**CITY OF FAIR OAKS RANCH**

# TRANSPORTATION SAFETY ADVISORY COMMITTEE (TSAC)

Wednesday, February 05, 2025 at 3:00 PM
Public Safety Training Room, Police Station, 7286 Dietz Elkhorn, Fair Oaks Ranch

## AGENDA

**OPEN MEETING**

1. Roll Call - Declaration of a Quorum
2. Pledge of Allegiance
3. Welcome Statement — Al Schmidt, Chairperson

Carole Vanzant, CPM, Assistant City Manager

**CITIZENS and GUEST FORUM**

*To address the Committee, please sign the Attendance Roster located on the table at the entrance in the foyer of the Public Safety Training Room. In accordance with the Open Meetings Act, the TSAC may not discuss or take action on any item which has not been posted on the agenda. Speakers shall limit their comments to five (5) minutes each.*

4. Citizens to be heard.

**CONSENT AGENDA**

*All of the following items are considered to be routine by the Transportation Safety Advisory Committee, there will be no separate discussion on these items and will be enacted with one motion. Items may be removed by any Committee Member by making such request prior to a motion and vote.*

5. Approval of the November 15, 2024 regular Transportation Safety Advisory Committee meeting minutes

Christina Picioccio, TRMC, City Secretary

**REPORTS FROM STAFF/COMMITTEES**

6. Request for improved paving work on Ralph Fair Road at the intersections of Ammann Road and at Meadow Creek Trail

Grant Watanabe, P.E., Director of Public Works and Engineering Services

7. Request to address crosswalk issues at the intersection of Dietz Elkhorn Road and Square Gate

Clint Koerperich, Maintenance Supervisor
Todd Smith, Chief of Police

**CONSIDERATION/DISCUSSION ITEMS**

8. Consideration and possible action on proposed amendments to the Fair Oaks Ranch Transportation Safety Advisory Committee Rules of Procedures

Al Schmidt, Chairperson
Carole Vanzant, CPM, Assistant City Manager

9. Consideration and possible action on a request for placement of two radar feedback signs on Dietz Elkhorn (west)

Geri Pieper, Resident

10. Consideration and possible action on a request to reduce the speed limit on Dietz Elkhorn(west) to 30 mph

Geri Pieper, Resident

11. Consideration and possible action on traffic and pedestrian improvements at the intersection of Fair Oaks Parkway and Front Gate (westbound traffic)

Harold Prasatik, Resident

12. Consideration and possible action on the Fair Oaks Parkway median at Front Gate

Harold Prasatik, Resident

13. Consideration and possible action on traffic and pedestrian improvements at the intersection of Fair Oaks Parkway and Front Gate (eastbound traffic)

Harold Prasatik, Resident

14. Consideration and possible action on adding a stop sign at the intersection of Battle Intense and High Eschelon

Richard Nichols, Resident

15. Consideration and possible action on adding a four-way stop sign at the intersection of Keeneland Drive, Venturer, and Battle Intense

Richard Nichols, Resident

16. Consideration and possible action to schedule a special meeting

Christina Picioccio, TRMC, City Secretary

**ADJOURNMENT**

**Signature of Agenda Approval:** s/ *Carole Vanzant*

Carole Vanzant, Assistant City Manager

I, Christina Picioccio, TRMC, City Secretary, certify that the above Notice of Meeting was posted on the outside bulletin board at the Fair Oaks Ranch City Hall, 7286 Dietz Elkhorn, Fair Oaks Ranch, Texas, and on the City's website www.fairoaksranchtx.org, both places being convenient and readily accessible to the general public at all times.

As per Texas Government Code 551.045, said Notice was posted by 3:00 PM, February 2, 2025 and remained so posted continuously for at least 72 hours before said meeting was convened. A quorum of various boards, committees, and commissions may attend the Transportation Safety Advisory Committee meeting.

The Fair Oaks Ranch Police Station is wheelchair accessible at the front main entrance of the building from the parking lot. Requests for special services must be received forty-eight (48) hours prior to the meeting time by calling the City Secretary's office at (210) 698-0900. Braille is not available.

**CITY OF FAIR OAKS RANCH**

# TRANSPORTATION SAFETY ADVISORY COMMITTEE (TSAC)

Friday, November 15, 2024 at 11:00 AM
Public Safety Training Room, Police Station, 7286 Dietz Elkhorn, Fair Oaks Ranch

## MINUTES

**OPEN MEETING**

1. **Roll Call - Declaration of a Quorum**

Committee Present: Committee Members: Chris Doepke, Shawn Balusek, Al Schmidt, Denise Fortenberry, and John Wall (Alternates Sharon Brimhall and Joshua Cooke were also in attendance as audience members)

With a quorum present, the meeting was called to order at 11:00 AM.

2. **Pledge of Allegiance –** The Pledge of Allegiance was recited in unison.

**CITIZENS and GUEST FORUM**

3. **Citizens to be heard.**

Resident Seth Mitchell congratulated the Committee on their appointments and thanked them for their volunteerism. Mr. Mitchell noted several sections in the Rules of Procedures that may require some clarification.

Resident Wes Pieper asked the Committee to consider asking City Council to address the portion of the Rules of Procedures that assigns five regular members and two alternate members. He urged the Committee to recommend the designation of all 7 members as regular members.

**CONSIDERATION/DISCUSSION ITEMS**

4. **Presentation and discussion of the Transportation Safety Advisory Committee's Rules of Procedures.**

Carole Vanzant, Assistant City Manager, presented the Committee's Rules of Procedures. After discussion, the Committee provided staff with recommended amendments and asked that a revised Rules of Procedures be presented to them prior to advancing to City Council for their consideration and action. The Committee agreed with recommending seven regular members and no alternates.

5. **Presentation and discussion of the submittal form and process for reviewing requests.**

Carole Vanzant, Assistant City Manager, reviewed the required requester submittal form, created in accordance with the Rules of Procedures. She noted the City Secretary's office will have the form available in paper format at City Hall and placed on the city's website in a fillable format.

6. **Consideration and possible action to schedule regular quarterly meeting dates and times.**

MOTION: Made by Committee Member John Wall, seconded by Committee Member Al Schmidt, to schedule regular quarterly meetings to take place the first Wednesday of every February, May, August, and November at 3:00 PM.

VOTE: 5 - 0; Motion Passed.

7. **Consideration and possible action to elect a Chairperson and Vice-Chairperson.**

MOTION: Made by Committee Member Chris Doepke, seconded by Committee Member Denise Fortenberry, to elect Al Schmidt as the Transportation Safety Advisory Committee Chairperson until the next Chairperson is selected in October 2025.

VOTE: 5 - 0; Motion Passed.

