judge who allowed the eviction to occur.
- ❖ Texas law has made it illegal for the landlord to personally remove a tenant from the rental unit.

Let me know if you need anything else.

January 24, 2022 - Stacy B. Rickard (Spectrum 1 News) Hello. I'm doing a story over Texas Card House's permit being revoked. Who could I speak to on a Zoom interview or get a statement from regarding this? My deadline is end of day today.

City Response: We've received your inquiry and will send to the appropriate department.

Media: What led to the decision to revoke the business license of Texas card House/What was the reasoning for the decision to revoke the business license of Texas card House and who is responsible for doing so?

We know poker rooms are operating in a legal gray area of Texas law, so why was this decision to allow TCH to operate in Dallas reversed by the City?

Is Texas Card House the only poker room whose license was revoked? If not, can you list the names of the other card houses that had permits revoked?

Is there anything these card houses can do to get the business license back? And then any thing else pertinent toward this decision would be appreciated so I can make sure to have the city's side on this issue. Thanks.

City Response: Received. We will do our best to meet your deadline.

Media: One quick question - was there ever a process put in place for special use permits? When I did the previous story in July, Councilmember Mendelsohn was "pushing for a change to the city code, so future poker rooms can't open in a retail space without a specific use permit or consideration of nearby residential zoning to prevent them from opening where they aren't wanted." Did this ever happen?

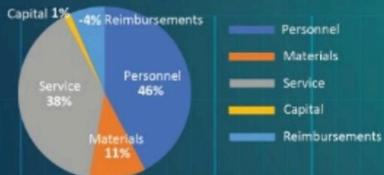
City Response: The City is engaged in ongoing litigation regarding the below matters, and as a result, will not be providing comments. Please submit an open records request for a copy of any revocation letters.

Media: Hi Ashley, I was provided a copy of the revocation letter by TCH. That being said, can I go ahead and say that pending litigation with Texas card House limits the city from commenting any further outside of what is in the revocation letter? Is that accurate? Or is the pending litigation with a separate poker room?

City Response: The City has pending litigation with other poker rooms and a pending administrative appeal with Texas Card House. Therefore, we have no comment.

FINANCIAL OVERVIEW

FY20 - FY21 Expenditures by Categories



FY20 - FY21 Revenue Budget by Service



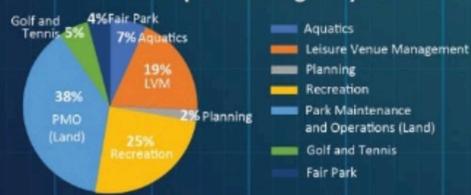
THIRD CLOSE

FY21 Expenditures by Categories		
Personnel	45,296,121	49%
Materials	11,268,335	12%
Service	37,180,462	45%
Capital	702,709	1%
Reimbursements	(3,547,001)	-8%
Total	\$90,900,627	

FY20/21 Revenue Budget

Aquatics	2,378,179	24%
LVM	1,090,444	11%
Recreation	3,131,615	32%
Golf and Tennis	3,128,284	32%
Total	\$9,728,522	

FY20 - FY21 Expense Budget by Service



FY20 - FY21 FTE by Service



FY20/21 Expense Budget by Service

Aquatics	6,397,876	7%
LVM	17,908,437	19%
Planning	2,112,887	2%
Recreation	3,544,800	25%
PMO (Land)	35,770,752	38%
Golf and Tennis	5,339,694	6%
Fair Park	3,850,000	4%
Total	\$94,924,446	

* Includes FY21 Year End Increase of \$611,000

FY20/21 PKR Service FTE % of FTE

Aquatics	45	5%
Leisure Venue	17	2%
Recreation	105	2%
Planning	16	2%
PMO (Land)	632	71%
Golf and Tennis	68	8%
Total FTE's	886	

ABOUT DALLAS PARK AND RECREATION

20,245
ACRES OF PARKLAND

397
PARKS

201
PLAYGROUNDS

\$345M
ANNUAL ECONOMIC VALUE

\$30M
ANNUAL TOURISM VALUE

7:1
ROI FOR EVERY \$ INVESTED
IN INFRASTRUCTURE

43
RECREATION CENTERS

30+
MILLION ANNUAL
PARK VISITORS

180
TRAIL MILES
45 MILES UNDER DEVELOPMENT

256
ATHLETIC FIELDS

50:1
DALLAS TRAILS ROI
OVER THE LAST 18 YEARS

19
AQUATIC FACILITIES

17
SPRAYGROUNDS

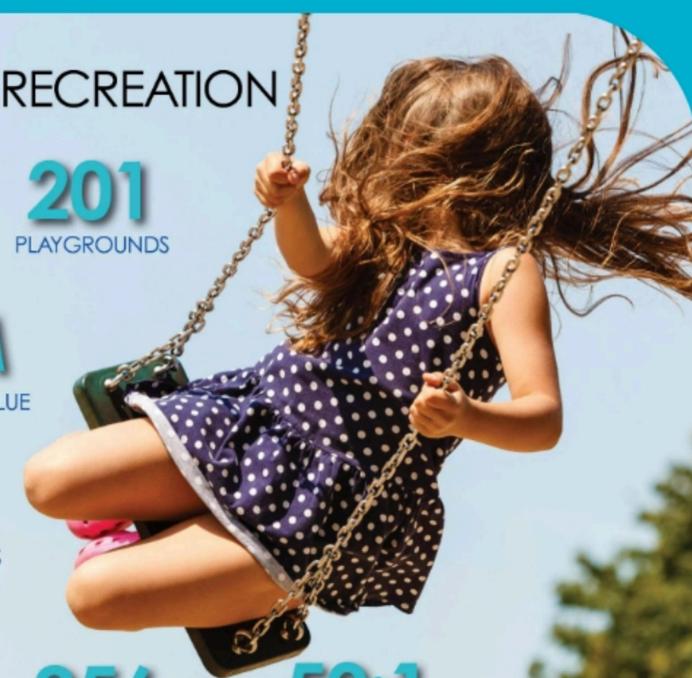
7,576
RECREATION CENTER PROGRAMS
OFFERED

