

**CITY OF FAIR OAKS RANCH
TRANSPORTATION SAFETY ADVISORY COMMITTEE MEETING**

Wednesday, May 6, 2026 at 3:00 PM

Public Safety Training Room, Police Station, 7286 Dietz Elkhorn Rd Fair Oaks Ranch

AGENDA

OPEN MEETING

- 1. Roll Call- Declaration of a Quorum
- 2. Pledge of Allegiance

CITIZENS and GUEST FORUM

To address the Transportation Safety Advisory 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, Council or Committee 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.

- 3. 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 Council or Committee Member by making such request prior to a motion and vote.

- 4. Approval of the February 4, 2026 Transportation Safety Advisory Committee meeting minutes
Amanda Valdez, TRMC, Deputy City Secretary

CONSIDERATION/DISCUSSION ITEMS

- 5. Consideration and possible action on a citizen request to place signs at both ends of the Keeneland Bridge directing pedestrians to use the sidewalk
Carole Vanzant, CPM, ICMA-CM, Assistant City Manager
- 6. Consideration and possible action on a citizen request to perform a traffic safety study at the intersection of Dietz Elkhorn Road and Chartwell Lane
Carole Vanzant, CPM, ICMA-CM, Assistant City Manager
- 7. Discussion on a TSAC Committee Member request to reduce the speed limit on Ammann Road and to add stop signs on Ammann Road at Rolling Acres Trail
Frank Trapasso, Committee Member, Place 2

REPORTS FROM STAFF/COMMITTEES

- 8. Status of traffic and pedestrian improvements at the intersection of Fair Oaks Parkway and Front Gate
Carole Vanzant, CPM, ICMA-CM, Assistant City Manager
- 9. Status report of ongoing Transportation Safety Submittals
Carole Vanzant, CPM, ICMA-CM, Assistant City Manager

ADJOURNMENT

Signature of Agenda Approval:

_____ s/ Carole Vanzant _____
Carole Vanzant, Assistant City Manager

I, Amanda Valdez, 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.fairoaksranctx.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 April 30, 2026 and remained so posted continuously for at least 3 business days before said meeting was convened. A quorum of various boards, committees, and commissions may attend the TSAC 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 MEETING

Wednesday, February 4, 2026 at 3:00 PM

Public Safety Training Room, Police Station, 7286 Dietz Elkhorn Rd Fair Oaks
Ranch

MINUTES

OPEN MEETING

1. Roll Call- Declaration of a Quorum

Present: Vice Chairperson Chris Doepke and Committee Members: Frank Trapasso,
Denise Fortenberry, John Wall, Sharon Bimhall, and Josh Cooke

Absent: Chairperson Al Schmidt

With a quorum present, the meeting was called to order at 3:00 PM.

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

CITIZENS and GUEST FORUM

3. Citizens to be heard – None.

CONSENT AGENDA

4. Approval of the November 5, 2025 Transportation Safety Advisory Committee meeting minutes

MOTION: Made by Denise Fortenberry, seconded by Sharon Brimhall, to approve the
Consent Agenda.

VOTE: 6 - 0; Motion Passed.

CONSIDERATION/DISCUSSION ITEMS

5. Consideration and possible action on a citizen request to place a stop sign on Fair Oaks Parkway at Triple Crown

MOTION: Made by John Wall, seconded by Sharon Brimhall, to approve a request to
install stop signs on Fair Oaks Parkway at Triple Crown.

VOTE: 0 - 6; Motion Failed.

6. Consideration and possible action on amendments to the Transportation Safety Advisory Committee Rules of Procedure

MOTION 1: Made by John Wall, seconded by Sharon Brimhall to propose an amendment to the Transportation Safety Advisory Committee Rules of Procedure by adding Section 16.3 to read “In the event of a tie vote caused by a committee member’s absence, the request shall be considered at a future committee meeting where all committee members are present and voting on the item.”

VOTE 1: 6 - 0; Motion Passed.

MOTION 2: Made by John Wall, seconded by Denise Fortenberry, to recommend approval of the revised Transportation Safety Advisory Committee Rules of Procedure as discussed and generally agreed upon at the February 4, 2026, TSAC meeting.

VOTE 2: 6 - 0; Motion Passed.

REPORTS FROM STAFF/COMMITTEES

7. Status report of ongoing Transportation Safety Submittals

Assistant City Manager Carole Vanzant provided a status report of the ongoing transportation safety submittals.

ADJOURNMENT

Vice Chairperson Chris Doepke announced that the next meeting of the Committee will be May 6, 2026 at 3:00 PM. He encouraged residents to participate in the City’s questionnaire on the City’s Strategic Plan on the City’s website.

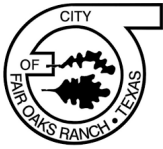
Committee Member Frank Trapasso asked for a workshop item at the next meeting to discuss safety, potential speed reduction, inclusion of stop signs, and the southern curve on Ammann Road. The focus of the discussion is to ascertain whether these items should be considered for action at a future TSAC meeting. He noted no staff work is needed for the workshop.

Vice Chairperson Doepke adjourned the meeting at 3:57 PM.

Al Schmidt, Chairperson

ATTEST:

Amanda Valdez, TRMC, Deputy City Secretary



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

AGENDA TOPIC: Consideration and possible action on a citizen request to place signs at both ends of the Keeneland Bridge directing pedestrians to use the sidewalk

DATE: May 6, 2026

DEPARTMENT: Administration

PRESENTED BY: Carole Vanzant, CPM, ICMA-CM, Assistant City Manager

INTRODUCTION / BACKGROUND:

In March 2026, the City received a citizen submittal (**Attachment A**) for placement of foot traffic signs at both ends of the Keeneland Bridge on Keeneland Drive, directing pedestrians to use the existing sidewalk. The resident noted the safety concern is that Keeneland Drive is too narrow for two lanes of traffic and pedestrians at the same time.

Staff Report

1. Texas Transportation Code 552.006(a) states, "a pedestrian may not walk along and on a roadway if an adjacent sidewalk is provided and is accessible to the pedestrian." This means a pedestrian is expected to use a sidewalk if it is present and safely accessible from where the pedestrian is traveling. However, if accessing that sidewalk requires crossing a busy roadway or otherwise placing the pedestrian in a less safe situation, it can reasonably be argued that the sidewalk is not truly accessible at that moment. In those cases, pedestrians may use the roadway, and the law allows for that flexibility.
2. Per Texas Transportation Code 552.001, a pedestrian is defined as "a person on foot," which includes joggers, runners, walkers, and individuals walking dogs. All would fall under the same requirements.

