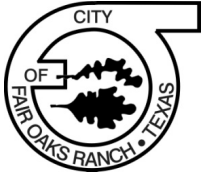


## Attachment A

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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 for placement of two radar feedback signs on Dietz Elkhorn (west)

DATE: February 5, 2025

REQUESTER: Geri Pieper, Resident

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### REQUEST

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

This request is not for specific items on Dietz Elkhorn, but rather is a request for the City to follow through with what was funded and intended in 2021/22 but never accomplished.

The 2021/22 budget included \$175K for Dietz Elkhorn improvements. The June 28, 2021 budget workshop indicated \$175K would include Chartwell realignment (\$100K), Van Raub turn lane (\$50K), and speed signs (\$15K). The November 4, 2021 street projects update by staff indicated the \$175K was for the Dietz/Chartwell intersection plus other Dietz Elkhorn speed limit/radar feedback signs/intersection warning signs/no-truck signs. At the May 5, 2022 Council meeting, a Chartwell/Dietz intersection construction contract, under a much higher cost option than originally proposed, along with a budget amendment were approved by Council. The staff summary for the budget amendment for an additional \$298K specifically stated it would be for the Chartwell/Dietz intersection project plus would include "radar feedback signs (est \$25k) and pedestrian-activated crosswalks (est \$25k) at other locations on Dietz Elkhorn Rd."

Note the specific reference to "at other locations on Dietz Elkhorn Rd." These other intended improvements had nothing to do with the Chartwell/Dietz intersection project or location. Nothing has been done on Dietz Elkhorn other than the over budget Chartwell/Dietz intersection project. This request is primarily for those other intended improvements at other locations on Dietz Elkhorn.

Staff should identify for the TSAC what the other intended improvements were. This was identified by staff/General Engineering Consultant back in 2021/22. I don't believe staff or the General Engineering Consultant publicly stated the specific locations of the other intended items.

At recent meetings, staff indicated two radar feedback signs were purchased in 2021/22, these were installed on Battle Intense, not Dietz Elkhorn. Recent staff comments also inferred additional signage on Dietz Elkhorn had been deferred due to the upcoming reconstruction and widening of Dietz Elkhorn east. Staff should identify what that additional signage included and whether those additions will be included in the reconstruction project.

In anticipation of having radar feedback signs placed on Dietz Elkhorn, I have one specific request for TSAC to consider. I request the TSAC consider placing two signs on the western end of Dietz

## Attachment A

Elkhorn between the 4-way stop at Old Fredericksburg Road (for eastbound traffic) and the curve around the law firm property across from the Vantage apartments (for westbound traffic). It is evident from observing traffic during the day that many cars really get moving coming down the hill eastbound from the 4-way stop, and westbound as they round the curve and head down that hill. I believe radar signage would help slow them down.

Thank you for your consideration.

### **Desired Outcome/Resolution**

Do what was budgeted for and intended in 2021/22.

## **STAFF REPORT**

### **Public Works Comments**

Funding for additional radar feedback signs, like those on Battle Intense, is in the FY 2024-25 budget. Upon receipt of the signs, staff plan to install them where speeding is an ongoing issue. Possible locations include Dietz Elkhorn (west), Keeneland, and Meadow Creek Trail, etc.

Staff is open to recommendations on location from TSAC and Public Safety.

### **Public Safety Comments**

Extra signage or radar feedback signs can be used to help remind travelers to obey the posted speed limit.

### **Estimated Costs, including but not limited to, required studies / analysis**

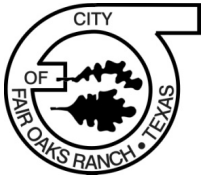
Radar feedback signs are in this year's fiscal budget.

## **COMMITTEE DISCUSSION/RECOMMENDATION**

When asked by the Committee, Director of Public Works and Engineering Services Grant Watanabe confirmed two radar feedback signs - one permanent and one temporary are funded in this year's fiscal budget. A permanent sign costs \$20,000 and a temporary sign costs \$10,000.