600
TREES PLANTED

6
GOLF COURSES

4
TENNIS CENTERS

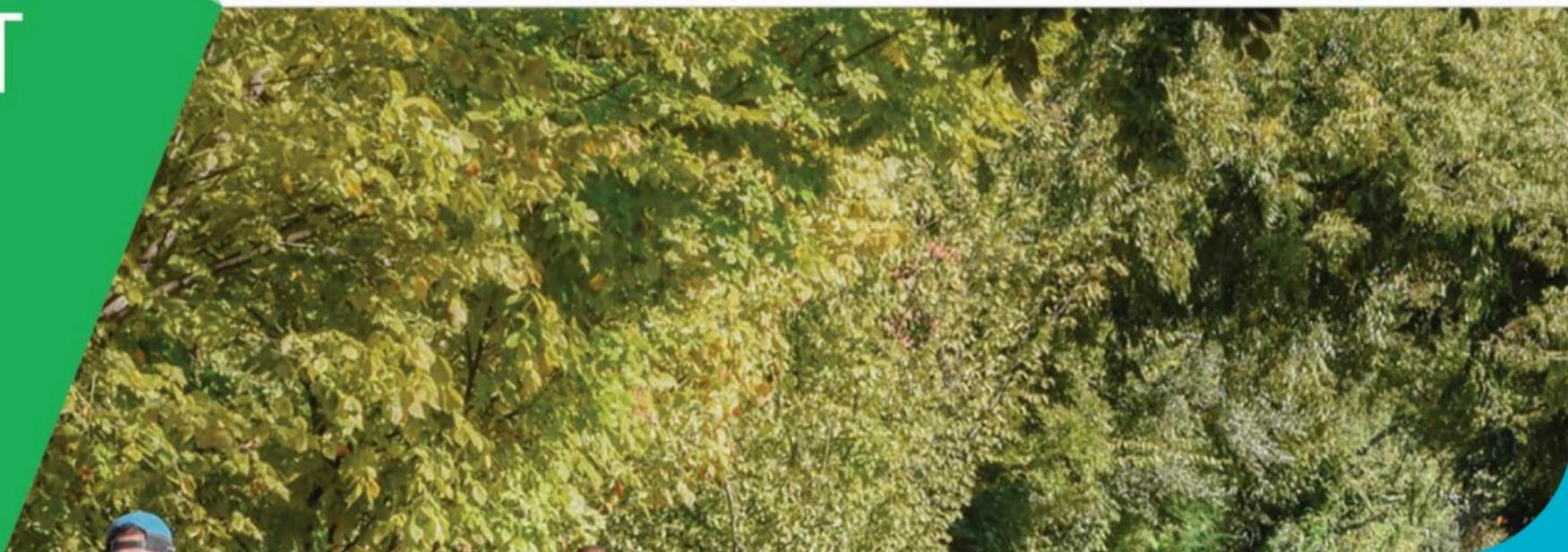
4
DOG PARKS



Dallas Park & Recreation

ANNUAL REPORT

Fiscal Year 2020 - 2021





FIND YOURSELF AT WHITE ROCK LAKE



DEPARTMENT OF THE BOARD OF HEALTH

Programa de Descuentos para Internet (ACP)

El Programa de Descuentos para Internet es un programa de la FCC que ayuda a conectar a familias y hogares con dificultades para pagar servicio de internet.

Sepa si es elegible y solicite
Llama al 877-384-2575
Visite ACPBenefit.org



Averigüe más en fcc.gov/ACP

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Este beneficio te proporciona:

- Máximo \$30 de descuento al mes para tu servicio de internet.
- Máximo \$75 de descuento al mes para hogares eligibles en Territorios Tribales.
- Un descuento único de hasta \$100 por una computadora portátil, computadora de escritorio o una tableta electrónica a través de un proveedor participante.

El Programa de Descuentos para Internet (ACP) se limita a un descuento mensual por un servicio y a un descuento único en la compra de un equipo, por cada hogar.

*Thank you to CSLDallas.org
for printing support.*



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Affordable Connectivity Program

The Affordable Connectivity Program is an FCC program that helps connect families and households struggling to afford internet service.



CITY OF DALLAS
OFFICE OF EQUITY
& INCLUSION



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The Affordable Connectivity Program provides:

- Up to \$30/month discount for internet service;
- Up to \$75/month discount for households on qualifying Tribal lands; and
- A one-time discount of up to \$100 for a laptop, desktop computer, or tablet purchased through a participating provider.

The Affordable Connectivity Program is limited to one monthly service discount and one device discount per household.

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Memorandum



DATE January 25, 2022

CITY OF DALLAS

TO Honorable Mayor and Members of the City Council

SUBJECT **Update on Activation of Temporary Inclement Weather Shelters by the Office of Homeless Solutions**

The Office of Homeless Solutions activated the opening of temporary inclement weather shelters (TWIS) last week, January 19 – 22, 2022 in the City of Dallas based on the National Oceanic and Atmospheric forecast, in accordance with Chapter 45 of the City Code. Prior to this, inclement weather shelters were activated on January 1, 2, 6, and 15, 2022.

The total number of shelter stays for this cumulative time period from January 1 – January 22, are as follows:

- Oak Lawn UMC: **515**
- OurCalling: **1289**
- Union Gospel Mission: **80**
- City Overflow Shelter:
 - **193** COVID-19 negative
 - **189** COVID-19 positive

Individuals experiencing homelessness were encouraged to seek shelter at any one of the City's existing, overnight shelter provider locations. If those shelters were at capacity, guests were directed to seek shelter at one of two, temporary inclement weather shelters – Oak Lawn United Methodist Church (UMC) and OurCalling.

Oak Lawn UMC is located at 3014 Oak Lawn Avenue (Council District 14) and OurCalling is located at 1702 S. Cesar Chavez Blvd. (Council District 2). Intake hours at both locations are 5:00 p.m. to 9:00 p.m. Admission to Oak Lawn UMC closes at 9:00 p.m. Any guests who present at Oak Lawn UMC after shelter intake hours will be directed to OurCalling which will remain open overnight.

Onsite rapid response COVID-19 testing was available at both locations. Individuals who tested positive were isolated and transported to a third shelter. For the safety and security of staff and guests, the location is not being disclosed at this time. The COVID-19 quarantine shelter will remain open with guests encouraged to remain in isolation until their allotted quarantine period expires.

In partnership with Dallas County, OHS has established a quarantine shelter for homeless individuals who are COVID-19 positive, admitted by referral through the local shelter providers and hospitals. We are extremely grateful for this partnership, which

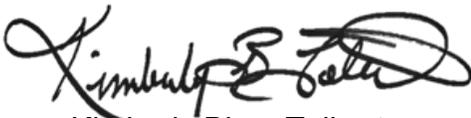
DATE January 25, 2022

SUBJECT **Update on Activation of Temporary Inclement Weather Shelters by the Office of Homeless Solutions**

also includes North Texas Behavioral Health Authority (NTBHA), Metro Dallas Homeless Alliance (MDHA), and Parkland Hospital. As a reminder, due to the rapid spread of the Omicron variant and the vulnerability of the unsheltered population, access to this shelter when in operation is limited to OHS and partnering staff.

Through a tremendous amount of preparation and planning, this well-organized operation has provided shelter for our unsheltered neighbors last week and is prepared to do so again. This work would not have been possible without support from the Office of Emergency Management, the Parks Department, Dallas Fire Rescue, Oak Lawn UMC, OurCalling, Stewpot, Metro Dallas Homeless Alliance (MDHA), Downtown Dallas Inc., Catholic Charities, Austin Street Center, Kessler Park UMC, CitySquare, and all of the area homeless services providers. Collectively, they provided medical services, meals, and transportation throughout this period.

If you have any questions or need additional information at this time, please reach out to me or Christine Crossley, Director of the Office of Homeless Solutions. As always, thank you for your support and cooperation.



Kimberly Bizzor Tolbert
Chief of Staff

- c: T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Majed A. Al-Ghafry, Assistant City Manager
- Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

Memorandum



CITY OF DALLAS

DATE January 28, 2022

TO Honorable Mayor and Members of the City Council

SUBJECT **Vision Zero City Council Briefing on January 25, 2022: Responses to Questions**

The following are responses to questions posed by City Council members during the January 5, 2022, City Council briefing on the Vision Zero Action Plan:

1. Councilmember West: At how many locations are we currently installing speed humps/cushions per year? What would it take to install speed humps/cushions at 28 locations each year (two per City Council District)?

