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## CITY COUNCIL WORKSHOP

### CITY OF FAIR OAKS RANCH, TEXAS

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AGENDA TOPIC: Left-turn lane analysis for the Fair Oaks Parkway and Front Gate intersection

DATE: September 4, 2025

DEPARTMENT: Public Works

PRESENTED BY: Grant Watanabe, P.E., CFM, Director of Public Works & Engineering Services  
Oscar Michael Garza, P.E., PTP, PTOE, RSP, Legacy Engineering Group

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#### **INTRODUCTION/BACKGROUND:**

On July 18, 2024, the City Council approved the creation of the Fair Oaks Ranch Transportation Safety Advisory Committee (TSAC). The purpose of TSAC is to support the City Council in maintaining the community's quality of life through a citizen-government partnership that promotes safe and secure public roads and walkways.

On Feb 6, 2025, TSAC reviewed three resident submissions for various safety improvements at the Fair Oaks Parkway and Front Gate intersection. To address concerns related to speeding, sight line visibility, and pedestrian crossings, TSAC unanimously recommended the following measures:

- Install traffic calming measures including double yellow lines and reflectors in the median on Fair Oaks Parkway at Front Gate
- Install intersection ahead warning signs on Fair Oaks Parkway
- Move the stop bar forward at the Front Gate entrance
- Request City Council consideration of a traffic study for the intersection

#### **City Council and Staff Actions**

- February 20, 2025 - City Council concurred with TSAC's recommendations and requested staff monitor the area for a minimum of one month to evaluate the effectiveness of the authorized calming measures. The Council also directed staff to evaluate the feasibility of constructing a dedicated left-turn lane from Fair Oaks Parkway onto Front Gate without widening the Parkway.
- May 2025 - Staff determined that an eastbound left-turn lane could not be constructed without widening Fair Oaks Parkway (**Exhibit A**). After implementation of the calming measures, the Police Department reported one unrelated vehicle accident (failure to yield) with no speeding tickets or warnings issued. The City Manager authorized an engineering analysis to determine the feasibility of a left-turn lane evaluating traffic volumes, apply warranted conditions and other applicable criteria.
- June 5, 2025 - Staff reported to the Council that the City's General Engineering Consultant (GEC) is conducting the left-turn lane analysis and that the findings would be presented at a future City Council meeting for further guidance.

The City of Fair Oaks Ranch Unified Development Code (UDC) adopts traffic engineering standards from the City of San Antonio's UDC. As such, left-turn volumes at the intersection of Fair Oaks Parkway and Front Gate were evaluated using San Antonio's criteria, which establishes a warrant for a dedicated left-turn lane when peak-hour volumes reach or exceed 50 vehicles. Additionally, guidance from the National Cooperative Highway Research Program (NCHRP) Report 745 Left-Turn Accommodations at Unsignalized Intersections was considered, offering nationally recognized thresholds for left-turn lane warrants on urban and suburban arterials.

The City's GEC collected turning movement counts on Friday, May 16, 2025 and submitted a technical memorandum (**Exhibit B**) to document their findings, analysis and recommendations. During the AM peak hour (7:30-8:30 AM), the left-turn volume was 76, with a total major road volume of 1,002 vehicles per hour. In the PM peak hour (4:30-5:30 PM), the left-turn volume increased to 170 vehicles, with a corresponding major road volume of 1,075 vehicles per hour. Both peak periods exceed the City of San Antonio's threshold of 50 left-turning vehicles per hour, as well as the volume criteria recommended in NCHRP Report 745. The data supports the need for a dedicated left-turn lane at this location.

To evaluate the operational and safety benefits of implementing a left-turn lane at the subject intersection, several design alternatives were considered. These alternatives were assessed based on key criteria including cost, safety, alignment with design standards, level of service (LOS), and downstream impacts to develop an overall ranking. Of the various alternatives, the hybrid left-turn lane emerged as the top-ranked alternative which offers the most balanced solution in terms of safety, cost and operational improvement.

Staff seeks direction regarding the hybrid left-turn lane alternative which is estimated to cost \$90,000. If supported by the City Council, staff will include the project in the FY 2025-26 Budget.

**POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:**

1. Supports Priority 3.4 Enhance and Ensure Continuity of Reliable Roadway Improvement Initiatives of the Strategic Action Plan
2. Demonstrates responsiveness to resident traffic safety concerns and TSAC recommendations