Staff recognizes the safety concern raised by the requestor, particularly given the presence of a single sidewalk. While the intent of the applicable regulations is to encourage the use of available sidewalks, practical application may vary depending on site-specific safety and accessibility conditions. As a measure to improve awareness and promote safer pedestrian behavior, staff could install signage at both ends of the Keeneland Bridge directing pedestrians to use the designated sidewalk.



RECOMMENDATION / PROPOSED MOTION:

Staff recommends installing two signs, as depicted, at both ends of the Keeneland Bridge.

I move to recommend placement of signs at both ends of the Keeneland Bridge directing pedestrians to use the sidewalk.

RECEIVED MAR 10 2020 in person



TRANSPORTATION SAFETY ADVISORY COMMITTEE REQUEST FORM

Rcv'd: By: Front Desk City Hall Req #:

Please fill out this form in its entirety (feel free to attach photos or additional information) regarding the review of a traffic or pedestrian safety issue. If applicable, your request will be presented to the Committee for review and determination. Forms must be received 30 days prior to the scheduled quarterly meeting. TSAC webpage

Requestor Contact Information

Name: Greg Buschmann Phone: Mailing Address: 30826 Keeneland Dr City/State/ZIP Code: Fair Oaks Ranch, Tx 78015 Email Address:

Are you able to attend the TSAC meeting where this request will be presented to the Committee? (First Wednesday of February, May, August, and November at 3:00 PM) [Select One]

Category

- Changes to Traffic Patterns, No Parking Zones, Speed Limiting Devices, Crosswalks, Poor Site Distance at Intersections, Yield and Stop Signs, Hike and Bike Lanes, Speed Limit Increase/Decrease, Other

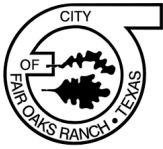
Location / Situation for Review and Description of Concerns

Keeneland Dr. Bridge entering and exiting Deer Meadow Estates over the Cibolo Creek has only one elevated sidewalk for pedestrians to use. On occasion, walkers, joggers (and even people walking dogs) walk against traffic on the side without the sidewalk thinking they should follow the conventional wisdom of always walking AGAINST oncoming traffic. Vehicles exiting DME are placed in a dangerous predicament. The road is too narrow for two lanes of traffic and pedestrians at the same time

Desired Outcome/Resolution

A sign directing all foot traffic to use the one available sidewalk ONLY for both directions needs to be installed on both ends of the bridge.





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

AGENDA TOPIC: Consideration and possible action on a citizen request to perform a traffic safety study at the intersection of Dietz Elkhorn Road and Chartwell Lane

DATE: May 6, 2026

DEPARTMENT: Administration

PRESENTED BY: Carole Vanzant, CPM, ICMA-CM, Assistant City Manager

INTRODUCTION / BACKGROUND:

On April 1, 2026, the City received a citizen submittal (**Attachment A**) requesting that a traffic study be conducted at the intersection of Dietz Elkhorn Road and Chartwell Lane. The request asks that the study be reviewed by the Transportation Safety Advisory Committee (TSAC) to evaluate whether installation of a four-way stop or another traffic-calming measure would improve safety at the intersection.

The submitter identified the following concerns associated with school-related traffic operations:

- **Peak-school hour congestion and queue spill back:** During school arrival and dismissal periods, vehicle queues associated with the school frequently extend onto Dietz Elkhorn Road. Drivers attempting to bypass queued traffic on Dietz Elkhorn Road have been observed utilizing the right-turn-only lane onto Saddle Song and proceeding straight, creating conflicting traffic movements.
- **Lack of controlled right-of-way:** Vehicles entering and exiting the school approach from multiple directions without uniform traffic control, resulting in hesitation, abrupt stops, and overlapping travel paths.
- **Left-turn safety concerns:** Drivers attempting to turn left from the school onto Dietz Elkhorn Road must navigate gaps in multiple traffic streams. The presence of school buses with activated flashing signals has resulted in vehicles stopping within the intersection, increasing exposure to oncoming traffic, and elevating safety risk.

The submitter asserts that the existing two-way stop configuration does not adequately accommodate the traffic volume and operational complexity during peak school periods and recommends consideration of a four-way stop to improve traffic predictability and safety.

Staff Report

At the July 21, 2022, City Council meeting, staff and the City's consultant presented a Roadway Safety Improvements update, which included the Chartwell Realignment project. As part of that effort, a four-way stop at Dietz Elkhorn Road and Chartwell Lane

intersection was proposed (**Attachment B**) primarily to address pedestrian crossing activity associated with the school.

The City Council expressed concern that the additional stop control on Dietz Elkhorn Road could exacerbate traffic congestion and result in queuing extending toward Ralph Fair Road, particularly given that peak congestion is generally limited to less than one hour during school operating periods. The Council subsequently directed staff to evaluate alternative traffic control measures.

On August 18, staff presented three intersection traffic control options (**Attachment C**) to the City Council for their consideration. Following discussion, City Council postponed the item to allow additional data collection, including input from school administrators, police officers, parents and other citizen users. At that time, City Manager Maples recommended that potential intersection improvements be reconsidered in conjunction with the future reconstruction of Dietz Elkhorn Road, which is currently anticipated to begin in 2026.

Since April 2022, one reported traffic accident occurred at the intersection in which a vehicle was rear-ended while turning onto Chartwell Lane from Dietz Elkhorn Road.

As of April 24, 2026, no additional formal complaints regarding this intersection have been documented by the City.

Staff Recommendation

Staff recommends no action at this time. Consistent with prior direction provided at the August 18, 2022, City Council meeting, staff will revisit the intersection of Dietz Elkhorn Road and Chartwell Lane in post-construction of the planned Dietz Elkhorn Road Reconstruction Project.

RECOMMENDATION / PROPOSED MOTION:

If the Transportation Safety Advisory Committee desires a recorded action, below is a suggested recommendation:

I move to recommend that the City Council direct staff to conduct a traffic safety study at the intersection of Dietz Elkhorn Road and Chartwell Lane within 6 to 12 months following completion of the Dietz Elkhorn Road Reconstruction project, including evaluation of traffic control alternatives, and return with findings and recommendations.



TRANSPORTATION SAFETY ADVISORY COMMITTEE REQUEST FORM

Rcv'd: 4-1-26 By: NR
US mail Req #:

Please fill out this form in its entirety (feel free to attach photos or additional information) regarding the review of a traffic or pedestrian safety issue. If applicable, your request will be presented to the Committee for review and determination. Forms must be received 30 days prior to the scheduled quarterly meeting, [TSAC webpage](#)

Requestor Contact Information

Name: **Sage Murdoch**

Phone:

Mailing Address: **8201 Roseben Circle**

City/State/ZIP Code: **Fair Oaks Ranch, TX 78015**

Email Address:

Are you able to attend the TSAC meeting where this request will be presented to the Committee? *(First Wednesday of February, May, August, and November at 3:00 PM)*

I am very interested in participating in this meeting and contributing to the discussion. Unfortunately, the proposed time (in May) overlaps with school dismissal, when I have a non-negotiable pickup responsibility. If there is any flexibility in scheduling, I would appreciate a time that allows parents to attend and be part of the conversation. I am available Monday-Friday at 8:00am-2:30pm/3:30pm-8:00pm.