Response: In 2021, the Department of Transportation implemented four speed hump and speed cushion projects across the City. However, on September 22, 2021, the City Council authorized a three-year cooperative purchasing agreement with Parking Logix, Inc. for the purchase and installation of speed cushions, which has increased the City's capacity to undergo a substantially higher number of installation projects.

Staff is still evaluating the cost of installing speed cushions at 28 locations across the City each year; however, the preliminary estimate is that it would require hiring an additional technician to aid in the collection of speed and volume data and inspect field work, and in excess of \$800,000.00 for material and installation costs each year.

2. Councilmember Atkins: Provide the list of streets on the High Injury Network. Where did the data come from that was used to create the High Injury Network?

Response: The map of the High Injury Network and the list of streets on the network are included as attachments.

The data that was used to create the High Injury Network is derived from crash reports filed by the Dallas Police Department (DPD), Dallas County Sheriff's Office, and Texas State Troopers when they respond to crash sites. Law enforcement agencies across the state send the crash reports to the Texas Department of Transportation (TxDOT), who makes this data available to cities through its Crash Records Information System. The crash reports that were used were from incidents that occurred between 2015 and 2019, in which one or more persons suffered a fatality or severe injury. Using five years of crash data is consistent with industry best practices.

Currently, the management of the data and its source is handled by the Office of Data Analytics & Business Intelligence. The methodology used to create the High Injury Network has been utilized by many Vision Zero cities across the country to identify the fewest number of streets that account for the greatest number of fatal and severe injury crashes. For the City of Dallas, the data indicated that 8 percent of streets that account for 60 percent of fatal and severe injury crashes.

3. Councilmember Mendelsohn: How are the High Injury Network enforcement priorities going to be communicated, or filtered down the chain of command in the DPD?

Response: Per DPD, the Department is in the process of developing internal procedures and a work plan for how Vision Zero recommendations will be integrated into the Traffic Unit's and Patrol's priorities. After the Vision Zero Action Plan is adopted, DPD leadership will continue to participate in the Vision Zero Task Force's quarterly meetings, where it will report on progress with implementing the recommendations in the Action Plan and relevant evaluation metrics in the Plan.

4. Councilmember Mendelsohn: What might have been some of the reasons the number of fatalities was so high in 2020 but so low in 2021?

Response: Since the January 5, 2022, briefing, there are new figures available for traffic fatalities in 2020 and 2021. According to law enforcement crash reports and records retrieved from the Texas Crash Records Information System as of January 12, 2022, there were 228 reported traffic fatalities in 2020 and 226 fatalities in 2021. While there is variation from year to year, the data shows a general trend toward more fatal crashes occurring on both limited and non-limited access roadways between 2015-2021. However, there was a reduction in fatalities on non-limited access roads from 2020-2021.

		2015	2016	2017	2018	2019	2020	2021
Fatalities	Non-Limited Access Roads	112	131	130	115	126	157	136
	Limited Access Roads	64	62	68	88	60	71	90
	Total	176	193	198	203	186	228	226

For accurate fatality numbers, it is generally recommended to wait six months after the end of a calendar year before reporting fatality figures. For example, NCTCOG's typical approach is to wait six months before the end of the calendar year to evaluate crash data from the year prior. U.S. Department of Transportation does not release its annual traffic fatality report until two years after the year being reported on. The reason for this is that not every person that suffers a fatal injury is declared deceased at the scene of the crash as some people may remain on life support for several months. Additionally, it can take more time for insurance companies to report that the person has died to the state. TxDOT conducts extensive data cleaning on the crash data during the spring of each year to update information, correct errors and fill in missing information in police reports.

5. Councilmember Narvaez: What is the research on automated enforcement (e.g., red light cameras, speed cameras)? What is Denver doing related to automated enforcement?

Response: Speed safety cameras are one of the Federal Highway Administration's 28 Proven Safety Countermeasures. There is a body of evidence that speed enforcement cameras can reduce speeding, which can lead to reductions in speeding-related crashes and crashes involving serious injuries or fatalities. Fixed units have been shown to reduce crashes on urban principal

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arterials by up to 54 percent for all crashes and 47 percent for injury crashes (Shin et al., 2009). Mobile speed enforcement camera units have been shown to reduce crashes on principal urban arterials up to 20 percent for fatal and injury crashes (Li et al., 2015).

In 2007, Montgomery County, Maryland began to implement an automated speed enforcement program on residential streets with speed limits of 35 mph or lower and in school zones. When data was evaluated seven years after the program began, the speed cameras were associated with a 10 percent reduction in average travel speeds and a 62 percent reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit at camera sites. Speed cameras alone were associated with a 19 percent reduction in the likelihood that a crash resulted in an incapacitating or fatal injury (Hu & McCartt, 2016).

New York City launched the nation's first red light camera program in 1994, after enabling legislation was passed by the New York State Legislature in 1988. That program continues to prove successful at preventing serious red light-related crashes. T-bone collisions resulting in injury decreased by 61 percent compared to before installation, and serious rear-end crashes decreased by 19 percent (New York City, 2020). In 2013 the State Legislature granted New York City the authority to pilot an automated speed enforcement program in a small number of school zones with high incidences of crashes. The City reported that the number of people killed or severe injured in crashes in school speed zones with speed cameras declined by over 21 percent in the 1-to-2-year period after the cameras were activated. The daily rate of violations issued for excessive speeding declined by over 63 to 83 percent after 18 months (New York City, 2018).

In Denver, in compliance with the State Legislature's restrictions on where automated enforcement devices may be used, four photo speed vans are deployed on residential streets with a posted speed limit of 35 mph or less, on streets bordering parks with any posted speed limit, and in safety zones (e.g., school zones, work zones). Denver also has four intersections with red light cameras. At the four locations where red light cameras operate, incidents of red light running have decreased and accidents have gone down. The presence of a photo speed van for five consecutive days results in a 21% reduction in excessive speeding (vehicles traveling 10+ MPH over the speed limit).

In Dallas, in 2019 the Texas State Legislature's ban on red light cameras (or photographic traffic signal enforcement) ended the City's 13-year red-light enforcement program. Regarding automated speed enforcement, Section 542.2035 of the Texas Transportation Code also prohibits a municipality from implementing or operating "an automated traffic control system with respect to a highway or street under its jurisdiction for the purpose of enforcing compliance with posted speed limits."

Sources:

- Shin, K., Washington, S. P., & Schalkwyk, I. V. (2009). Evaluation of the Scottsdale Loop 101 automated speed enforcement demonstration program. *Accident Analysis and Prevention*, 41(3), p. 393-403.
- Li, R., El-Basyouny, K., & Kim, A. Before-and-after empirical bayes evaluation of automated mobile speed enforcement on urban arterial roads. *Transportation Research Record*. 2015; 2516(1): 44-52.
- Li et al. A Before-and-After Empirical Bayes Evaluation of Automated Mobile Speed Enforcement on Urban Arterial Roads." Presented at the 94th Annual Meeting of the Transportation Research Board, Paper No. 15-1563, Washington, D.C., (2015). Note that this is an international study.