MOTION: Made by Committee Member Al Schmidt, seconded by Committee Member John Wall, to elect Chris Doepke as the Transportation Safety Advisory Committee Vice-Chairperson until the next Vice-Chairperson is selected in October 2025.

VOTE: 5 - 0; Motion Passed.

**ADJOURNMENT**

Chairperson Schmidt adjourned the meeting at 12:23 PM.

ATTEST:

Al Schmidt, Chairperson

Christina Picioccio, TRMC,
City Secretary

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

AGENDA TOPIC: Request for improved paving work on Ralph Fair Road at the intersections of Ammann Road and at Meadow Creek Trail

DATE: February 5, 2025

REQUESTER: Gregory Jaeger

PRESENTER: Grant Watanabe, P.E., Director of Public Works and Engineering Services

## REQUEST

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

The paving work done on 3351 (Ralph Fair Road) has created hazards at a couple of intersections.

-The intersection of Ammann Road and Ralph Fair Road. When travelling westbound on Ammann and attempting to turn onto 3351 or crossing with the intent to continue west onto Ammann Road, the roadway for ralph fair has been raised so high that vehicles coming to the intersection at the traffic light now have vehicles aimed in the air making it extremely difficult to check for oncoming traffic when the light is green and clear to cross.

-The intersection of Meadowcreek Trail and Ralph Fair Road). A hump has been left at this intersection from the paving work done on 3351. To navigate this hump safely, cars travelling north on 3351 who desire to turn left onto Meadow Creek Trail must navigate this bump very slowly in order to handle the bump safely. This creates a hazard for the vehicle entering Meadow Creek Trail very slowly in front of oncoming traffic coming at them at a high rate of speed. Similarly, a vehicle exiting in either direction onto 3351 needs to do this very slowly to navigate the "bump" safely and not lose control of their vehicle. This means that the vehicle is moving unnecessarily slowly into the path of vehicles moving at a much higher rate of speed as they enter onto Ralph Fair Road.

**Desired Outcome/Resolution**

To correct the Ammann Road situation, the grade on Ammann westbound approaching 3351 could be graduated in such a way as to decrease the slope of approach to 3351 making this a much safer situation. I realize this may be Comal on one side and Fair Oaks Ranch on the other and TXDOT in the middle ...so a lot of coordination here to get it done.

The Meadow Creek Trail situation is one that should be demanded to be fixed as part of the original paving project. This issue persisted one block south at the intersection of 3351 and Meadow Creek Trail but the paving contractor smoothed that hump out. I don't think the issue ever persisted at the intersection of 3351 and Keeneland. This is a simple fix with asphalt and a roller to pave a very short distance into Meadow Creek Trail creating the needed smooth ingress / egress point that existed prior to the paving project.

# STAFF REPORT

## Public Works Comments

The requests are outside the purview of the TSAC and the City as FM3351 is a TxDOT right of way. Staff will send requests to TxDOT for their consideration.

## Public Safety Comments

There have been no reported collisions as a result of the paving.

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

AGENDA TOPIC: Request to address crosswalk issues at the intersection of Dietz Elkhorn Road and Square Gate

DATE: February 5, 2025

REQUESTER: Theresa Matlock

PRESENTER: Clint Koerperich, Maintenance Supervisor and Tom Smith, Chief of Police

## REQUEST

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

Dietz Elkhorn Road at Square Gate (the entrance to the Front Gate neighborhood) is a four way stop that has two crosswalks that connect the school children of Van Raub elementary and its sidewalk with pedestrian access to the Front Gate and Elkhorn Ridge neighborhoods. The crosswalks are highly used during school hours (weekdays from 7 am-7:45 am and 3pm-3:30 pm). Currently, drivers are failing to yield to pedestrians in the crosswalks. There have been many near miss collisions between drivers and pedestrians. These near misses will produce a fatality if the safety hazards of these intersection crosswalks are not addressed. The school zone for Van Raub elementary currently begins just east of, and not including this intersection. There are no signs to drivers indicating this is a crosswalk other than the faded painted white stripes on the road, which at the time of this request are still not reflective enough for drivers to see well despite a recent re-painting done by a crew this past week. Fair Oaks Ranch police department and Van Raub elementary school do not have a policy in place to provide crossing guards to these crosswalks during school hours. Fair Oaks Ranch elementary school, also located on Dietz Elkhorn Road to the east, currently has a policy for police crossing guards, and has neon signs indicating their school crosswalk to drivers.

**Desired Outcome/Resolution**

There needs to be a policy that provides Van Raub elementary school with Fair Oaks Ranch police department school crossing guards, such as currently exists for Fair Oaks Ranch elementary school. The school zone and its signage, including flashing yellow lights with a reduced speed limit of 20 MPH, needs to be extended west on Dietz Elkhorn Road to include this school crossing intersection. There needs to be large neon signage both westbound and eastbound on Dietz Elkhorn Road and Front Square/Elkhorn Ridge that indicates this intersection is a school crossing. The white crosswalk lines need to be painted on the street in a way that is reflective and visible to drivers in low light conditions and raised up. These proposals should be in place immediately as well as ongoing monitoring of the safety of this intersection for drivers and pedestrians. There should be redundant safety measures in place for this crosswalk such as a raised crosswalk with lights that flash to drivers to indicate pedestrians present, as well as flags for pedestrians to use while crossing during non-school hours.

# STAFF REPORT

## Public Works Comments

1. The crosswalk ahead signs have been installed.

2. At the crosswalk, there is currently a stop ahead sign which slows vehicles down. Additionally, there is a LED flashing stop sign which stops traffic at the crosswalk.

3. The recommendation to move the west school zone sign will lower the speed limit for approximately 300 feet. A new concrete footer would need to be poured if the sign is moved. Other improvements that have been made should address this concern.

4. The crosswalk was repainted by staff with a retro-reflective additive. As noted, it did not hold up to traffic. For improvements, it would be best to apply a thermoplastic reflective paint through contract services. Staff is currently requesting pricing as this is an unfunded task.

5. Being a major thoroughfare, an elevated crosswalk is not recommended.







## Public Safety Comments

1. Two portable crosswalk signs with the intention for them to be placed by police officers or the SRO during drop-off and pick-up times have been purchased. Usage and placement of said will be reported on at the meeting.