Category

- Changes to Traffic Patterns
- Crosswalks
- Hike and Bike Lanes
- No Parking Zones
- Poor Site Distance at Intersections
- Speed Limit Increase/Decrease
- Speed Limiting Devices
- Yield and Stop Signs
- Other

Location / Situation for Review and Description of Concerns

I'm writing as a Fair Oaks Ranch resident to request a traffic safety review for the intersection at Dietz Elkhorn Road and Chartwell Lane, which leads directly into Fair Oaks Ranch Elementary. This intersection is currently a two-way stop, and the cross-traffic has the right-of-way. During school drop-off and pick-up, the congestion becomes severe enough that drivers entering or exiting the school have difficulty safely merging. I've personally observed multiple near-miss situations, hesitation conflicts, and backups that spill into the through-traffic lane. Because this is a school zone with young pedestrians and high vehicle turnover, I believe the current configuration creates a significant safety risk. I'm requesting that the City conduct a traffic study and have the issue reviewed by the Transportation Safety Advisory Committee (TSAC) to determine whether a four-way stop or another traffic-calming measure would improve safety. I'm happy to provide photos, videos, or additional details about the congestion patterns if helpful. Thank you for your time and for considering this request.

Sincerely, Sage Murdoch

Neighborhood: Deer Meadow Estates

Desired Outcome/Resolution

The desired outcome is for the City to convert this intersection into a four-way stop so that all drivers approaching the school entrance—regardless of direction—are operating under the same traffic control expectations. This change would create a consistent right-of-way pattern, reduce hesitation and conflict points during peak school traffic, and significantly improve safety for students, parents, and through-traffic. A four-way stop would help ensure that every driver is required to slow down, acknowledge cross-traffic, and proceed in an orderly, predictable manner during the busiest and most vulnerable times of day.

Follow up Emails sent by the Submitter
April 9, 2026

As shown in these screenshots, the school pickup line regularly backs up into the main road, occupying the left lane and forcing through traffic to bypass the queue by entering the right-turn only lane. Many of these drivers then continue straight instead of turning, creating unpredictable movements and multiple conflict points. This behavior significantly increases the risk of collisions during peak school traffic. A four way stop would slow all drivers, establish consistent right of way expectations, and reduce the unsafe lane changing and straight through violations currently occurring.



These photos show the morning drop off period around 7:20 AM, when vehicles are arriving from every direction with no unified traffic control point. Cars are turning left, turning right, and proceeding straight simultaneously, creating overlapping movement paths and forcing drivers to rely on hesitation and guesswork instead of clear right of way rules. This uncontrolled flow is especially unsafe in a school zone with high volumes of drivers and pedestrians. A four-way stop would establish predictable movement, reduce conflict points, and significantly improve safety during the busiest time of day.



This photo shows a situation where; while attempting to turn left out of the school, I was forced to stop in the middle of the intersection because a school bus on Dietz Elkhorn abruptly activated its flashing stop lights. With no four-way stop to regulate right of way, drivers entering and exiting the school must rely on finding gaps in multiple directions of traffic. When the bus stopped mid flow, I was left partially exposed to the intersection with no protected movement and no predictable traffic pattern. This created a dangerous conflict point for me, the bus, and surrounding vehicles. A four-way stop would provide controlled, predictable right of way and prevent drivers from being trapped in the intersection during sudden stops or high-volume school traffic.



Attachment B

July 2022 City Council Update Presentation on Chartwell Realignment Project



**CHARTWELL REALIGNMENT
CONSTRUCTION UPDATE**



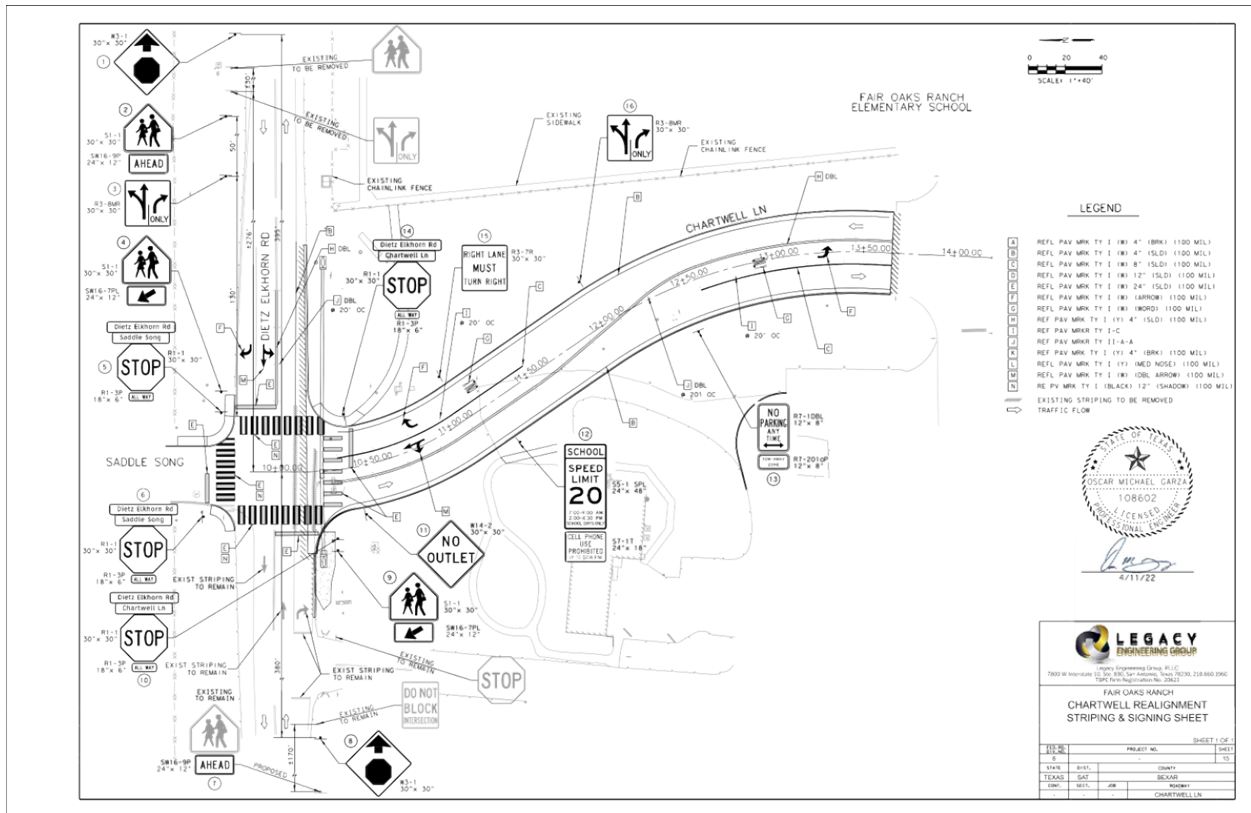


- Pedestrian safety improvements include stop signs and crosswalks to create 4-leg standard intersection
- Recommendation: Future ordinance to include new Dietz Elkhorn stop sign locations