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SUBJECT **Vision Zero City Council Briefing: Responses to Questions**

- Hu, W. & McCart, A. T. (2016). Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes. *Traffic Injury Prevention*, 2016, September;17 Suppl 1:53-8.
- New York City. (2020). *New York City Red Light Camera Program Review, 2020 Report*. Retrieved from <http://www.nyc.gov/html/dot/downloads/pdf/nyc-red-light-camera-program.pdf>.
- New York City. (2018, June). *Automated Speed Enforcement Program Report, 2014-2017*. Retrieved from <https://www.nyc.gov/html/dot/downloads/pdf/speed-camera-report-june2018.pdf>.
- City and County of Denver. Phot Radar Enforcement. Retrieved 1/7/2022 from <https://denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Police-Department/Traffic-Enforcement-and-Safety/Photo-Radar-Enforcement>

6. Councilmember Narvaez: A) How many people were killed or severely injured in the past two years or five years? B) How many were killed or severely injured in speed-related crashes?

Response:

- A) Number of people that were killed or severely injured in the past two years or five years: 2015-2019 data was used in the Vision Zero crash data analysis, with a focus on only those crashes that occurred on non-limited access roads (i.e., non-freeways; those roads which the City has total or partial control over from an engineering or enforcement perspective). That data is summarized in the table below, as well as data for the most recent two years (2020-2021). From 2015-2019 6,351 people were killed or severely injured in a traffic crash in Dallas. From 2020-2021, that number was 2,715.

Total Number of Fatalities and Severe Injuries from Traffic Crashes

		2015	2016	2017	2018	2019	2020	2021
Fatalities	Non-Limited Access Roads	112	131	130	115	126	157	136
	Limited Access Roads	64	62	68	88	60	71	90
	Total	176	193	198	203	186	228	226
Severe Injuries	Non-Limited Access Roads	718	849	854	818	883	755	922
	Limited Access Roads	192	310	274	238	259	225	359
	Total	910	1,159	1,128	1,056	1,142	980	1,281
Grand Total		1,087	1,352	1,326	1,259	1,328	1,208	1,507

- B) How many people were killed or severely injured in speed-related crashes?

Between 2015 and 2019 on non-limited access roads, 1,089 out of the 4,001 fatal and severe injury crashes were speed-related (27.2%). Those 1,089 crashes resulted in the death or severe injury of 2,014 people.

Speed-Related Crashes: Number of Fatal or Severe Injury Crashes (Number of Fatalities or Severe Injuries)

		2015	2016	2017	2018	2019	2020	2021
Fatalities	Non-Limited Access Roads	34 (44)	54 (61)	49 (57)	52 (58)	52 (55)	66 (73)	52 (57)
	Limited Access Roads	20 (22)	18 (18)	24 (24)	31 (31)	20 (22)	24 (28)	33 (40)
	Total	54 (66)	72 (79)	73 (81)	83 (89)	72 (77)	90 (101)	85 (97)
Severe Injuries	Non-Limited Access Roads	135 (167)	199 (263)	186 (256)	161 (216)	167 (229)	178 (248)	197 (252)
	Limited Access Roads	65 (73)	98 (121)	83 (99)	82 (99)	84 (99)	79 (93)	133 (176)
	Total	200 (240)	297 (384)	269 (355)	432 (315)	251 (328)	257 (341)	330 (428)

Grand Total	254 (306)	369 (463)	342 (436)	326 (404)	323 (405)	347 (442)	415 (525)
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7. Councilmember Moreno: What are we doing with one-way conversions? Why was this not on the list?

Response: The literature on the safety impacts of one-way to two-way street conversions is mixed. Some of the safest and most walkable cities in the country, like New York City and Portland, have extensive networks of one-way streets.

In terms of pedestrian safety, there are benefits of both one-way and two-way streets, so the decision to convert a two-way street to one-way (or vice versa) is context sensitive. Studies have shown that converting two-way streets to one-way generally results in fewer crashes involving pedestrians because there are fewer turning movements. However, one-way streets tend to encourage higher motor vehicle speeds, and intersections involving one-way streets may be more confusing for some roadway users, especially non-local residents and child pedestrians (Zegeer et al., 2013). Riggs and Gilderbloom (2017) in their study of comparing one-way and two-way streets in Louisville, Kentucky neighborhoods revealed a higher rate of collisions and injuries on one-way streets for motorists, pedestrians, and bikes. From the perspective of motorist safety, one-way streets also reduce head-on collisions, since there is no opposing traffic (Dumbaugh & Rae, 2009).

Therefore, researchers argue that “context matters” for conversions, with a review of not only safety impacts but also considering what is important to the community between accessibility and mobility (Riggs & Appleyard 2017). One-way streets can be just as safe, or even safer than two-way streets if speeds are managed through treatments like reducing the number of lanes, reducing turning radius, and signal timing that discourages high speeds.

Because one-way conversions are not a proven safety countermeasure, they were not included in the list of Vision Zero recommendations. However, one-way conversions may be able to advance other city priorities, and should therefore be carefully evaluated on a street-by-street basis.

Sources:

- Zegeer, C. V., Nabors, D. & Lagerwey, P. (2013, August). *PEDSAFE 2013: Pedestrian Safety Guide and Countermeasure Selection System*. Federal Highway Administration.
- Riggs, W. & Gilderbloom, J. I. (2017). How multi-lane, one-way street design shapes neighbourhood life: Collisions, crime and community. *LOCAL ENVIRONMENT*, 2017: 917-933.
- Dumbaugh, E. & Rae, R. (2009). Safe urban form: Revisiting the relationship between community design and traffic safety. *Journal of the American Planning Association*, 75:3, 2009: 309-329.
- Riggs, W. & Appleyard, B. (2018). The economic impact of one to two-way street conversion: Advancing a context sensitive framework." *Journal of Urbanism*, 2018: 129- 148.

8. Councilmember Ridley: What is the data to support lowering speed limits to 25 mph in residential neighborhoods?

Response: A driver traveling at 30 miles per hour who hits a pedestrian has a 45 percent chance of killing or seriously injuring them; at 20 miles per hour, that percentage drops to 5 percent

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(Pilkinton, 2020). A growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.

A number of cities across the United States, including New York, Washington, Seattle, Charlotte, Boston, Portland, Austin, and Minneapolis, have reduced their local speed limits in recent years in an effort to reduce fatalities and serious injuries, with most having to secure State legislative authorization to do so.

A study of speed limit reductions in Boston found that lowering speed limits from 30 mph to 25 mph resulted in a 0.3 percent reduction in average speeds, but a 2.9 percent, 8.5 percent, and 29.3 percent reduction in the odds of vehicles exceeding 25 mph, 30 mph, and 35 mph, respectively (Hu & Cicchino, 2020).

Traffic fatalities in the City of Seattle decreased 26 percent 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 (Baruchman, 2019).

Sources:

- Pilkinton, P. Reducing the speed limit to 20 mph in urban areas: Child deaths and injuries would be decreased. BMJ, Published April 29, 2000.
- Hu, W., & Cicchino, J. B. (2020). Lowering the speed limit from 30 mph to 25 mph in Boston: Effects on vehicle speeds. *Injury Prevention*, 26(2), 99-102.
- Baruchman, Michelle. "Seattle traffic deaths and injuries down slightly last year; most of the fatalities were pedestrians." The Seattle Times. March 11, 2019. www.seattletimes.com/seattle-news/transportation/seattle-traffic-deaths-and-injuries-down-slightly-last-year-most-of-the-fatalities-were-pedestrians/

Additional information on the Dallas Vision Zero effort can be found online at <https://dallascityhall.com/visionzero>. It is anticipated that the Action Plan will be brought to City Council for adoption in April.