*Committee recommends advising the City to place the budgeted radar feedback signs on Dietz Elkhorn West and to consider extra signage between Old Fredericksburg Road and the law firm area.*

## Attachment A



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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(west) to 30 mph

DATE: February 5, 2025

REQUESTER: Geri Pieper, Resident

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### 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

#### **Public Works Comments**

Dietz Elkhorn (west) was reduced to 35 mph to allow for golf carts. Note that once Dietz Elkhorn (east) is reconstructed with wider shoulders to accommodate pedestrians, bicyclists, and space for golf carts to pull over and let vehicles pass, the City Council may consider raising the Dietz Elkhorn (east) speed limit to 35 mph to match Dietz Elkhorn (west).

#### **Public Safety Comments**

This road is one of the heaviest patrolled and speed enforced in the City. There have been no reported collisions as a result of excessive speed.

#### **Estimated Costs, including but not limited to, required studies / analysis**

1. With the City Council guidance, staff can perform an in-house traffic study to determine current vehicle speeds.
2. Speed limit sign(s) and installation.

## Attachment A

### COMMITTEE DISCUSSION / ACTION

At the podium, Ms. Pieper stated consistency on Dietz Elkhorn Road would be appreciated. Members discussed:

1. State speed limit requirements for golf carts.
2. State recommends speed limits be set at the 85% percentile (speed study in FY2020/21, the 85% percentile was reported to be 37-38 mph).
3. Police confirmed no accidents reported due to excessive speed. Acceleration of the downhill driving was monitored to be roughly 41-42 mph.
4. The curve on Dietz Elkhorn before Van Raub Elementary School.
5. Having speed limit consistency on Dietz Elkhorn.
6. Requesting police staff to provide speed limit and vehicle number data at a future meeting.

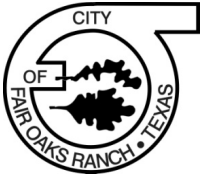
*Recommend amending the speed limit on Dietz Elkhorn from Old Fredericksburg Road and the Parkway to 30 mph. (No second)*

*Recommend to City Council the speed limit remain the same at 35 mph. (Failed; 2-3)*

*Recommend revising the speed limit from Old Fredericksburg Road and Van Raub Elementary School to 30 mph. (No second)*

*Recommend the Committee postpone the item and request the Police Chief to bring existing data concerning the number of citations and speed. (Passed; 4-1)*

# Attachment A



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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 traffic and pedestrian improvements at the intersection of Fair Oaks Parkway and Front Gate (westbound traffic)

DATE: February 5, 2025

REQUESTER: Harold Prasatik, Resident

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### REQUEST

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

Item One (Westbound traffic): Because the intersection of Fair Oaks Parkway (FOP) and Front Gate appears to be one of the busiest intersections within the interior of FOR, in my estimation, special attention is warranted. There are over 500 homes in Front Gate from which vehicles exit via Front Gate (south) or Square Gate (north). I am submitting three forms. This is the first which focuses on westbound FOP traffic:

1. A driver turning right from Front Gate onto FOP must look to the left and wait for the westbound traffic which comes over a rise along FOP at speeds of 35 mph and sometimes faster. It becomes a gamble for the driver to quickly guess when it is safe to enter FOP. At certain times of day, there may be long waits which can tempt a driver to take a chance.
2. If a driver is attempting to turn left from Front Gate onto FOP, has the same challenge of judging when to jump across westbound FOP, and then pause in the median. The driver might then be on the left, right, or angled in the median. See my second request form for median issues.
3. A driver paused in median to continue north onto Front Gate must look to the right and faces the same challenge of gauging the speed of westbound traffic on FOP as it comes over the rise, which at 35 mph forces quick decisions.
4. With the fast traffic on FOP, and with fast decisions by drivers on Front Gate, the intersection is unsafe for pedestrians crossing FOP.

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

1. Reduce the speed limit to 30 mph on FOP in the area and put up a sign for westbound traffic indicating that the Front Gate intersection is ahead.
2. Install "All-Way" stop signs. This will give the Front Gate traffic a chance to exit without inordinate waiting and with less risk. Treat the intersection like that at Dietz Elkhorn - Square Gate and install two flashing signs on FOP. The Square Gate intersection appears to have less traffic, yet it warrants stop signs.
3. Consider performing a traffic study for more guidance.
4. Install proper signage to help pedestrians at this intersection. Lower the speed limit to reduce speeds.