2. The school crossing guard suggestion is currently being vetted.


Square Gate
Dietz Elkhorn Rd
STOP
ALL WAY
SPEED LIMIT 25
SPEED LIMIT 20
AFFORDABLE LUXURY LIVING


Square Gate
Dietz Elkhorn Rd
STOP
ALL WAY
35
ELKHORN RIDGE

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

| | |
|---|---|
| AGENDA TOPIC: | Consideration and possible action on proposed amendments to the Fair Oaks Ranch Transportation Safety Advisory Committee Rules of Procedures |
| DATE: | February 5, 2025 |
| DEPARTMENT: | Transportation Safety Advisory Committee |
| PRESENTED BY: | Al Schmidt, Chairperson<br>Carole Vanzant, CPM, Assistant City Manager |

**INTRODUCTION/BACKGROUND:**

At the May 2, 2024, City Council workshop, Council Member Koerner led a discussion on establishing a Transportation Safety Advisory Committee (TSAC). At the July 18th regular meeting, the City Council approved an ordinance establishing the City of Fair Oaks Ranch Transportation Advisory Safety Committee.

Section 3 of the ordinance states the committee's Rules of Procedure shall be created, by resolution, and presented to the City Council for consideration and approval. On July 18th, the City Council approved Resolution 2024-34.

At the TSAC November 15 regular meeting, staff presented the adopted Rules of Procedures. Meeting guest speakers provided suggestions on the Rules. After the committee members review and discussion, staff was asked to provide an updated draft at the next committee meeting.

The attached Rules of Procedures include the following amendments.

| | |
|---|---|
| Section 1 | Provides an additional statement on the purpose of the Rules of Procedure. |
| Section 2 | Changes the composition of the Committee to seven regular members. All references to alternate members have been removed. Removes the statement "sitting Council members are prohibited from serving on the Committee" as this should be placed in the Ordinance creating the Committee. |
| Section 4 | As it is not applicable to this Committee, reference of LGC Chapter 211 (Zoning Authority) has been removed. |
| Section 5 | Provides enhanced clarity on the purpose and duties of the Committee. |
| Section 8 | Clarifies how agenda items should be followed and provides a procedure for redundant requests. |
| Section 12 | Provides additional details on the process of addressing the Committee. |
| Section 16 | Removes the provision requiring two meetings to recommend denial of a request to the City Council. |

Staff seeks guidance on the draft and on advancing the amendments to the City Council for their consideration and possible action.

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

1. Complies with the Committee's request on proposing amendments to its' Rules of Procedures.
2. Provides clarity in the general rules governing how the Committee works, covering topics such as agendas, minutes, members, duties, etc.
3. Ensures compliance with laws and regulations.

**RECOMMENDATION/PROPOSED MOTION:**

I move to authorize Chairperson Schmidt to present the proposed Transportation Safety Advisory Committee Rules of Procedures to the City Council for their consideration.

## 1.0 Statement

It is hereby declared that the appointment to the Transportation Safety Advisory Committee is a distinct honor and the trust imposed in the appointee involves the corresponding obligation of the appointee to serve the community by regular attendance and participation in the proceedings of the body. This document describes the procedures to be used to carry out the Committee's mission.

## 2.0 Creation and Membership

**2.1** The Transportation Safety Advisory Committee ("TSAC") was established, under Ordinance 2024-09, and members serve at the will of the City Council. Appointments and reappointments to the Committee shall be made annually based on the term expiration and expressed interest of members to continue to serve, or at such other times as may be authorized by State Law. Members, ~~including Alternates~~, shall be residents of Fair Oaks Ranch ~~resident citizens~~. Terms shall coincide with the City's fiscal year (October 1 through September 30). Appointments to fill unexpired terms will be made on an as needed basis.

**2.2** The Committee shall consist of ~~five (5)~~ seven (7) members who shall be appointed by majority vote of the City Council. The members shall serve for a term of two (2) years, staggered, and are subject to removal for cause by City Council. Each member shall occupy a place on the Committee, such places being numbered 1 through ~~5~~ 7. ~~A vacancy on the TSAC shall be filled for the unexpired term~~.

**2.3** ~~City Council by majority vote shall appoint two (2) individuals as alternate Committee members to serve in the absence of one (1) or more regular members when requested to do so by the Chairperson or by the City Manager or designee. An alternate member serves for the same period as a regular member and is subject to removal in the same manner as a regular member. Alternates shall be Fair Oaks Ranch citizens. A vacancy among the alternate members is filled in the same manner as a vacancy among the regular members~~.

**2.4** The City Manager shall assign city staff as non-voting members to participate and support the Committee with the minimum representation from Public Safety ~~or~~ and Public Works or other departments.

**2.5** Staff ~~should~~ will develop and lead orientation sessions at the beginning of new terms of office for new ~~and alternate~~ Committee members. If a seat becomes vacant and a new member(s) are appointed to complete an unexpired term, the new member(s) should also be provided an orientation session.

**2.6** All members, ~~including alternates~~, are encouraged to attend every called meeting of the TSAC. ~~If necessary, the Chairperson will call an alternate member (s) to serve prior to taking a meeting Roll Call.~~

**2.7** ~~Sitting City Council members are prohibited from serving on the Committee~~.

## 3.0 Officers

**3.1** The Committee shall select from among its members in their first meeting of the

fiscal year following new appointments, a Chairperson and Vice-Chairperson to serve for a period of one (1) year.

**3.2** If either the Chair or Vice-Chairperson position becomes vacant, a majority of the remaining members who are present ~~and voting~~ shall appoint an existing Committee member to complete the unexpired term of the vacant position.

**3.3** In the absence of both the Chairperson and Vice-Chairperson, at a scheduled meeting the Committee shall elect an Acting Chairperson.

## 4.0 Officers Duties

**4.1** The Chairperson shall preside over all posted meetings and perform all Committee duties as required by Chapter 551, Texas Government Code (also known as the Texas Open Meetings Act) and other applicable laws as advised by staff.~~; Chapter 211, Texas Local Government Code, and Chapter 551, Texas Government Code~~.

**4.2** The Vice-Chairperson shall assume all duties of the Chairperson in the absence of the Chairperson.

**4.3** The Chairperson and Vice-Chairperson shall present Committee recommendations to the City Council.

## 5.0 Purpose and Duties of the Committee

**5.1** The purpose and duties of the Transportation Safety Advisory Committee is to:

- Improve the city's quality of life through a citizen-government partnership that promotes transportation safety.
- ~~Review transportation (vehicles, bicycles, pedestrians, etc.) safety issues submitted to the Committee either by citizens or by city staff.~~
- ~~Provide recommendations to the City Council with respect to means of transportation involving city-owned roadways, walks, paths, etc. including, but not limited to, the following:~~
- Review transportation (vehicles, bicycles, pedestrian movements, etc.) safety issues related to public transportation infrastructure properly submitted to the Committee either by Fair Oaks Ranch citizens or by the City, and after due consideration and affirmative Committee vote, recommend action for City Council consideration, if applicable.

  Examples include:

  - Changes to traffic patterns
  - Poor sight distance at intersections
  - Crosswalks
  - No Parking zones
  - Yield and stop signs
  - Speed limit increases and decreases
  - Hike and bike lanes; and/or,
  - Speed limiting devices.