If you have any questions or concerns, please contact Ghassan 'Gus' Khankarli, P.E., Director of the Department of Transportation, at ghassan.khankarli@dallascityhall.com.



Majed A. Al-Ghafry, P.E.
Assistant City Manager
[Attachments]

- c: T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Billierae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager
- Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

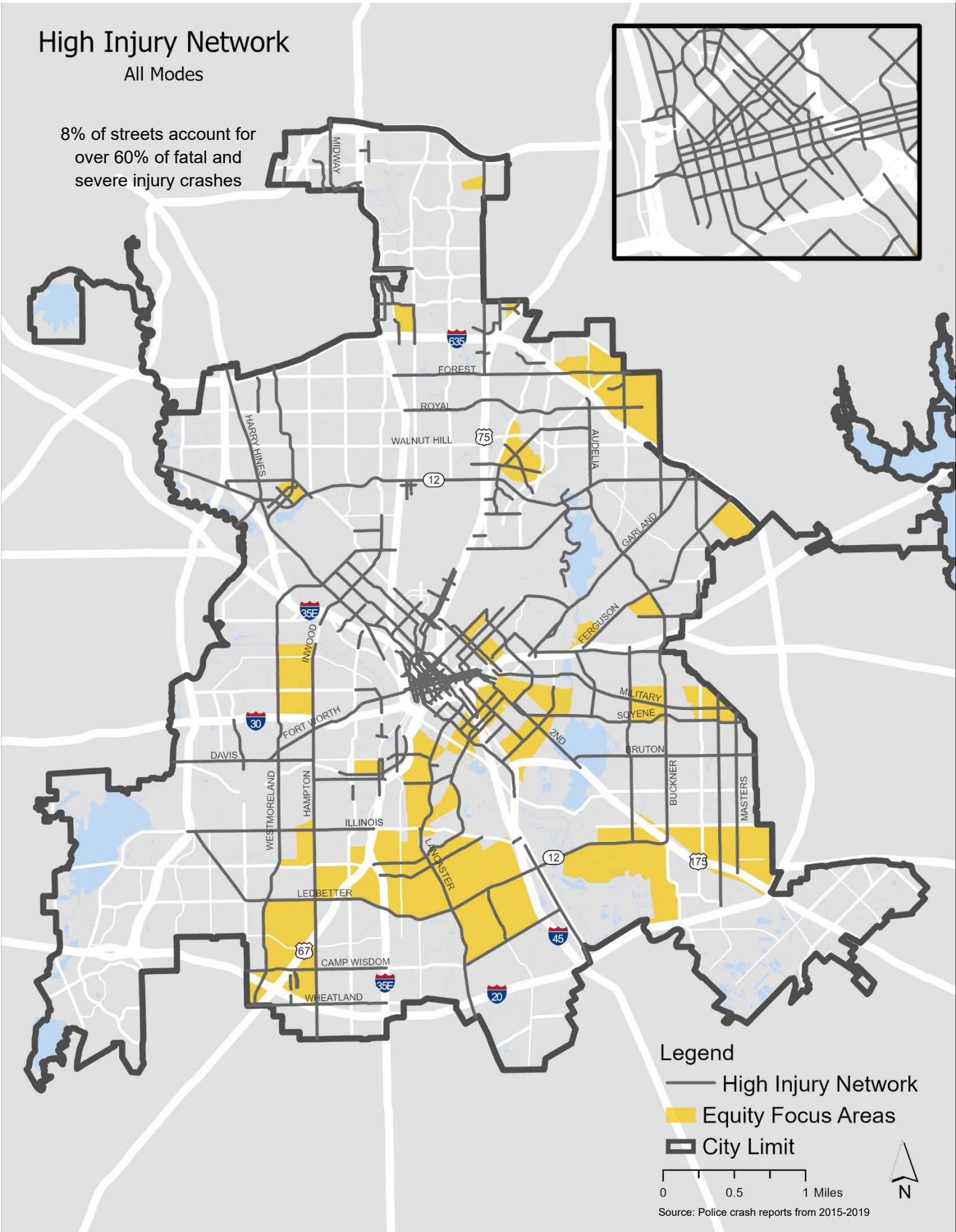
Attachment #1

Vision Zero High Injury Network

High Injury Network

All Modes

8% of streets account for over 60% of fatal and severe injury crashes



Legend

- High Injury Network
- Equity Focus Areas
- ▭ City Limit

0 0.5 1 Miles



Source: Police crash reports from 2015-2019

Attachment #2

List of Streets on the High Injury Network

DISTRICT	STREET NAME	FROM	TO	LENGTH (MI)
1	12TH	HAMPTON	IH-35E	2.1
1	8TH	PATTON	IH-35E	0.7
1	BECKLEY	COLORADO	GREENBRIAR	0.3
1	BECKLEY	IH-30	W MAIN	0.5
1	BECKLEY	IH-35E	DAVIS	0.6
1	COLORADO	BISHOP	ZANG	0.3
1	DAVIS	FORT WORTH	HAMPTON	1.4
1	FORT WORTH	DAVIS	W COMMERCE	3.3
1	HAMPTON	TRINITY RIVER	DANIELDALE	11.4
1	ILLINOIS	SPUR 408	IH-35E	5.4
1	JEFFERSON	EDGEFIELD	COLORADO	2.7
1	MARSALIS	JEFFERSON/HOUSTON VIADUCT	JEFFERSON	1.3
1	TYLER	PEMBROKE	VERNON	0.4
1	WESTMORELAND	TRINITY RIVER	WHEATLAND	10.6
1	ZANG	CLARENDON	DAVIS	1.0
2	1ST	CBD FAIR PARK LINK	IH-30	0.2
2	2ND	CANTON	ROBERT B CULLUM	0.5
2	AKARD	IH-30	WOOD	0.4
2	BARRY	PHILIP	CROSTOWN	0.5
2	BEACON	COLUMBIA	SAMUELL	0.8
2	BELLEVIEW	AUSTIN	ERVAY	0.5
2	CANTON	GRIFFIN	MARILLA	0.5
2	CANTON/YOUNG	PEARL	CBD FAIR PARK LINK	1.1
2	CEDAR SPRINGS	MOCKINGBIRD	TURTLE CREEK	2.8
2	CESAR CHAVEZ	ELM	GOOD LATIMER	1.5
2	COLUMBIA	ABRAMS	MAIN	1.0
2	COMMERCE	STEMMONS	HOUSTON	0.3
2	COMMERCE	CESAR CHAVEZ	EXPOSITION	1.0
2	COMMUNITY	DENTON	LARGA	0.8
2	CONTINENTAL	IH-35E	HOUSTON	0.2
2	CORINTH	CESAR CHAVEZ	ILLINOIS	4.0
2	CROSTOWN	BARRY	FITZHUGH	0.3
2	EAST GRAND	GARLAND	IH-30	2.7
2	ELM	IH-35E	EXPOSITION	2.2
2	ERVAY	IH-30	WOOD	0.4
2	ERVAY	BELLVIEW	PENNSYLVANIA	1.2
2	EXPOSITION	CBD FAIR PARK LINK	PARRY	0.4
2	FIELD	YOUNG	WOOD	0.1
2	FIELD	MOODY	WOODALL RODGERS	0.3
2	GASTON	CBD FAIR PARK LINK	GARLAND	4.1
2	GOOD LATIMER	BRYAN	EUREKA	0.7
2	GOOD LATIMER	IH-30	S CENTRAL EXPRESSWAY	1.0
2	GREENVILLE	ROSS	MUNGER	0.3
2	GRIFFIN	CADIZ	WOOD	0.5
2	HALL	LIVE OAK	MALCOLM X	1.0
2	HARRY HINES	NORTHWEST HIGHWAY	N HOUSTON	5.8
2	HARRY HINES	DALLAS NORTH TOLLWAY	MOODY	0.6