# Attachment A

## STAFF REPORT

### **Public Works Comments**

1. Consider utilizing "suggested speed limit" signs from the crest of the hill to IH-10 westbound and placement of an intersection ahead warning sign.
2. An all-way stop sign would potentially cause more congestion and delay of traffic flow on Fair Oaks Parkway.
3. Pedestrian crossing on Fair Oaks Parkway is not encouraged. If Committee decides to address pedestrian crossing at Front Gate and Fair Oaks Parkway, more information is warranted as to proposed signage location.

### **Public Safety Comments**

There are many streets that enter Fair Oaks Pkwy between IH-10 and Ralph Fair Road. Considering the importance in keeping traffic flowing on Fair Oaks Parkway, stop signs would reduce the flow and add congestion. No traffic incident of excessive speed or engineering concerns have been reported.

### **Estimated Costs, including but not limited to, required studies / analysis**

Speed limit, stop, and pedestrian sign(s) and installation.

## COMMITTEE DISCUSSION / RECOMMENDATION

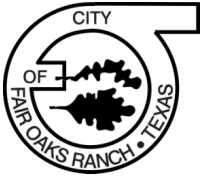
Note: The three requests (Fair Oaks Parkway westbound traffic, Fair Oaks Parkway eastbound traffic, and the median at the intersection of Front Gate and Fair Oaks Parkway) were considered as one at the TSAC meeting. Requests two and three follow this request.

At the podium, Mr. Prasatik presented photos of his submitted concerns and noted he has the support of the Front Gate Homeowners Board. The photos are now included as part of the original submittal. The Committee discussed

1. Performing a study of the intersection issues: median, pedestrian crossing, stop sign location and additional intersection stop signs, speed limit, visibility, and a left turn lane.
2. Other intersections on Fair Oaks Parkway and other roads, such as Ralph Fair Road, have similar issues.
3. Clearing the landscaped areas at the entrance of Front Gate and moving the Square Gate crossbar 8-10 feet forward.
4. The desired outcomes as outlined in the submission.
5. Reducing the speed limit would create inconsistency on Fair Oaks Parkway.
6. Having a turn lane, de-acceleration lane, and an improved median would be at costly expense.

*Committee recommends adding a double yellow line and reflectors in/around the median, placing warning signs, moving the crossbar as far forward as legally possible, and to ask the City Council to consider performing a study.*

# Attachment A



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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 the Fair Oaks Parkway median at Front Gate

DATE: February 5, 2025

REQUESTER: Harold Prasatik, Resident

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### REQUEST

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

Item Two. (The median) Because the intersection of Fair Oaks Parkway (FOP) and Front Gate appears to be one of the busiest intersections within the interior of FOR in my estimation, special attention is warranted. There are over 500 homes in Front Gate from which vehicles exit via Front Gate (south) or Square Gate (north). I am submitting three forms. This second form focuses on the median at FOP and Front Gate.

1. The median in FOP at Front Gate is poorly designed. It is too narrow and too short. Issues occur when one vehicle is already in the median, but angled, making it hard for a second vehicle to enter the median. There is no line separating the lanes in the median (if there are lanes), so vehicles may stop at an angle across the median whether coming from either direction.
2. I have witnessed a school bus leaving Front Gate and trying to turn left (east) onto FOP. The bus entered the median and then backed up (onto westbound FOP) because the median lanes were too narrow to make the left turn (and another vehicle was involved). Imagine that dangerous situation.
3. Maneuvering in this intersection is further complicated by Texas law that applies when the median is less than 30 feet wide in which vehicles are expected to be on the left side of the median when turning left. The median appears to be about 20 foot wide. Vehicles tend to do the opposite of state law in this intersection.
4. How does a pedestrian manage crossing this median as part of the intersection?

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

1. Have a traffic study done to help in designing the traffic flow.
2. Widen the median turn lanes.
3. Paint a dividing line in the median, and paint directional arrows on the pavement based on recommendations from a traffic study.
4. Consider stop signs in all directions to better help vehicles attempting to navigate this difficult intersection, using Dietz Elkhorn - Square Gate as an example.