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- Direct citizen requests regarding private roadways, walks, and paths within the city to the appropriate organization (e.g. Country Club, FORHA, gated community HOA, etc.).
- Advise the City Council and provide recommendations regarding the overall planning and programming of transportation safety improvements.
- Additional duties, as directed by the City Council, may include, but is not necessarily limited to, the following:
  - Develop materials needed for promotion of transportation safety.
  - Create and review annually a transportation safety plan for the City.
  - Review proposed transportation safety ordinances and make recommendations to the City Council.
  - ~~All other duties as the City Council may direct~~.

## 6.0 Meeting Rules of Order

**6.1** The Committee shall follow and abide by the current edition of the Roberts Rules of Orders on file in the City Secretary's office.

**6.2** The Chairperson shall rule on all points of order.

**6.3** The Committee may overrule the Chairperson on points of order by a two-thirds (2/3) vote of members present.

## 7.0 Quorum

**7.1** A quorum shall consist of ~~three (3)~~ four (4) members. ~~Alternate members shall be considered as a voting member for purposes of a quorum when regular members are not present.~~

**7.2** No ~~matters may be handled~~ Committee agenda items may not be acted upon without the presence of a quorum.

**7.3** ~~All votes shall be~~ An affirmative vote is required by a majority of members present at a meeting to act upon Committee matters except as otherwise stated in these rules or applicable statute.

## 8.0 Agendas

**8.1** Meeting agendas shall be prepared by the City Secretary's office for each meeting. A copy of the agenda, at the minimum, shall be posted at the meeting location as required by law for a period of seventy-two (72) hours prior to the meeting.

**8.2** ~~All meetings~~ The Chairperson shall follow, as closely as possible, the posted agenda taking the items in the posted numerical order. ~~Agendas may be amended by the Chairperson as to order of items, during the called meeting, but not as to content~~. The Chairperson may take items out of order to accommodate the needs of the Committee, staff, and meeting participants.

**8.3** Committee members can suggest agenda items to be placed on a future agenda which fall under the scope of TSAC. ~~Committee's duties and with sufficient notice for staff availability, if warranted.~~ Timing of placement of the item is dependent on availability of staff should staff work be required.

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**8.4** ~~No request or application shall be considered beyond the next regular meeting~~. Once an item has been heard and finally acted upon by the Committee, it cannot be reheard for a period of 365 days from the day the Committee heard the item, unless new pertinent safety information is provided either by the requester who initially brought the issue forward or by staff.

**8.5** City staff may make a recommendation on agenda items and may present findings or information as needed or requested by the Committee or City Manager

## 9.0 Meeting Minutes

**9.1** Minutes~~, paper, and voice recordings~~, of all regular and special meetings shall be ~~kept in~~ maintained by the City Secretary's office and are subject to amendment and ratification by the Committee at a regular meeting.

**9.2** The minutes of the Committee's proceeding shall be record minutes showing the overall vote, or if a member is absent or fails to vote, shall reflect that fact.

**9.3** The Chairperson or Vice-Chairperson, in the absence of the Chairperson, will sign the approved minutes.

## 10.0 Regular Meetings

**10.1** The Committee shall meet quarterly or more frequently at the Fair Oaks Ranch Municipal Complex or another location when properly posted, as required by law, for a period of seventy-two (72) hours. All meetings shall be open to the public.

**10.2** Dates and time of the regular ~~and special~~ meetings shall be set by the Committee, in coordination with the City Manager or his/her designee. Under special circumstances the Committee may cancel or reschedule a meeting date and/or time.

**10.3** Any Committee member missing two (2) consecutive regularly scheduled meetings without a valid excuse, provided to the Chairperson, which includes illness, death in the family, scheduled family vacation, or emergency shall be subject to dismissal by the Council from the Committee. The Chairperson has the responsibility of reporting any committee member's proposed dismissal to the City Council for their consideration.

~~**10.4** City staff may make a recommendation on agenda items and may present findings or information as needed or requested by the Committee or City Manager.~~

## 11.0 Special Meetings

**11.1** When needed and in coordination with the City Manager, special meetings may be called by the Chairperson, at the request of two (2) or more members, or by a majority of the Committee at any previous meeting.

**11.2** Special meetings must be posted in accordance with the Texas Open Meetings Act.

## 12.0 Addressing the Committee

**12.1.** ~~Persons desiring to address the Committee may sign~~, The Committee shall hear from persons who signed in prior to the start of a meeting, on a form provided by the City Secretary's office.

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**12.2.** ~~Persons who desire to address the Committee will be called to the podium by~~ The Chairperson will call the person who desires to address the Committee to the podium at the appropriate time and will follow the guidelines below:

A. Ask the speaker to state their name, whether they are a citizen of the City of Fair Oaks Ranch, ~~address~~ and/or whether they are representing a person or an organization.

B. Ensure the speaker is courteous in language and deportment and can be heard clearly.

C. Address all applicable statements and questions of the speaker. ~~to the Chairperson~~.

D. Limit speaker comments to 5 minutes.

E. Allow Committee members to question or ask/provide clarification from the speaker regarding specific statements made by the speaker.

F. Allow Committee members to question or ask clarification from staff.

**12.3.** The Chairperson may interrupt a speaker to redirect or terminate remarks when they are not relevant to the matter before the Committee, or when the Chairperson determines the remarks to be out of order.

**12.4.** The Committee shall not deliberate on any item that is not on the agenda, and for such an item, members of the Committee may either: (1) make a statement of fact regarding the item; (2) make a statement concerning the policy regarding the item; or (3) if applicable, propose that the item be placed on a future agenda.

~~**12.5.** Committee members may question or ask/provide clarification from the speaker regarding specific statements made by the speaker.~~

## 13.0 Staff Responsibilities

**13.1** The City Manager or designee shall be responsible for providing the Committee with the necessary professional, technical, and clerical services, among which, shall be the following:

A. Prepare and ~~submit~~ post agenda packets, staff reports, and any special projects;

B. To the extent necessary, introduce and factually explain items on the agenda;

C. Coordinate the services of all staff including public information requests for and on behalf of the Committee;

D. Have custody and maintain all Committee records; and,

E. Attend to all official Committee correspondence and communications.

## 14.0 Written Request Required

**14.1** Every submittal for Committee review and recommendation shall be made in writing on a city application form provided by the City Secretary's office. The request shall be complete in all respects before being accepted by the City Secretary office.

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## 15.0 Conflict of Interest Rules

**15.1** Any member who concludes that they may have a conflict of interest on a matter defined in Local Government Code Chapter 171 shall file an affidavit stating the nature and extent of the conflict of interest with the City Secretary and shall abstain from further participation (e.g., voting on or discussing) in the matter at hand.