Attachment #2

List of Streets on the High Injury Network

DISTRICT	STREET NAME	FROM	TO	LENGTH (MI)
2	HARWOOD	IH-30	WOOD	0.4
2	HASKELL	LEMMON	MAIN	1.4
2	HASKELL	IH-30	DOLPHIN	1.8
2	HI LINE	VICTORY	IH-35E	0.1
2	HOUSTON	PACIFIC	MCKINNEY	0.2
2	N HOUSTON	MCKINNEY	HI LINE	0.8
2	HOUSTON	HOUSTON VIADUCT	WOOD	0.2
2	INWOOD	LOVERS	CONVEYOR	3.8
2	LAMAR	JACKSON	IH-45	2.8
2	LAMAR	N HOUSTON	IH-35E	0.2
2	LARGA	COMMUNITY	WEBB CHAPEL EXT	0.4
2	LIVE OAK	SKILLMAN	HALL	1.9
2	LOMBARDY	HARRY HINES	WEBB CHAPEL	1.0
2	MAIN ST	IH-345	CANTON/MAIN	0.9
2	MALCOLM X	GASTON	ELSIE FAYE HEGGINS	2.9
2	MAPLE	MOCKINGBIRD	MCKINNEY	3.4
2	MARKET	JEFFERSON VIADUCT	WOOD	0.3
2	MARKET CENTER	HARRY HINES	OAK LAWN	1.0
2	MEDICAL DISTRICT	IRVING	CASS	1.1
2	MOCKINGBIRD	IH-35E	DALLAS NORTH TOLLWAY	3.6
2	MOODY	CEDAR SPRINGS	FIELD	0.3
2	MUNGER	BRYAN	PHILIP	1.5
2	NORTHWEST HIGHWAY	IRVING CITY LIMIT	DALLAS NORTH TOLLWAY	7.5
2	NOWITZKI WAY	FIELD	VICTORY	0.2
2	OAK LAWN	BLACKBURN	HARRY HINES	1.3
2	PACIFIC	CESAR CHAVEZ	IH-345	0.0
2	PEAK	LEMMON	STONEWALL	2.0
2	PEARL	MARILLA	JACKSON	0.2
2	ROSS	HOUSTON	RECORD	0.1
2	ROSS	GREENVILLE	IH-345	1.9
2	SAMUELL	WINSLOW	IH-30	1.2
2	TIMBERLINE	STOREY	NORTHWEST HIGHWAY	0.7
2	UNIVERSITY	LEMMON	INWOOD	0.8
2	VICTORY	CONTINENTAL	N HOUSTON	0.1
2	WEBB CHAPEL	IH-635	SHORECREST	4.2
2	WEBB CHAPEL EXT	LOMBARDY	NORTHWEST HIGHWAY	0.9
2	WINSLOW	EAST GRAND	IH-30	0.2
2	WYCLIFF	MAPLE	HARRY HINES	0.4
2	WYCLIFF	IH-35E	IRVING	0.5
2	YOUNG	HOUSTON	PEARL	1.0
3	CAMP WISDOM	COCKRELL HILL	IH-35E	4.0
3	COCKRELL HILL	IH-30	COCKRELL HILL CITY LIMIT	1.5
3	DAVIS	GRAND PRAIRIE CITY LIMIT	WESTMORELAND	3.0
3	FORT WORTH	DAVIS	WESTMORELAND	0.5
3	HAMPTON	TRINITY RIVER	DANIELDALE	11.4
3	ILLINOIS	SPUR 408	IH-35E	5.4
3	LANCASTER	CORINTH	CEDARDALE/LANCASTER C	5.8

Attachment #2

List of Streets on the High Injury Network

DISTRICT	STREET NAME	FROM	TO	LENGTH (MI)
3	LEDBETTER	WALTON WALKER	GREAT TRINITY FOREST	7.2
3	WALTON WALKER	ILLINOIS	LEDBETTER	2.7
3	WESTMORELAND	TRINITY RIVER	WHEATLAND	10.6
4	11TH	CORINTH	BONNIE VIEW	0.2
4	8TH	PATTON	CORINTH	1.3
4	BONNIE VIEW	LEDBETTER	SIMPSON STUART	1.6
4	CEDAR CREST	11TH	KIEST	0.5
4	CORINTH	RIVERFRONT	LANCASTER	3.0
4	GREAT TRINITY FOREST	LEDBETTER	BUCKNER	5.3
4	HAMPTON	TRINITY RIVER	DANIELDALE	11.4
4	KIEST	IH-35E	CEDAR CREST	4.4
4	LANCASTER	CORINTH	LEDBETTER	2.5
4	LEDBETTER	WALTON WALKER	GREAT TRINITY FOREST	7.2
4	LINFIELD	ILLINOIS	S CENTRAL EXPRESSWAY	0.3
4	MARTIN L KING	ROBERT B CULLUM	11TH	2.5
4	MORRELL	EWING	CEDAR CREST	1.4
4	OVERTON	IH-35E	ILLINOIS	3.3
5	BRUTON	2ND	BALCH SPRINGS CITY LIMIT	5.3
5	BUCKNER	IH-30	GREAT TRINITY FOREST	6.0
5	GREAT TRINITY FOREST	LEDBETTER	BUCKNER	5.3
5	JIM MILLER	IH-30	GREAT TRINITY FOREST	5.7
5	LAWNVIEW	SAMUELL	SCYENE	2.0
5	MASTERS	MESQUITE CITY LIMIT	US 175	4.6
5	MILITARY	DOLPHIN	MESQUITE CITY LIMIT	5.3
5	SCYENE	ROBERT B CULLUM	MESQUITE CITY LIMIT	6.4
5	ST AUGUSTINE	SCYENE	PRAIRIE CREEK	5.3
6	BECKLEY	IH-30	SINGLETON	0.7
6	COCKRELL HILL	IH-30	DAVIS	1.2
6	COMMERCE	BECKLEY	HOUSTON	0.9
6	W COMMERCE	FORT WORTH	BECKLEY	0.5
6	COMMUNITY	DENTON	LARGA	0.8
6	CONTINENTAL	IH-35E	HOUSTON	0.2
6	DAVIS	GRAND PRAIRIE CITY LIMIT	FORT WORTH	2.7
6	DENNIS	FOREST	NORTHAVEN	1.0
6	FORT WORTH	WESTMORELAND	W COMMERCE	2.9
6	HAMPTON	TRINITY RIVER	DANIELDALE	11.4
6	HARRY HINES	IH-635	MARKET CENTER	8.7
6	HI LINE	VICTORY	IH-35E	0.1
6	INWOOD	LOVERS	CONVEYOR	3.8
6	LAMAR	225' E OF IH-35E	IH-35E	0.1
6	LARGA	COMMUNITY	WEBB CHAPEL EXT	0.4
6	LOMBARDY	NORTHWEST HIGHWAY	WEBB CHAPEL	2.1
6	MARKET CENTER	HARRY HINES	RIVERFRONT	1.2
6	MEDICAL DISTRICT	IRVING	IH-35E	0.4
6	MOCKINGBIRD	TRINITY RIVER	INWOOD	4.8
6	NORTHWEST HWY	IRVING CITY LIMIT	DALLAS NORTH TOLLWAY	7.5
6	SINGLETON	SYLVAN	CANADA	0.6