## **Attachment A**

5. Consider better signage to help pedestrians when crossing either FOP or Front Gate...i.e. all directions. Reduce the speed limit to 30 mph on FOP in the area and put up a sign for westbound traffic indicating that the Front Gate intersection is ahead.

### **STAFF REPORT**

#### **Public Works Comments**

1. The median is 30 feet wide, which is adequate for two lanes.
2. Adding a yellow centerline can help keep vehicles in their lane and not stop at an angle.
3. Pedestrian crossing on Fair Oaks Parkway is not encouraged.
4. Due to cost, volume of traffic, and length of construction time, widening the median is not recommended.
5. The school has not reported any issue with the median.

#### **Public Safety Comments**

There are no immediate concerns at this time when considering the expense and extended closure required to do the requested redesign. This closure would cause serious delays, congestion, and safety concerns. There are dozens of intersecting roads to the Parkway that could articulate similar concerns.

#### **Estimated Costs, including but not limited to, required studies / analysis**

Adding a yellow centerline in the median can be done in-house and within fiscal year budget.

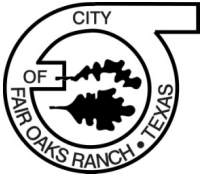
### **COMMITTEE DISCUSSION / RECOMMENDATION**

*Note: The Committee discussion and recommendation for this request are found on the first page of this agenda item.*



## Attachment A

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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 traffic and pedestrian improvements at the intersection of Fair Oaks Parkway and Front Gate (eastbound traffic)

DATE: February 5, 2025

REQUESTER: Harold Prasatik, Resident

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### REQUEST

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

Item Three (Eastbound on FOP): Because the intersection of Fair Oaks Parkway (FOP) and Front Gate appears to be one of the busiest intersections within the interior of FOR in my estimation, special attention is warranted. There are over 500 homes in Front Gate from which vehicles exit via Front Gate (south) or Square Gate (north). I am submitting three forms. This third form focuses on FOP eastbound traffic.

1. Eastbound drivers on FOP at night have difficulty in locating the intersection at night. The Front Gate street sign is on the opposite side of the Front Gate entrance, making it difficult to see the street sign even during the day. This busy intersection doesn't even have the tiniest of reflectors to help locate the intersection at night.
2. Travelling east on FOP at the speed of 35 mph, and with no visible street sign at the intersection, especially at night, a vehicle may suddenly slow to turn left or may stop to avoid vehicles already in the median. There is a sign indicating the neighborhood is ahead in the distance, but nothing at the intersection.
3. As eastbound vehicles pause at the intersection to await their opportunity to turn left or stopped behind others, some drivers become impatient and drive around stopped traffic onto the shoulder of FOP (and part of the ditch) to avoid waiting. This is especially dangerous if a vehicle from Front Gate manages to make a left turn onto FOP. It can also be dangerous if one of the paused vehicles moves forward on FOP at the same time a shoulder/ditch driver is making a move.
4. With fast eastbound traffic and no signage, how does a pedestrian negotiate this intersection?

#### Desired Outcome/Resolution

1. This intersection deserves a full traffic study given the high volume of traffic and difficult issues.
2. Slow the traffic on FOP to 30 mph to help drivers better negotiate these difficult situations.
3. Clearly mark the intersection so that drivers know where it is, especially at night.
4. Consider installing stop signs for all directions at this intersection (like at Square Gate/Deitz).

## Attachment A

5. Consider adding a turn lane onto Front Gate for eastbound FOP traffic by widening FOP at this intersection.
6. Devise a way to keep eastbound FOP traffic from driving on the shoulder and in the ditch.
7. Consider better signage for pedestrian crossing in any of the directions at the intersection.

### STAFF REPORT

#### **Public Works Comments**

1. In accordance with TxDot standards, Front Gate sign is appropriately placed. Sign messaging can be improved with the use of larger lettering and utilizing "intersection warning" verbiage.
2. Raised pavement markings can be installed in the median.
3. Consider utilizing "suggested speed limit" signs vs lowering the speed limit.
4. An all-way stop sign would potentially cause more congestion for Fair Oaks Parkway traffic.
5. Pedestrian crossing on Fair Oaks Parkway is not encouraged due to traffic volume.