Phase III



100% Chartwell Realignment Construction Plans

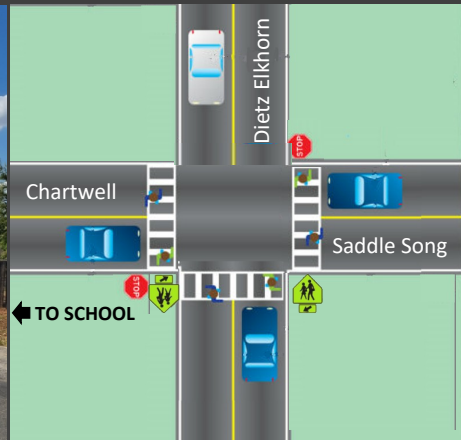


Attachment C

August 2022 City Council Presentation on Pedestrian Crossing Options

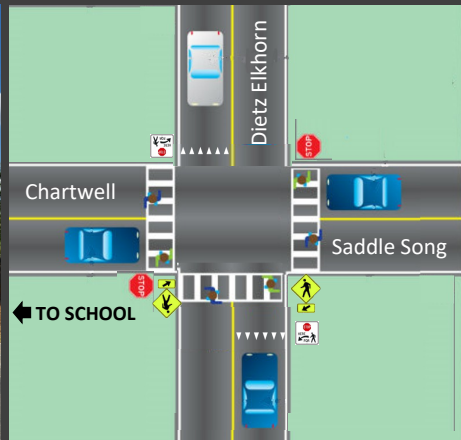
Option 1: Pedestrian Crossing Signs Only (current)

Cost Estimate: \$0 (Included in contract)



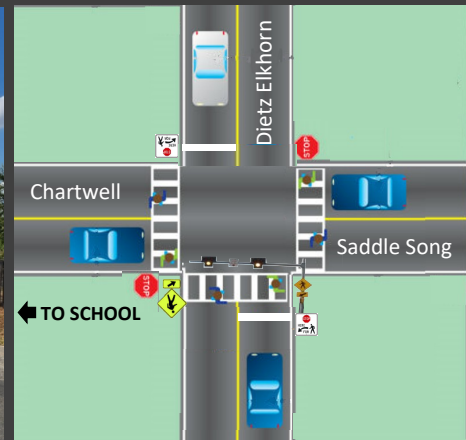
Option 2: Pedestrian Actuated Signage

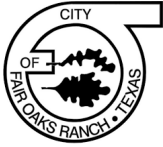
Cost Estimate: \$12,000



Option 3: HAWK (Pedestrian Hybrid Beacon)

Cost Estimate: \$50,000





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

AGENDA TOPIC: Discussion on a TSAC Committee Member request to reduce the speed limit on Ammann Road and to add stop signs on Ammann Road at Rolling Acres Trail

DATE: May 6, 2026

DEPARTMENT: Transportation Safety Advisory Committee

PRESENTED BY: Frank Trapasso

INTRODUCTION / BACKGROUND:

On January 26, 2026, the City received a submittal to lower the speed limit on Ammann Road to 35 mph and to place stop signs on Ammann Road where it intersects with Rolling Acres Trail (**Attachment A**).

At the February 4, 2026, Transportation Safety Advisory Committee (TSAC) meeting, Committee Member Trapasso relayed his submittal to the Committee. He requested staff place it on the May TSAC meeting agenda for discussion to determine whether the Committee desires the submittal be formally considered at a future TSAC meeting.

Staff Report

Ammann Road Reconstruction Project Timeline

1. Ammann Road reconstruction is included in the City's Roadway Capital Improvement Program. The project scope includes full-depth reconstruction, roadway widening with two-foot shoulders, drainage improvements, utility adjustments, and realignment of the southern curve near Rolling Acres Trail.
2. In May 2024, the Fair Oaks Ranch Bond Election was approved by Fair Oaks Ranch voters, authorizing reconstruction of various roadways within the city, including Ammann Road.
3. In February 2025, the City Council approved an agreement for design and engineering services for the project. Staff anticipates construction will begin in 2027, with substantial completion expected by spring-summer 2028.
4. Based on City Council workshop discussions, and on the construction plans, staff anticipates the installation of advisory speed signage at the southern curve due to roadway geometry.

Post Oak Subdivision Development Timeline

1. In February 2026, the City Council approved the Post Oak subdivision preliminary plat and associated Tree Preservation Plan. The final plat is scheduled for consideration by the Planning and Zoning Commission on May 7, 2026.

2. Staff is currently reviewing the development's construction plans, with construction anticipated to begin in fall 2026.

RECOMMENDATION / PROPOSED MOTION:

No staff recommendation. Staff seeks TSAC guidance on whether the submittal should be considered for action at a future TSAC meeting.



TRANSPORTATION SAFETY ADVISORY COMMITTEE REQUEST FORM

Rcv'd: Jan 26, 2026

By: Email

Req #: _____

Please fill out this form in its entirety (feel free to attach photos or additional information) regarding the review of a traffic or pedestrian safety issue. If applicable, your request will be presented to the Committee for review and determination. Forms must be received 30 days prior to the scheduled quarterly meeting. [TSAC webpage](#)

Requestor Contact Information

Name: _____ Frank Trapasso _____ Phone: _____

Mailing Address: _____ 31820 Rolling Acres Tr _____

City/State/ZIP Code: _____ Fair Oaks Ranch, TX 78015 _____

Email Address: _____

Are you able to attend the TSAC meeting where this request will be presented to the Committee? **Yes**
(First Wednesday of February, May, August, and November at 3:00 PM)

Category

- Changes to Traffic Patterns Crosswalks Hike and Bike Lanes
- No Parking Zones Poor Site Distance at Intersections Speed Limit Increase/Decrease
- Speed Limiting Devices Yield and Stop Signs Other

Location / Situation for Review and Description of Concerns

Ammann Road Fair Oaks Ranch

The re-development of Ammann Road is scheduled to be done in 3-4 years, after the completion of the new Post Oak subdivision development. I am placing the following requests on the agenda for our next TSAC meeting.