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List of Streets on the High Injury Network

DISTRICT	STREET NAME	FROM	TO	LENGTH (MI)
6	STOREY	IRVING CITY LIMIT	NORTHWEST HIGHWAY	1.1
6	TIMBERLINE	STOREY	NORTHWEST HIGHWAY	0.7
6	WEBB CHAPEL	IH-635	NORTHWEST HIGHWAY	4.1
6	WEBB CHAPEL EXT	LOMBARDY	HARRY HINES	1.5
6	WESTMORELAND	TRINITY RIVER	WHEATLAND	10.6
6	WYCLIFF	IH-35E	IRVING	0.5
7	2ND	IH-30	ROBERT B CULLUM	0.2
7	2ND	FITZHUGH	US 175	2.7
7	AL LIPSCOMB WAY	ROBERT B CULLUM	LAMAR	1.6
7	BRUTON	2ND	BALCH SPRINGS CITY LIMIT	5.3
7	BUCKNER	NORTHWEST HIGHWAY	GREAT TRINITY FOREST	10.9
7	CESAR CHAVEZ	IH-30	GOOD LATIMER	0.9
7	COLONIAL	MARTIN L KING	PENNSYLVANIA	0.2
7	CROSTOWN	BARRY	FITZHUGH	0.3
7	ELSIE FAYE HEGGINS	100' north of PACIFIC	LAMAR	2.8
7	ERVAY	BELLVIEW	PENNSYLVANIA	1.2
7	EXPOSITION	CBD FAIR PARK LINK	PARRY	0.4
7	FERGUSON	IH-635	IH-30	6.2
7	FITZHUGH	CROSTOWN	ROBERT B CULLUM	0.9
7	GOOD LATIMER	IH-30	S CENTRAL EXPRESSWAY	1.0
7	GREAT TRINITY FOREST	LEDBETTER	BUCKNER	5.3
7	HASKELL	IH-30	DOLPHIN	1.8
7	JIM MILLER	IH-30	GREAT TRINITY FOREST	5.7
7	JOHN WEST	LAKELAND	LA PRADA	1.6
7	LA PRADA	OATES	JOHN WEST	1.1
7	LAMAR	CORINTH	S CENTRAL EXPRESSWAY	3.1
7	LAWNVIEW	SAMUELL	SCYENE	2.0
7	LINFIELD	ILLINOIS	S CENTRAL EXPRESSWAY	0.3
7	MALCOM X	IH-30	ELSIE FAYE HEGGINS	2.3
7	MARTIN L KING	ROBERT B CULLUM	11TH	2.5
7	MASTERS	MESQUITE CITY LIMIT	CF HAWN FREEWAY	4.6
7	METROPOLITAN	IH-45	MALCOLM X	0.8
7	MILITARY	DOLPHIN	MESQUITE CITY LIMIT	5.3
7	PENNSYLVANIA	SOUTH LAMAR	MALCOLM X	1.1
7	ROBERT B CULLUM	PARRY	SCYENE	1.4
7	S CENTRAL EXPRESSWAY	ILLINOIS	HUTCHINS CITY LIMIT	3.9
7	SAMUELL	WINSLOW	MESQUITE CITY LIMIT	3.6
7	SCYENE	ROBERT B CULLUM	MESQUITE CITY LIMIT	6.4
7	ST AUGUSTINE	SAM HOUSTON	PRAIRIE CREEK	6.1
8	APPALOOSA	BRONCO DR	KIRNWOOD DR	0.4
8	BONNIE VIEW	LEDBETTER	SIMPSON STUART	1.6
8	CAMP WISDOM	COCKRELL HILL	IH-35E	4.0
8	CHAUCER	ST GEORGE DR	KIRNWOOD DR	0.5
8	CHESTERFIELD	ST GEORGE DR	KIRNWOOD DR	0.4
8	GREAT TRINITY FOREST	LEDBETTER	BUCKNER	5.3
8	HAMPTON	TRINITY RIVER	DANIELDALE	11.4
8	JIM MILLER	IH-30	GREAT TRINITY FOREST	5.7

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List of Streets on the High Injury Network

DISTRICT	STREET NAME	FROM	TO	LENGTH (MI)
8	KIRNWOOD	WHEATLAND	IH-20	0.3
8	LANCASTER	LEDBETTER	CEDARDALE/LANCASTER C	3.3
8	S CENTRAL EXPRESSW	ILLINOIS	HUTCHINS CITY LIMIT	3.9
8	SIMPSON STUART	LANCASTER	S CENTRAL EXPRESSWAY	3.2
8	ST AUGUSTINE	SCYENE	PRAIRIE CREEK	5.3
8	WESTMORELAND	TRINITY RIVER	WHEATLAND	10.6
8	WHEATLAND	DUNCANVILLE CITY LIMIT	IH-35E	4.0
9	AUDELIA	SKILLMAN	NORTHWEST HIGHWAY	2.6
9	BUCKNER	NORTHWEST HIGHWAY	JOHN WEST	4.4
9	EASTRIDGE	PARK	ABRAMS	0.8
9	FERGUSON	IH-635	IH-30	6.2
9	GARLAND	IH-635	EAST GRAND	5.4
9	GASTON	CBD FAIR PARK LINK	GARLAND	4.1
9	JUPITER	IH-635	GARLAND	1.7
9	LA PRADA	OATES	JOHN WEST	1.1
9	LAWTHER	NORTHWEST HIGHWAY	MOCKINGBIRD	0.3
9	MAYLEE	FERGUSON	MESQUITE CITY LIMIT	0.6
9	MOCKINGBIRD	US 75	BUCKNER	4.0
9	NORTHWEST HIGHWA	DALLAS NORTH TOLLWAY	IH-635	9.1
9	OATES	PEAVY	FERGUSON	0.3
9	SHILOH	IH-635	FERGUSON	1.7
9	W LAWTHER DR	WHITE ROCK RD	GOFORTH RD	4.6
10	AUDELIA	SKILLMAN	NORTHWEST HIGHWAY	2.6
10	CHARTWELL	PAGEMILL	PLANO	0.5
10	CHURCH	ABRAMS	AUDELIA	1.4
10	FAIR OAKS	ABRAMS	PARK	1.5
10	FOREST	DALLAS NORTH TOLLWAY	GARLAND CITY LIMIT	6.8
10	LANSHIRE	W LAWTHER DR	GOFORTH RD	0.1
10	MARKVILLE	TI BLVD	IH-635	0.9
10	MILLER	IH-635	GARLAND CITY LIMIT	1.2
10	NORTHWEST HIGHWA	DALLAS NORTH TOLLWAY	IH-635	9.1
10	PLANO	FOREST	IH-635	1.6
10	ROYAL	DALLAS NORTH TOLLWAY	IH-635	5.9
11	ALPHA	DALLAS NORTH TOLLWAY	NOEL	0.2
11	ALPHA	MEANDERING	COIT	0.4
11	BELT LINE	DALLAS NORTH TOLLWAY	PRESTON	1.1
11	CHURCHILL	MERIT	SCHROEDER	0.4
11	COIT	SPRING VALLEY	FOREST	2.1
11	EMILY	COIT	KIT	0.5
11	ESPERANZA	SPRING VALLEY	US 75	0.8
11	FOREST	DALLAS NORTH TOLLWAY	IH-635	4.8
11	GOLDMARK	SPRING VALLEY	MIDPARK	0.3
11	KIT	EMILY	ESPERANZA	0.2
11	MIDPARK	ESPERANZA	US 75	0.6
11	MONTFORT	ALPHA	HARVEST HILL	0.8
11	MONTFORT	VERDE VALLEY	SPRING VALLEY	0.7
11	NOEL	VERDE VALLEY	ALPHA	1.1