## 16.0 Motions

**16.1** A motion may be made by any member present at the meeting.

**16.2** A motion to recommend approval requiring City Council action shall require a majority favorable vote of the members present. Failure of the Committee to secure a majority concurring vote to recommend approval ~~at said next regular meeting~~ shall be recorded in the minutes as a denial of the proposal under this rule.

## 17.0 Miscellaneous

**17.1** ~~All members of the Committee are encouraged to obtain as much information on all requests as possible, including inspection of affected properties, from the City Manager or designee.~~

All members of the Committee are encouraged to review the agenda packet and if desired, inspect the affected properties, in advance of the meeting. If additional information is sought, you may contact the City Manager or designee.

## 18.0 Records

**18.1** In accordance with the City's adopted records retention schedule, applicable original Committee records shall be retained as a part of the permanent record.

**18.2** Official records and citizen requests filed for Committee action in regular or special meetings shall be on file in the City Secretary's office and by appointment, shall be open to public inspection during customary working hours.

## 19.0 Amendments

**19.1** This document may be amended, in whole or in part, by a majority vote of the members of the City Council ~~present at a scheduled City Council meeting~~.

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

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

## 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

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 ACTION / MOTION

I move to recommend ……..

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

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

## 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.

# COMMITTEE ACTION / MOTION

I move to recommend …….

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

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

## 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.

# 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 ACTION / MOTION

I move to recommend ……..

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

AGENDA TOPIC: Consideration and possible action on the Fair Oaks Parkway median at Front Gate

DATE: February 5, 2025

REQUESTER: Harold Prasatik, Resident

## 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.

5. Consider better signage to help pedestrians when crossing either FOP or Front Gate…i.e. all directions. educe 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 ACTION / MOTION

I move to recommend ……..

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

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

## 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).

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 ACTION / MOTION

I move to recommend ……..

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

AGENDA TOPIC: Consideration and possible action on adding a stop sign at the intersection of Battle Intense and High Eschelon

DATE: February 5, 2025

REQUESTER: Richard Nichols, Resident

## REQUEST

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

Intersection of Battle Intense and High Eschelon, add a stop sign to make this a four-way stop.

**Desired Outcome/Resolution**

Add a stop sign and remove sight obstacles on Battle Intense.

# STAFF REPORT

**Public Works Comments**

At the City Council February 1, 2024 City Council workshop, staff led a workshop on the City's General Engineering Consultant's Intersection Analysis for Battle Intense, Hansel Drive, and High Eschelon. A presentation of the Analysis is attached.

The analysis shows a fourth stop sign is not warranted based on observed left-turn conflicts, on observed pedestrian activity, on cross-street operating characteristics, and on traffic volumes. After the presentation, the City Council provided staff direction to install a stop sign at Battle Intense changing the intersection from a 3-way stop to a 4-way stop, trim vegetation, enhance existing pavement markings, and install stop bars.

At a future City Council meeting, the ordinance authorizing an additional stop sign was not approved. The Council members dissenting wanted input from area residents. Staff has trimmed existing vegetation, enhanced the pavement markings, and installed stop bars on the southbound and westbound approaches.

**Public Safety Comments**

See comments above and presentation attached.

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

# COMMITTEE ACTION / MOTION

I move to recommend ……..





# Intersection Analysis

## Battle Intense at Hansel Dr/High Eschelon

**Grant Watanabe, P.E.**

Director of Public Works & Engineering Services

# BACKGROUND

October 2019

Mr. Nichols requested additional stop controls at the subject intersections on October 3rd

February 2020

Study results were presented to the City Council on February 6th. The intersections did not meet warrants for all-way stop controls. Recommendations included pavement marking revisions and a restudy in spring. The restudy did not occur due to COVID 19.

December 2023

Mr. Nichols restated his request for additional stop controls on December 7th

February 2024

Intersections were restudied and results are presented to Council on February 1st

# BACKGROUND

## TMUTCD (2B.07) Multi-Way Stop Control:

- Can be used as a safety measure at intersections if certain traffic conditions exist.
- Should be used where traffic volumes on the intersecting roads is approximately equal.
- Shall be based on a traffic engineering study for justification.



# BACKGROUND

## TMUTCD (2B.07) Multi-Way Stop Warrants:

A. As an interim measure where traffic control signals are justified.

B. Where five or more reported crashes in a 12-month period might have been preventable with a multi-way stop installation.

C. Where minimum traffic volumes are met as follows:

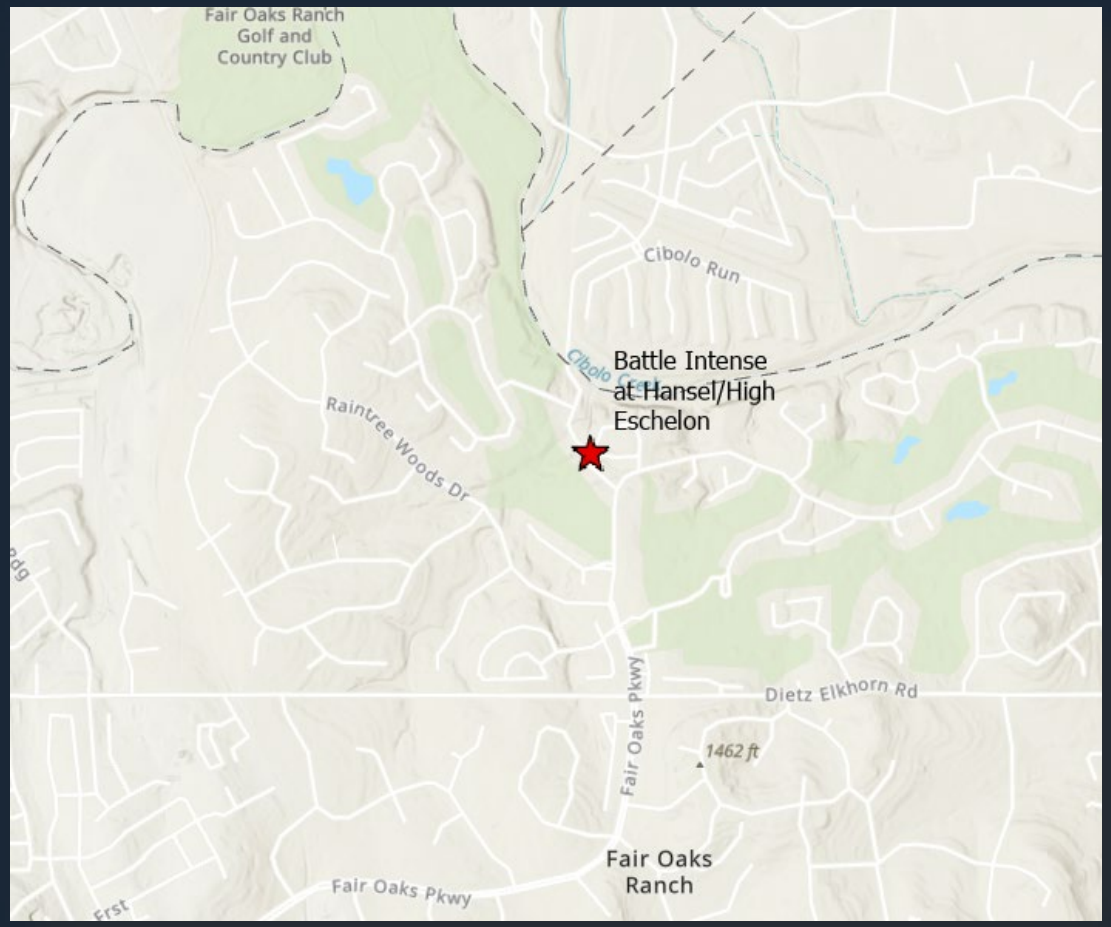
   1. Major street approaches average at least 300 vehicles per hour for any 8 hours of an average day; and