A traffic study would be needed to determine if a dedicated left-turn is warranted.

#### **Public Safety Comments**

As with the previous requests concerning this intersection, the concern lies with prioritizing the flow of traffic and not creating more congestion. A construction project to redesign this intersection would contribute to congestion and extended closures of this roadway.

It is legal to pass on a shoulder. It typically occurs when the turn lane in a median is blocked. Undertaking a project of enlarging the median and/or widening the road to accommodate another lane of traffic would be much more concerning than the occasional car using the shoulder to pass.

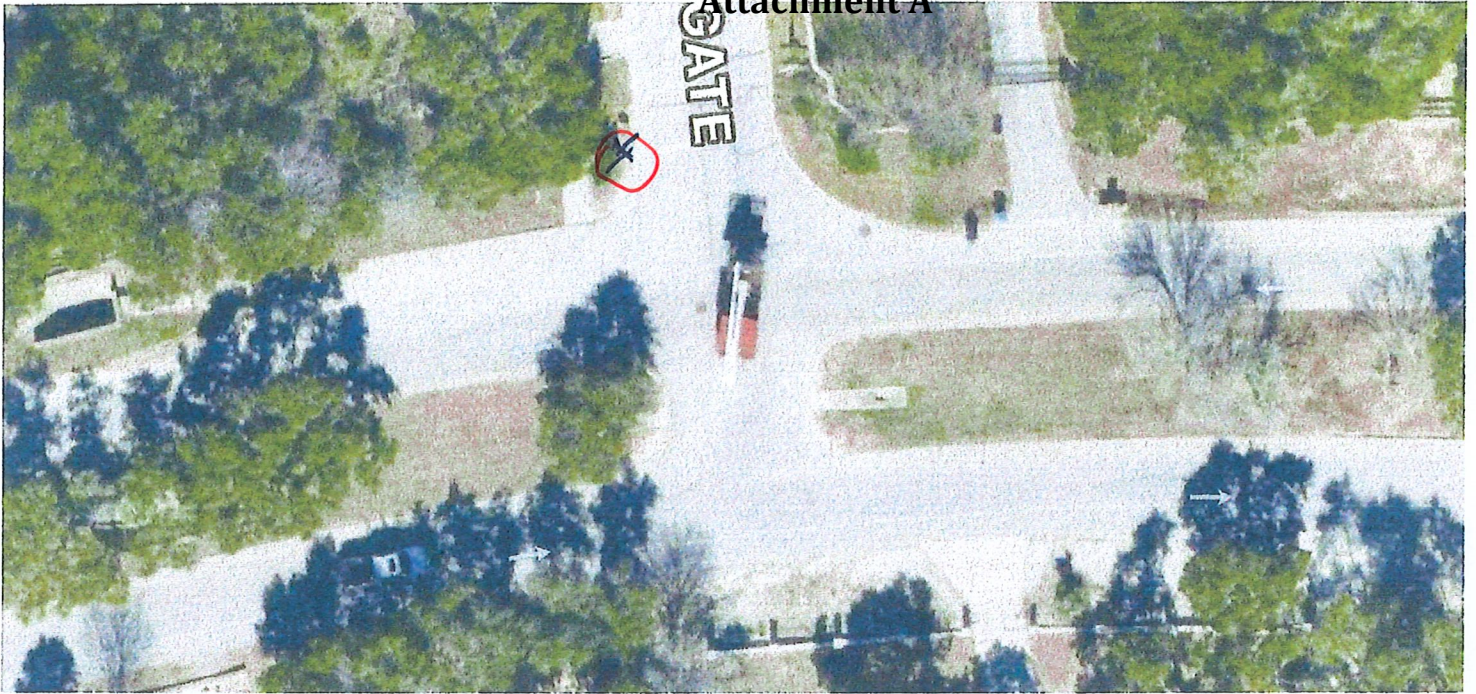
#### **Estimated Costs, including but not limited to, required studies / analysis**

Improved sign messaging and RPM's (PW comments items 1 and 2) can be done and within the fiscal year budget.

