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## TRANSPORTATION SAFETY ADVISORY COMMITTEE CONSIDERATION ITEM CITY OF FAIR OAKS RANCH, TEXAS

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AGENDA TOPIC: Consideration and possible action on a request to reduce the speed limit on Dietz Elkhorn Road west to 30 mph

DATE: May 7, 2025

REQUESTER: Geri Pieper, Resident

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Request received: January 2025 – previous meeting documents found in Exhibit A

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### ORIGINAL REQUEST

#### **Location/Situation for Review and Description of Concerns**

This request is for lowering the speed limit on Dietz Elkhorn west to 30 mph, between Fair Oaks Parkway and Old Fredericksburg Road, making this portion consistent with the speed limit on Dietz Elkhorn east.

With the reduction in the speed limit, our hope is to keep drivers traveling at a safer speed to protect themselves as well as the wildlife in this area. It would also assist those of us on this stretch of road when exiting our property during peak hours

#### **Desired Outcome/Resolution**

Lower the speed limit to reduce speeds.

### STAFF REPORT

1. The previous TSAC documents related to this request are attached as **Exhibit A**, in summary:
  - a. February 5 – TSAC recommended postponement of the request and asked the Police Chief to bring existing data concerning the number of citations and speed on Dietz Elkhorn Road west.
  - b. February 26 – Document was provided. TSAC requested collection of speed and traffic counts until April 30, 2025 utilizing radar feedback devices and present results at May 7 meeting.
2. At the time of the above request, Ms. Pieper submitted a second request for placement of radar feedback signs on the western end of Dietz Elkhorn Road. At the February 5 meeting, TSAC recommended placing the two budgeted radar feedback signs on Dietz Elkhorn Road west. On February 20 the City Council concurred with the recommendation. To determine the appropriate locations, the City conducted an in-house study March 11 – April 15. The details of the captured data as shown in **Exhibit B**; which includes average daily vehicle counts, average speeds, and 85<sup>th</sup> percentile speeds. The 85<sup>th</sup> percentile at which 85% of drivers will operate at or below under free-flowing conditions. Traffic and Transportation

Engineers use the 85th percentile speed as a guide to set the speed limit at a safe speed, minimizing crashes and promoting uniform traffic flow along a roadway.

Below is a summary of the speed data:

- a. Total average speed per location:
  - i. Western end 33.2 mph                      Eastern end 35.3 mph
- b. 85th percentile of speed per location:
  - i. Western end 40.2 mph                      Eastern end 41.9 mph
- 3. The data results suggest no change in the speed limit and continuing to allow for golf carts.

### **COMMITTEE ACTION/RECOMMENDATION**

I move to recommend..... based on .....