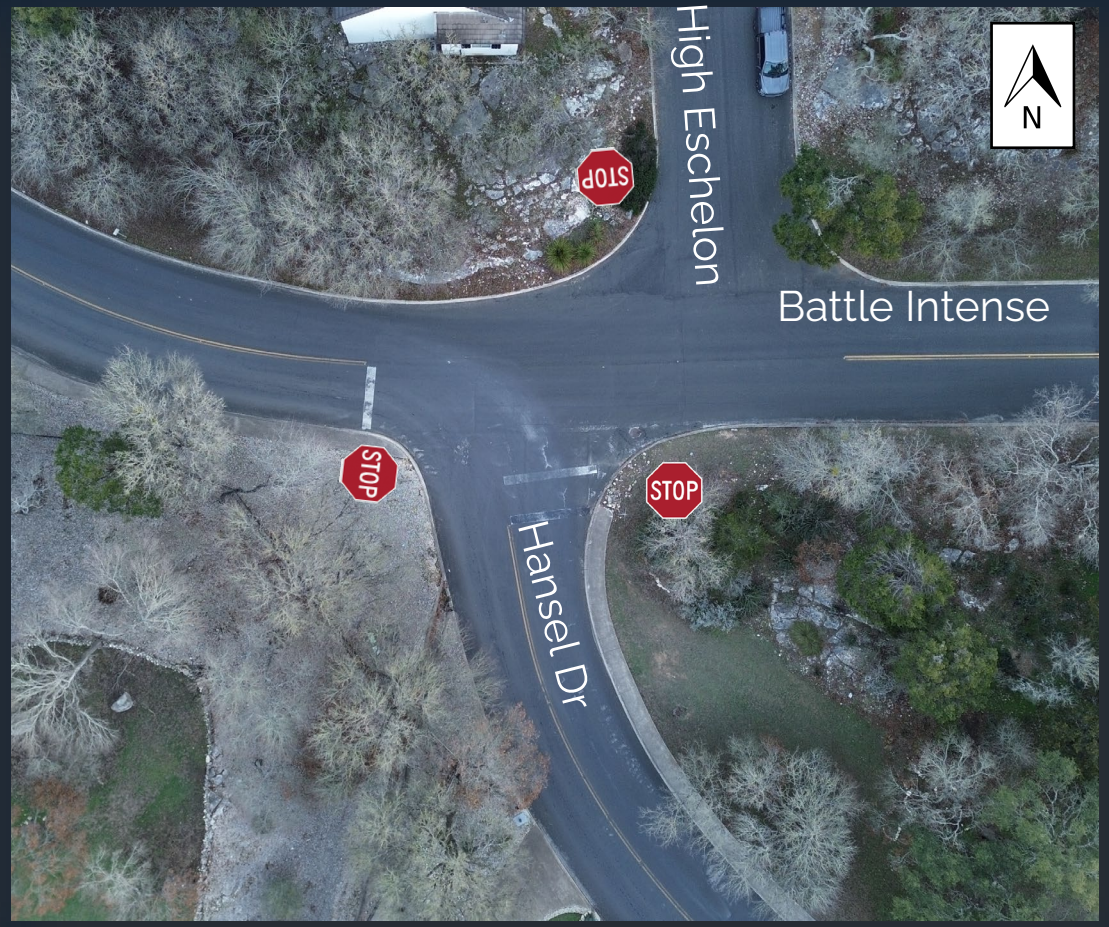
   2. Minor street approaches (total of both approaches) average at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

   3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

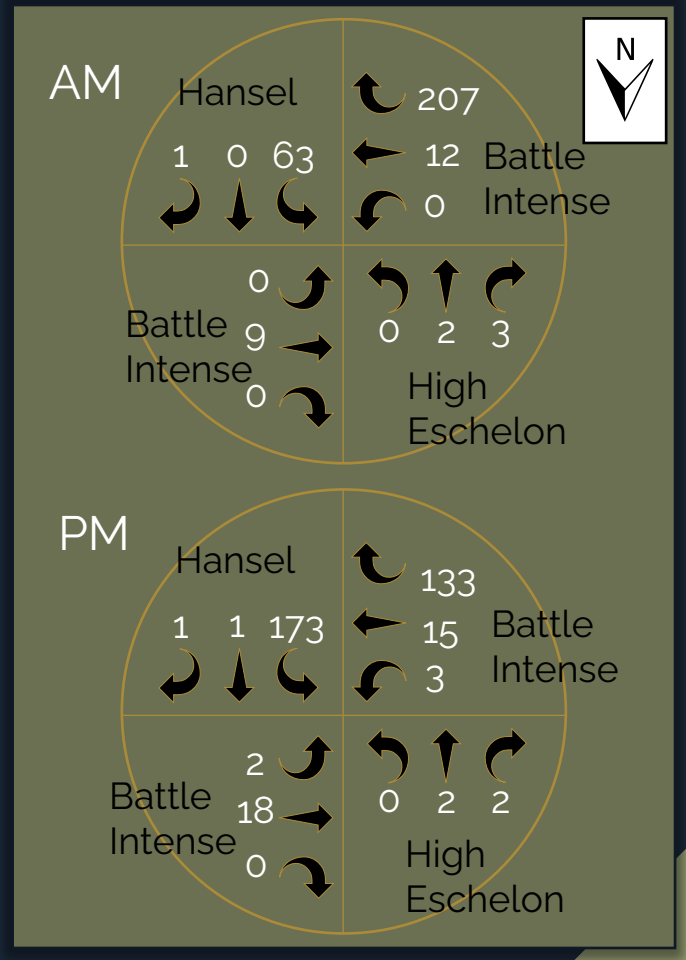
D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values.