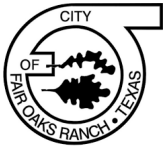
1. Current speed limit on Ammann Rd is 45 mph. Request to lower it to 35 mph.
2. Request stop signs where Ammann Rd intersects Rolling Acres Trail on both the North and the South sides of Ammann Rd.

Follow up

At the February 4, TSAC meeting, TSAC Committee Member Trapasso clarified the submittal is for discussion at the May TSAC meeting on whether members desire this request to formally come back for consideration and possible action. No action by staff is required for the May meeting.

Desired Outcome/Resolution

1. Current speed limit on Ammann Rd is 45 mph. Request to lower it to 35 mph.
2. Request stop signs where Ammann Rd intersects Rolling Acres Trail on both the North and the South sides of Ammann Rd.



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

AGENDA TOPIC: Status of traffic and pedestrian improvements at the intersection of Fair Oaks Parkway and Front Gate

DATE: May 6, 2026

DEPARTMENT: Administration

PRESENTED BY: Carole Vanzant, CPM, ICMA-CM, Assistant City Manager

INTRODUCTION / BACKGROUND:

On February 5, 2025, the Transportation Safety Advisory Committee reviewed a citizen submittal requesting traffic and pedestrian improvements at the intersection of Fair Oaks Parkway and Front Gate. Following discussion, the Committee recommended the following measures:

- Installation of double yellow striping with reflectors within and adjacent to the median;
- Installation of intersection warning signage;
- Relocation of the existing stop bar on Front Gate further forward to improve visibility; and,
- Consideration by the City Council of:
 - A radar feedback study to evaluate vehicle volumes and speed; and
 - A traffic analysis to determine whether a dedicated eastbound left-turn lane on Fair Oaks Parkway onto Front Gate is warranted.

Subsequent Actions and Timeline

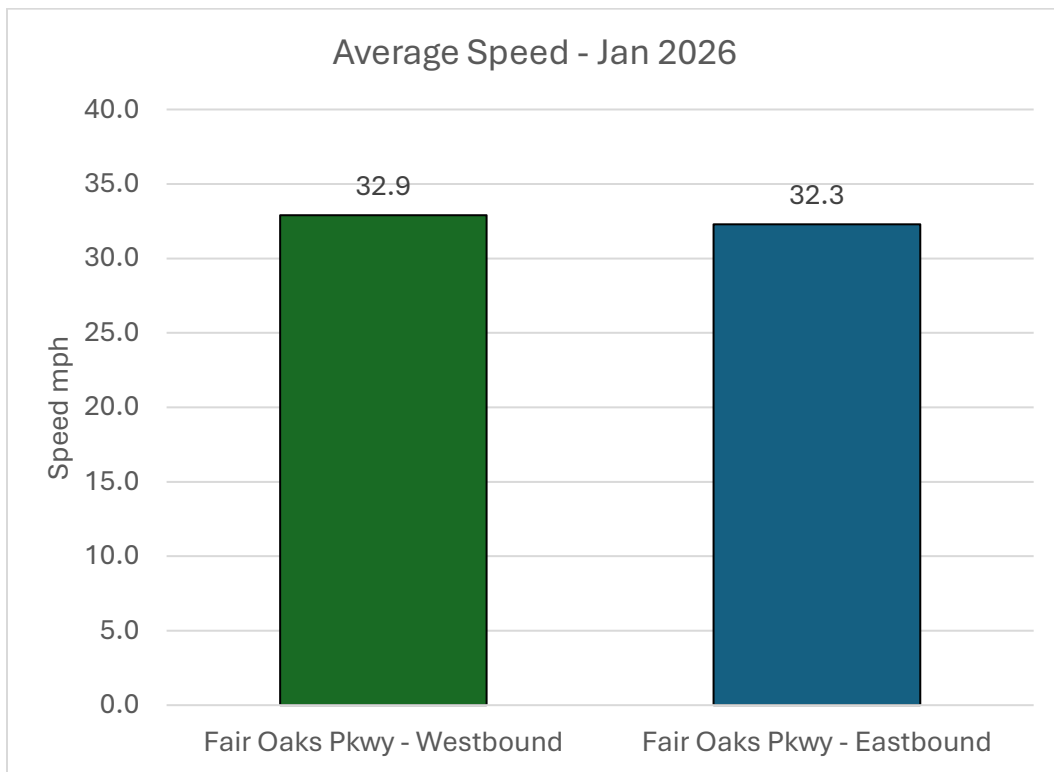
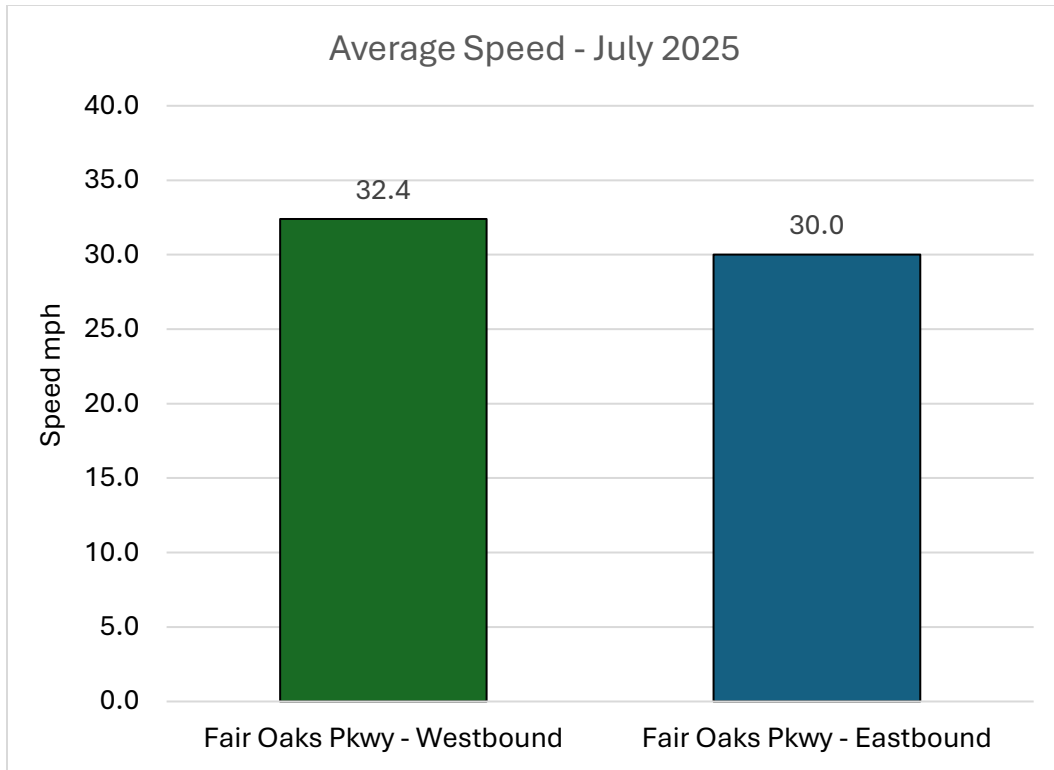
- February 20, 2025 — The City Council approved the recommended striping, reflectors, signage, and stop bar relocation. Council directed staff to monitor the intersection for a minimum of one month to assess the effectiveness of the implemented traffic-calming measures. Council also directed staff to evaluate the feasibility of constructing an eastbound left-turn lane without widening Fair Oaks Parkway.
- May 2025 — All Council-approved improvements were completed. Based on a preliminary engineering review, staff determined that a left-turn lane is not feasible without widening Fair Oaks Parkway.
- June 5, 2025 — Staff reported to the City Council that the Police Department had responded to one unrelated accident at the intersection and had no citations or warnings during the monitoring period, indicating that the implemented measures were functioning as intended. The City Manager confirmed that radar feedback collection would be performed July 1–14, 2025, and again during the school term following the acquisition of additional radar units in the FY 2025-26 Adopted