### COMMITTEE DISCUSSION / RECOMMENDATION

*Note: The Committee discussion and recommendation for this request are found on the first page of this agenda item.*

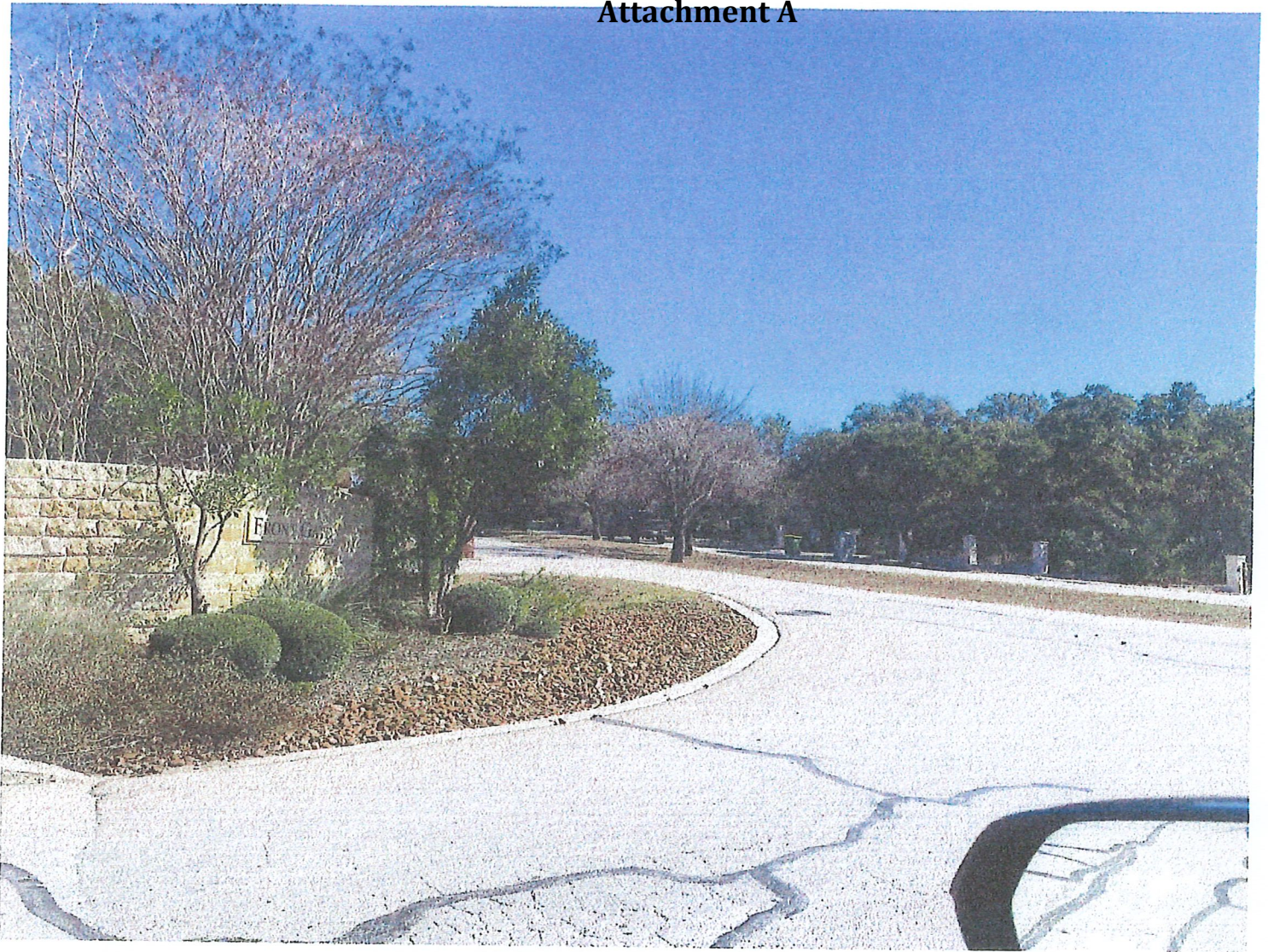