# Battle Intense & Hansel/High Eschelon



# Battle Intense & Hansel/High Eschelon



# Battle Intense & Hansel/High Eschelon

## Results of All-Way-Stop Warrant Analysis

A. Does Not Meet Warrant A
   - Traffic signal not warranted so cannot be an interim measure

B. Does Not Meet Warrant B
   - Only 1 non-intersection crash reported (2017)

C. Does Not Meet Warrant C
   - Traffic volumes are very low

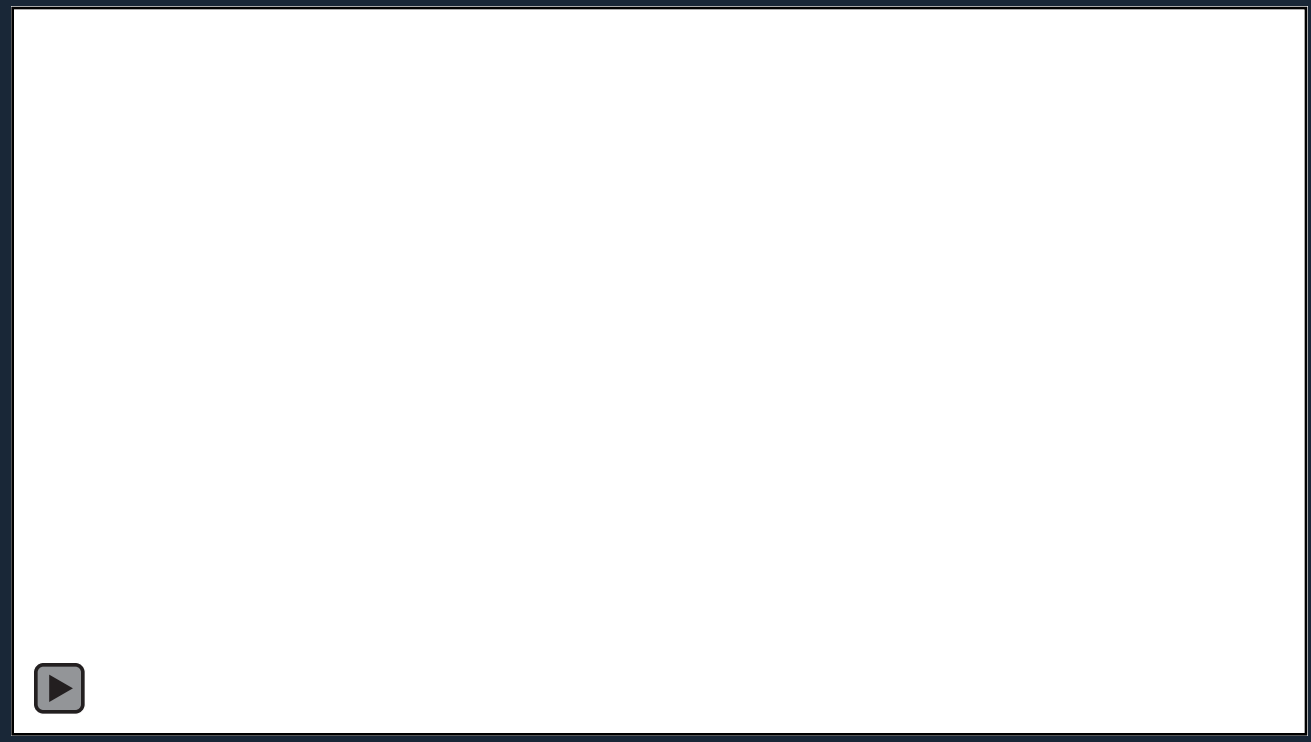
D. Does Not Meet Warrant D
   - Full reduction factors were considered



# Battle Intense & Hansel/High Eschelon

## Special Considerations

- ✓ Non-Aligned Streets
- ✓ Sight Distance Limitations (City has trimmed back vegetation)
- ✓ 3-Way Stop Condition
- ✓ Driver Expectation
- ✓ Pedestrian Movements
- ✓ Grades of Approaches



# Battle Intense & Hansel/High Eschelon

## Traffic Engineering Study Results



- Does not warrant based on observed left-turn conflicts
- Does not warrant based on observed pedestrian activity
- Does not warrant based on comparison of cross-street operating characteristics
- Does not warrant based on traffic volumes
- Does warrant based on limited sight distance

# Battle Intense & Hansel/High Eschelon

## Proposed Mitigation Measures

- Install Stop Sign on Westbound Approach
- Enhance Existing Pavement Markings and Install Stop Bars on SB and WB Approaches
- Continue to Trim Existing Vegetation to Improve Visibility



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

AGENDA TOPIC: Consideration and possible action on adding a four-way stop sign at the intersection of Keeneland Drive, Venturer, and Battle Intense

DATE: February 5, 2025

REQUESTER: Richard Nichols, Resident

## REQUEST

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

Intersection of Keeneland Drive, Venturer, and Battle Intense. Motorist on either Venturer or Battle Intense need to pull part way into the intersection with Keeneland Drive to get a clear picture of oncoming traffic.

**Desired Outcome/Resolution**

Make this a four-way stop.

# STAFF REPORT

**Public Works Comments**

At the City Council February 1, 2024 City Council workshop, staff led a workshop on the City's General Engineering Consultant's Intersection Analysis for Battle Intense and Keeneland Drive. A presentation of the Analysis is attached.

The analysis shows a four-way stop is not warranted based on observed left-turn conflicts, on observed pedestrian activity, on approach sight distances, on comparison of cross-street operating characteristics, and on alignment of cross streets. After the presentation, the City Council determined a four-way stop was not warranted and a stop bar be placed further out.

Vegetation trimming has been completed. The stop bar on Battle Intense is scheduled to be repainted further out into Keeneland Drive this spring. A radar feedback sign has been budgeted in this fiscal year and upon receipt, will be considered for this intersection.

**Public Safety Comments**

No concerns once the sight issue is resolved. There have been no reported collisions at this intersection because of limited sight or lack of a four-way stop.

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

# COMMITTEE ACTION / MOTION

I move to recommend …….





# Intersection Analysis

## Battle Intense at Venturer Ln/Keeneland Dr

**Grant Watanabe, P.E.**

Director of Public Works & Engineering Services

# BACKGROUND

**October 2019**

Mr. Nichols requested additional stop controls at the subject intersections on October 3rd

**February 2020**

Study results were presented to the City Council on February 6th. The intersections did not meet warrants for all-way stop controls. Recommendations included pavement marking revisions and a restudy in spring. The restudy did not occur due to COVID 19.