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List of Streets on the High Injury Network

DISTRICT	STREET NAME	FROM	TO	LENGTH (MI)
11	PRESTON	SPRING VALLEY	HARVEST HILL	1.1
11	ROYAL	DALLAS NORTH TOLLWAY	IH-635	5.9
11	SPRING VALLEY	DALLAS NORTH TOLLWAY	PRESTON	1.1
11	VERDE VALLEY	NOEL	MONTFORT	0.1
12	ADDISON	TRINITY MILLS	ADDISON CITY LIMIT	0.2
12	COIT	PRES GEORGE BUSH TURNPIKE	RICHARDSON CITY LIMIT	1.1
12	KELLY	FRANKFORD	OLD MILL	0.5
12	MIDWAY	CARROLLTON CITY LIMIT	TRINITY MILLS	2.0
12	PEAR RIDGE	HAVERWOOD	FRANKFORD	0.6
12	TIMBERGLEN	DALLAS NORTH TOLLWAY	PEAR RIDGE	0.2
12	TRINITY MILLS	MIDWAY	DALLAS NORTH TOLLWAY	0.8
12	VAIL	TIMBERGLEN	TRINITY MILLS	1.1
13	DENNIS	FOREST	ROYAL	1.0
13	DOUGLAS	NORTHWEST HIGHWAY	UNIVERSITY PARK CITY LIM	0.5
13	EASTRIDGE	PARK	ABRAMS	0.8
13	FAIR OAKS	ABRAMS	PARK	1.5
13	FOREST	DALLAS NORTH TOLLWAY	IH-635	4.8
13	INWOOD	LOVERS	CONVEYOR	3.8
13	LUTHER	LOMO ALTO DR	PRESTON RD	0.4
13	MOCKINGBIRD	INWOOD	DALLAS NORTH TOLLWAY	0.4
13	MONTFORT	IH-635	HARVEST HILL	0.3
13	NORTHWEST HIGHWAY	IRVING CITY LIMIT	DALLAS NORTH TOLLWAY	16.6
13	PARK LANE	BOEDEKER	ABRAMS	2.0
13	PINELAND	GREENVILLE	PARK	0.9
13	PRESTON	IH-635	HARVEST HILL	0.2
13	ROYAL	DALLAS NORTH TOLLWAY	IH-635	5.9
13	SHADY BROOK	PARK LANE	SOUTHWESTERN	0.7
13	WEBB CHAPEL	IH-635	LOMBARDY	3.5
13	WESTCHESTER	WELDON HOWELL PKWY	W NORTHWEST HWY	0.3
14	AKARD	YOUNG	WOOD	0.1
14	AKARD	COMMERCE	CEDAR SPRINGS	0.8
14	ALLEN	MCKINNEY	CARLISLE	0.3
14	AMESBURY	SOUTHWESTERN	LOVERS	0.5
14	BEACON	COLUMBIA	SAMUELL	0.8
14	CARLISLE	ALLEN	COLE	0.3
14	CEDAR SPRINGS	MOCKINGBIRD	FIELD	4.0
14	CESAR CHAVEZ	CANTON/YOUNG	PACIFIC	0.3
14	COLE	CARLISLE	HARVARD	1.7
14	COLUMBIA	ABRAMS	MAIN	1.0
14	COMMERCE	IH-35E	GOOD LATIMER	1.6
14	EAST GRAND	GARLAND	PHILIP	2.3
14	ELM	IH-35E	EXPOSITION	2.2
14	ERVAY	IH-30	ROSS	0.9
14	FEDERAL	FIELD	OLIVE	0.4
14	FIELD	YOUNG	WOODALL ROGERS	0.7
14	FIELD	MOODY	WOODALL RODGERS	0.3
14	FITZHUGH	HIGHLAND PARK CITY LIMIT	US 75	0.6

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List of Streets on the High Injury Network

DISTRICT	STREET NAME	FROM	TO	LENGTH (MI)
14	GARLAND	IH-635	EAST GRAND	5.4
14	GASTON	CBD FAIR PARK LINK	GARLAND	4.1
14	GOOD LATIMER	BRYAN	ELM	0.5
14	GREENVILLE	ROSS	MUNGER	0.3
14	GRIFFIN	YOUNG	ELM	0.3
14	GRIFFIN	PACIFIC	HORD	0.2
14	GRIFFIN	CORBIN	MUNGER	0.1
14	HALL	LIVE OAK	MALCOLM X	1.0
14	HARRY HINES	DALLAS NORTH TOLLWAY	MOODY	0.6
14	HARWOOD	YOUNG	WOODALL ROGERS	0.9
14	HASKELL	BLACKBURN	MAIN	1.9
14	HOUSTON	YOUNG	300' South of MCKINNEY	0.4
14	KNOX	HIGHLAND PARK CITY LIMIT	US 75	0.4
14	LAMAR	WOOD	225' E OF IH 35E	0.8
14	LEMMON	DALLAS NORTH TOLLWAY	US 75	2.6
14	LIVE OAK	HARWOOD	IH-345	0.3
14	LIVE OAK	SKILLMAN	HALL	1.9
14	LOVERS	GREENVILLE	ABRAMS	1.0
14	MAPLE	OAK LAWN	MCKINNEY	1.0
14	MAPLE/ROUTH CONN	MCKINNEY	WOODALL RODGERS	0.3
14	MARKET	YOUNG	MUNGER	0.5
14	MCKINNEY	AKARD	HARVARD	2.9
14	MOCKINGBIRD	US 75	BUCKNER	4.0
14	MOODY	CEDAR SPRINGS	FIELD	0.3
14	MUNGER	BRYAN	IH-30	1.4
14	N HOUSTON	MCKINNEY	ALL STAR	0.6
14	NOWITZKI WAY	FIELD	VICTORY	0.2
14	OAK LAWN	BLACKBURN	MAPLE	1.0
14	OLIVE	PACIFIC	MCKINNON	0.9
14	PACIFIC	HOUSTON	IH-45/IH-75	1.0
14	PEAK	LEMMON	IH-30	1.9
14	PEARL	YOUNG	CEDAR SPRINGS	1.3
14	ROSS	HOUSTON	GREENVILLE	3.1
14	ROUTH	US 75	WOODALL ROGERS	0.4
14	SAN JACINTO	LAMAR	ROSS	1.0
14	SHADY BROOK	BLACKWELL	SOUTHWESTERN	0.4
14	SMU	US 75	GREENVILLE	0.3
14	SOUTHWESTERN	US 75	SKILLMAN	1.1