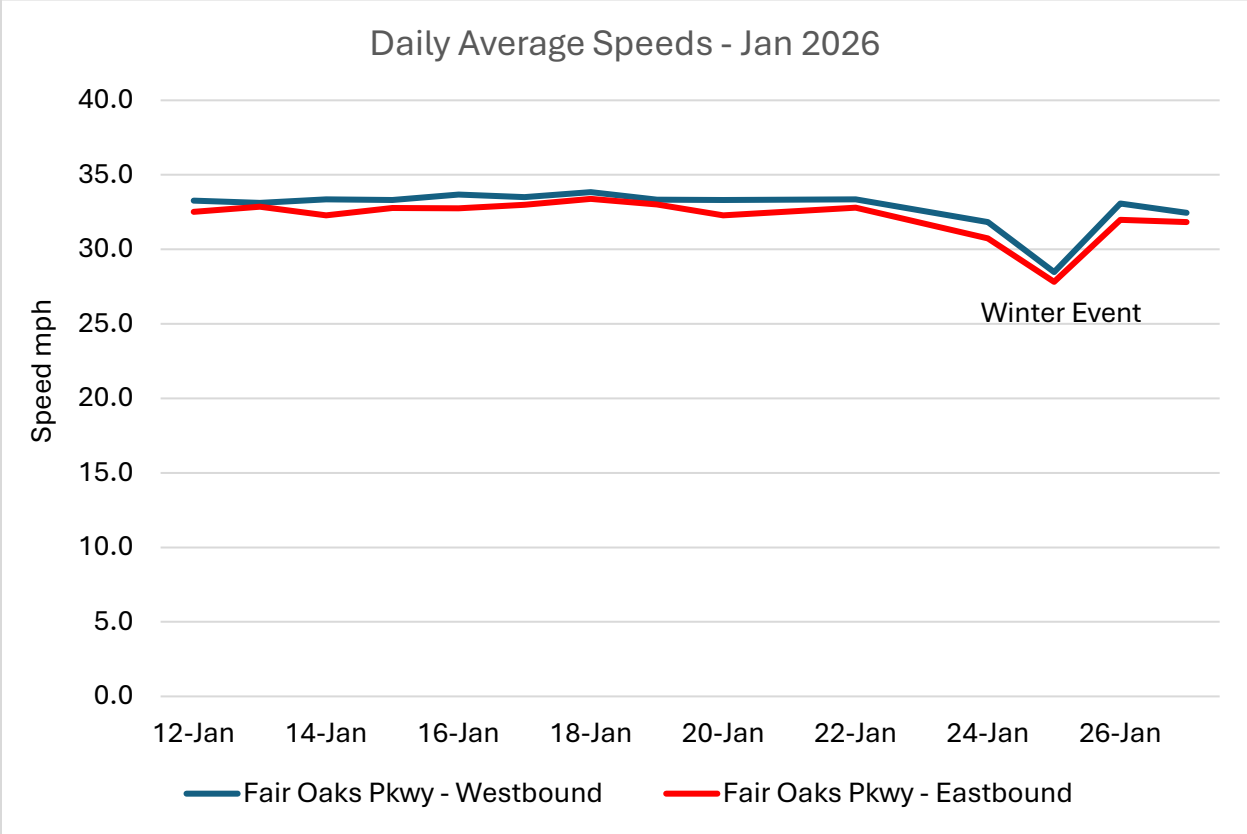
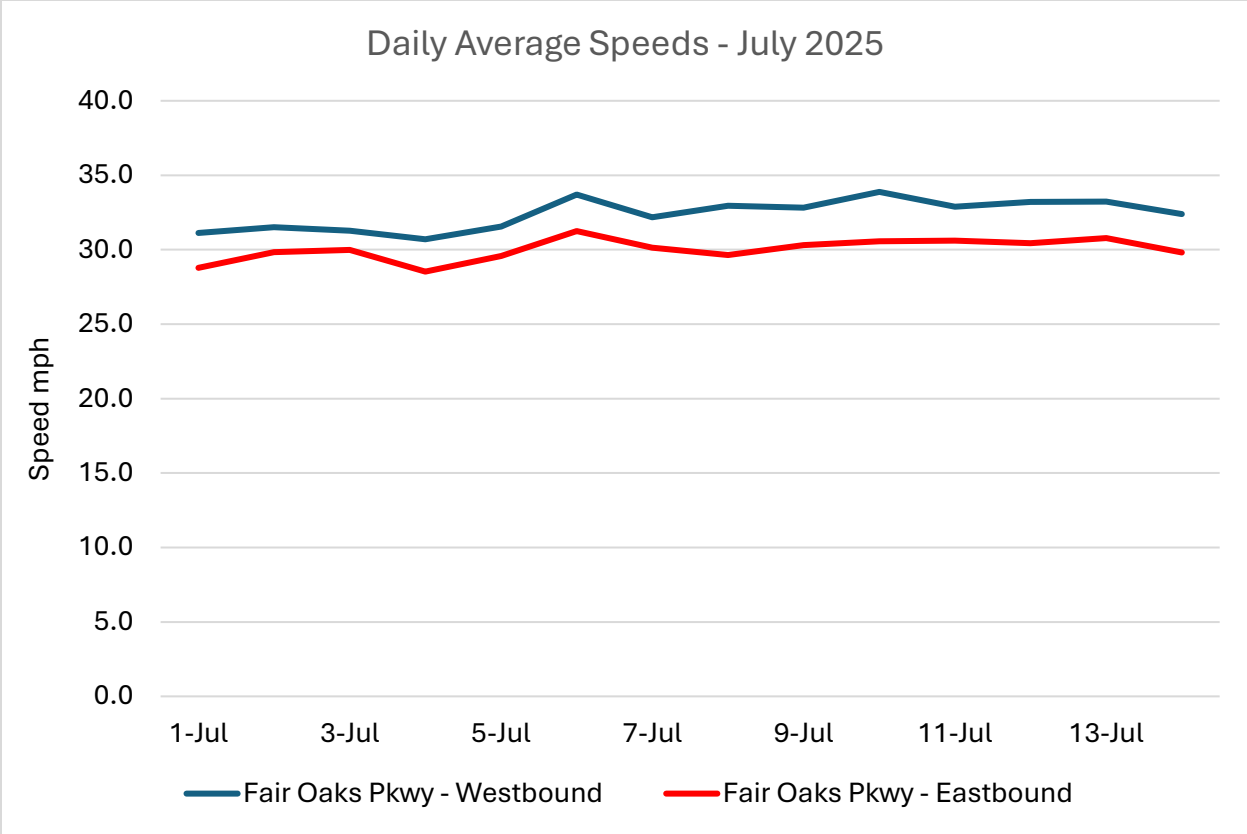
Budget. The City Manager also authorized the City's general engineering consultant to perform a left-turn lane analysis and provide a professional opinion regarding its feasibility and warrant.