Attachment A



Source : GOOGLE MAPS



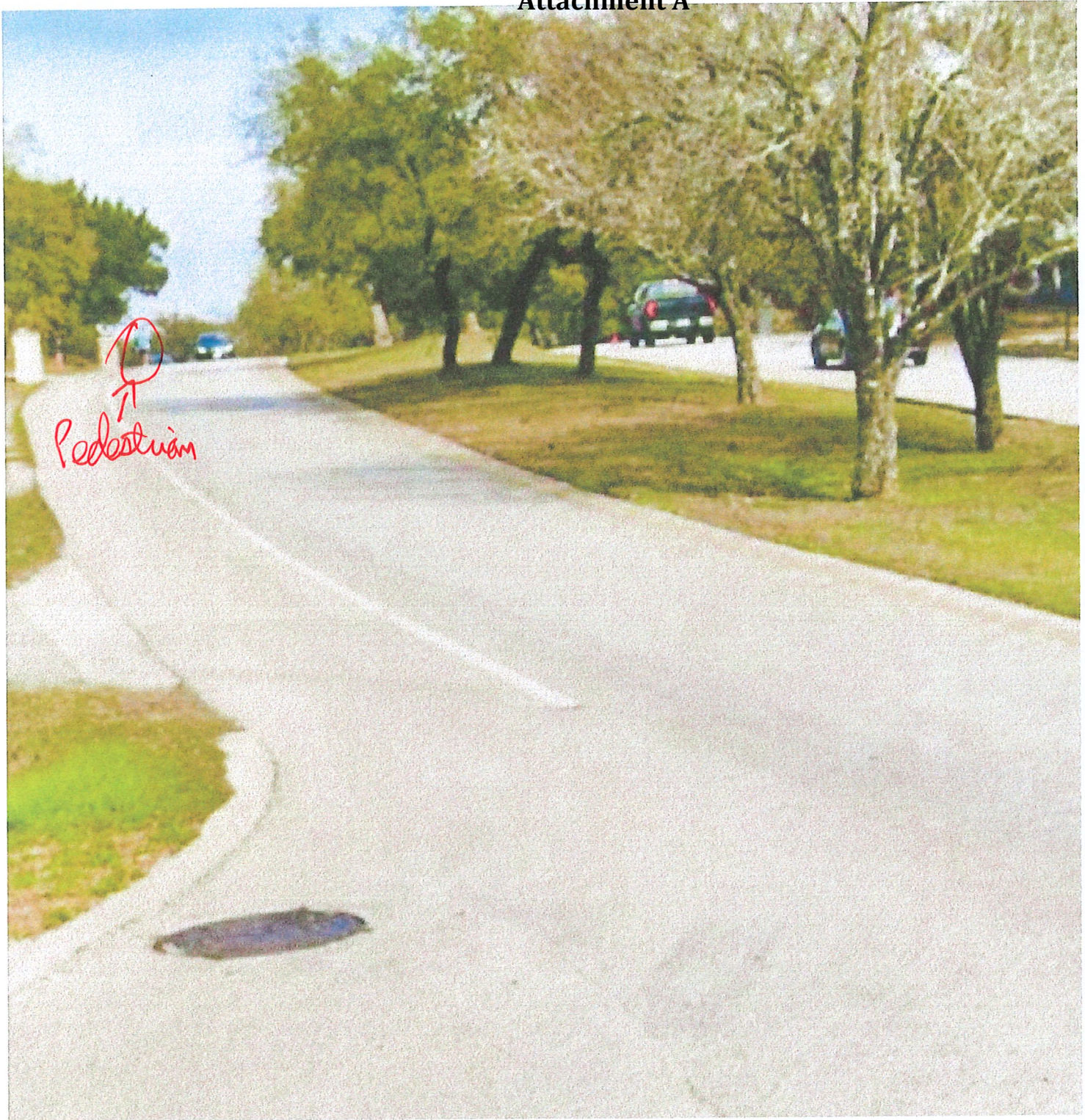
## Attachment A



Source : Presenter's iPhone

②

Photo taken while stopped behind  
Stop SIGN when exiting on Front Gate.