**December 2023**

Mr. Nichols restated his request for additional stop controls on December 7th

**February 2024**

Intersections were restudied and results are presented to Council on February 1st

# BACKGROUND

## TMUTCD (2B.07) Multi-Way Stop Control:

- Can be used as a safety measure at intersections if certain traffic conditions exist.
- Should be used where traffic volumes on the intersecting roads is approximately equal.
- Shall be based on a traffic engineering study for justification.



# BACKGROUND

## TMUTCD (2B.07) Multi-Way Stop Warrants:

A. As an interim measure where traffic control signals are justified.

B. Where five or more reported crashes in a 12-month period might have been preventable with a multi-way stop installation.

C. Where minimum traffic volumes are met as follows:

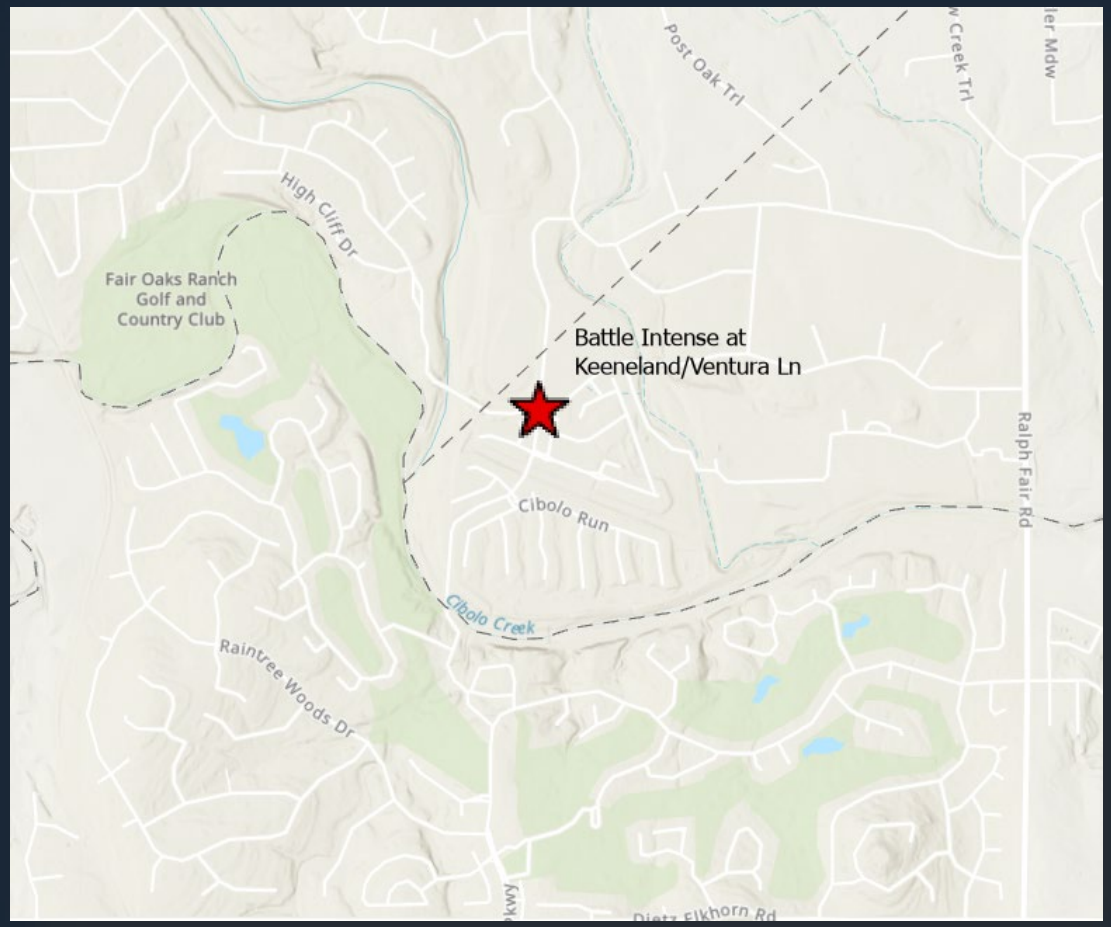
   1. Major street approaches average at least 300 vehicles per hour for any 8 hours of an average day; and

   2. Minor street approaches (total of both approaches) average at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

   3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values.

# Battle Intense & Keeneland/Venturer






# Battle Intense & Keeneland/Venturer Lane



# Battle Intense & Keeneland/Venturer Lane

## Results of All-Way-Stop Warrant Analysis

A. Does Not Meet Warrant A
   - Traffic signal not warranted so cannot be an interim measure

B. Does Not Meet Warrant B
   - Only 2 intersection-related crashes reported (2023)

C. Does Not Meet Warrant C
   - Traffic volumes are very low

D. Does Not Meet Warrant D
   - Full reduction factors were considered



# Battle Intense & Keeneland/Venturer Lane

## Special Considerations

- ✓ Wider Street (Keeneland)
- ✓ Higher Speeds (Keeneland)
- ✓ Sight Distance Limitations
- ✓ Pedestrian Movements (Including School Bus Drop-Off at Intersection)
- ✓ Unchannelized Left Turns



# Battle Intense & Keeneland/Venturer Lane

## Traffic Engineering Study Results



- Does not warrant based on observed left-turn conflicts
- Does not warrant based on observed pedestrian activity
- Does not warrant based on approach sight distances
- Does not warrant based on comparison of cross-street operating characteristics
- Does not warrant based on alignment of cross streets

# Battle Intense & Keeneland/Venturer Lane

## Proposed Mitigation Measures

- Continue to trim existing vegetation to improve visibility
- Install radar feedback devices on Keeneland to reduce speeding (similar to Battle Intense)



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

AGENDA TOPIC: Consideration and possible action to schedule a special meeting

DATE: February 5, 2025

DEPARTMENT: City Secretary

PRESENTED BY: Christina Picioccio, TRMC, City Secretary

**INTRODUCTION/BACKGROUND:**

The Transportation Safety Advisory Committee (TSAC) has received an overwhelming number of citizen submissions for review. Given the volume of requests and the need for a thorough review process, only approximately half of the submissions have been scheduled for discussion on the agenda for the first TSAC meeting.

As a result, a second meeting will be necessary to address the remaining submissions that could not be accommodated in this initial meeting. Due to staff's prior commitments, we offer the following meeting dates for your consideration: February 26, March 5, and March 26.

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

This will provide those citizens who submitted requests thoughtful and thorough review process.

**LONGTERM FINANCIAL & BUDGETARY IMPACT:**

N/A

**LEGAL ANALYSIS:**

N/A

**RECOMMENDATION/PROPOSED MOTION:**

I move to schedule a special meeting for (insert date)