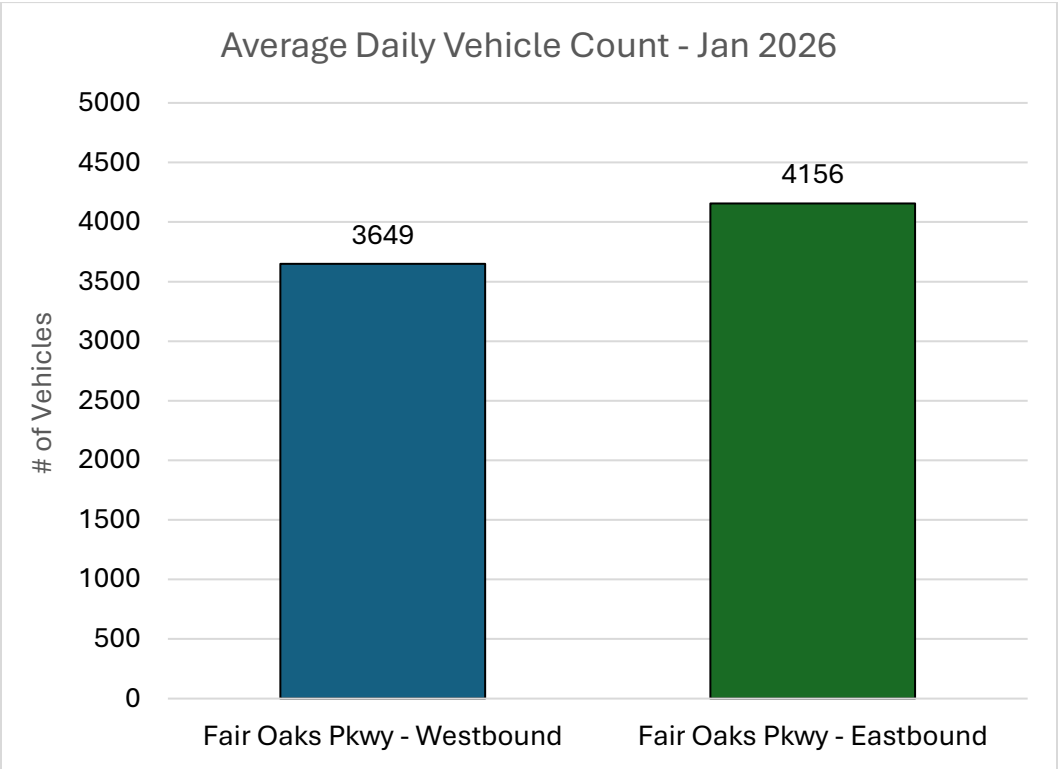
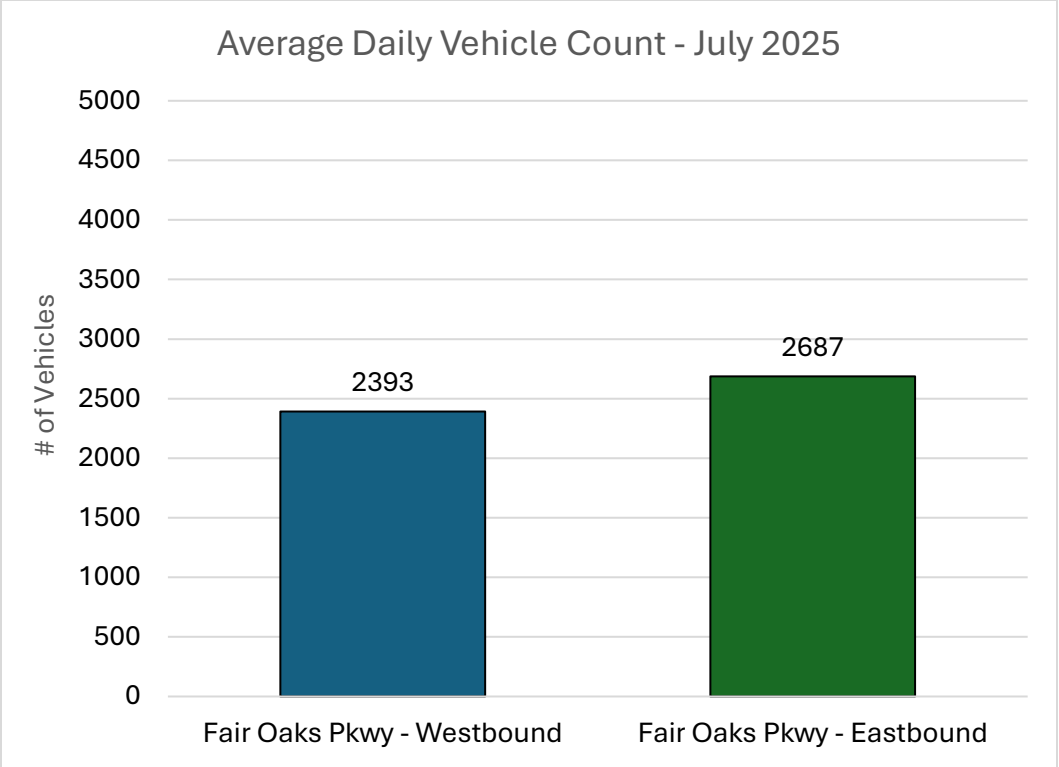
- September 4, 2025 — The City Council reviewed the analysis and associated alternatives and reached a consensus supporting a hybrid left-turn lane configuration.
- September 18, 2025 — The City Council approved installation of permanent radar feedback signs as additional traffic-calming measures at the 8500–8700 block of Fair Oaks Parkway and at Fair Oaks Parkway and Front Gate.
- January 12–17, 2026 — A second radar feedback collection effort was conducted. A summary of the two collected data (**Attachment A**) indicates:
 - Average vehicle speeds in both directions remained below the posted speed limit of 35 mph;
 - Traffic volumes were higher in the eastbound direction during both study periods;
 - The 85th percentile of speeds recorded in July 2025, were 39 mph westbound and 37 mph eastbound; and
 - The 85th percentile of speeds recorded in January 2026 was 35 mph in both directions.
- March 2026 — The City installed the approved hybrid left-turn lane on northbound Fair Oaks Parkway into Front Gate