Source : Google Maps

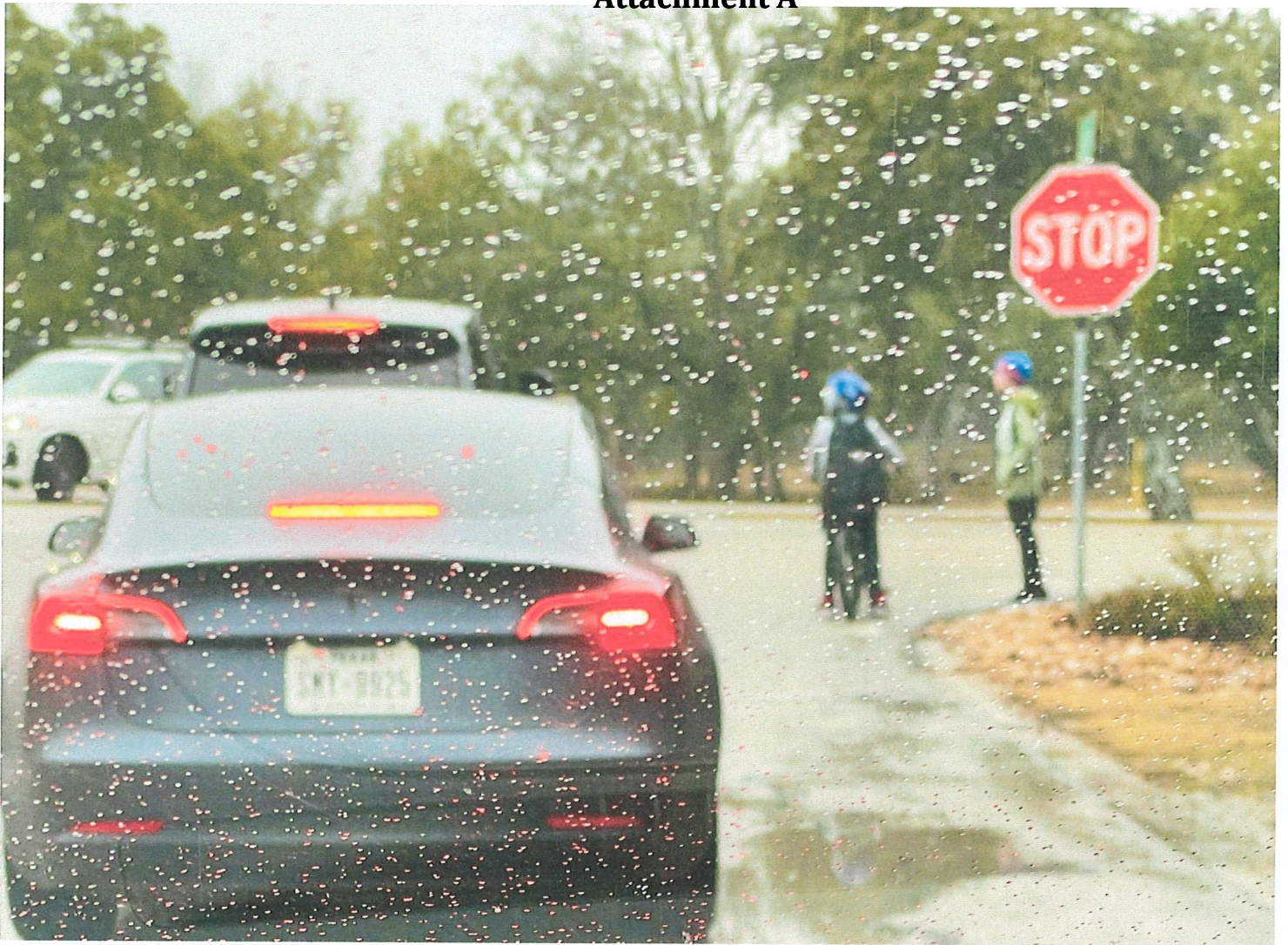
③

Looking ~~west~~ east on Fair Oaks Parkway  
by pulling forward into intersection



Source: Google Maps

④ Looking east on Fair Oaks Parkway  
by pulling forward into intersection.



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