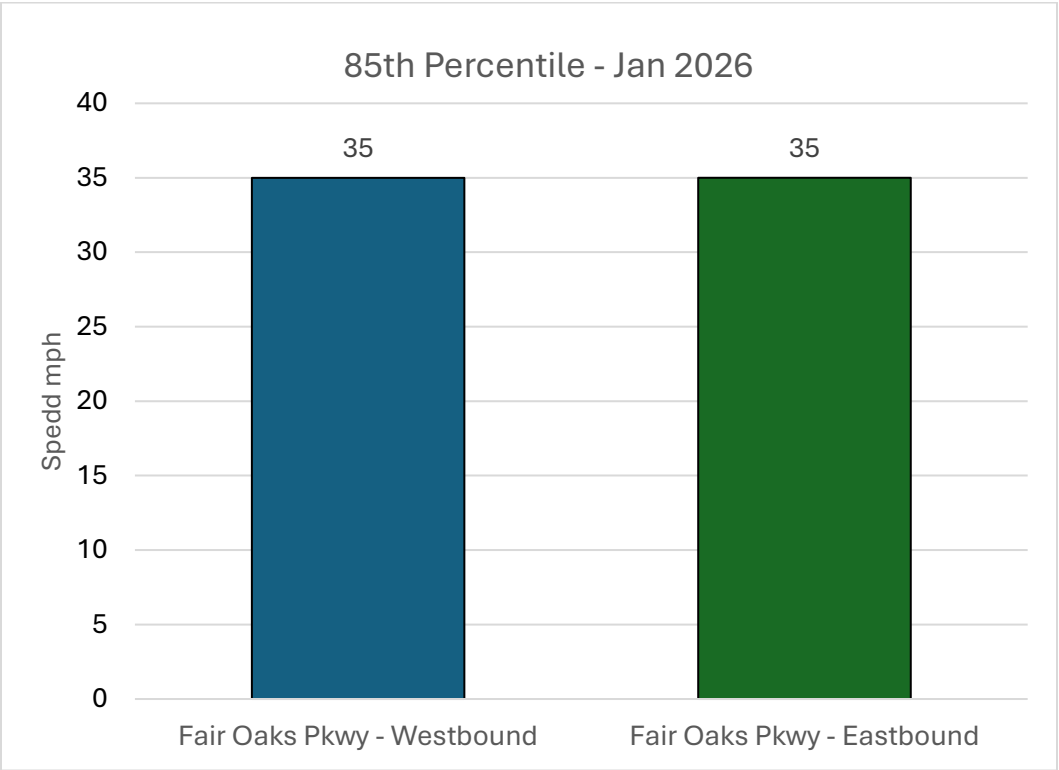
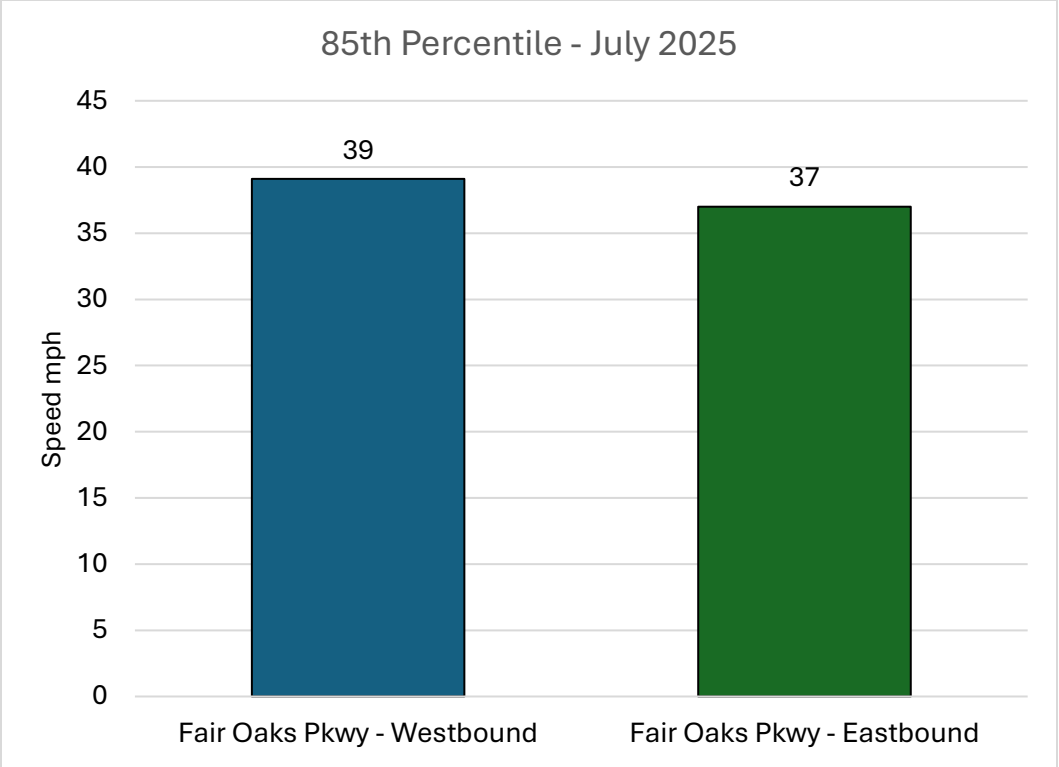
With the completion of the radar collection data, all identified mitigation measures and studies have been met. The Fair Oaks Parkway and Front Gate safety improvements submittals are hereby considered closed.

Attachment A









Status - Ongoing Transportation Safety Submittals
May-26

Ongoing

TSAC Meeting	TSAC Recommendation	Council Meeting	Task Directives/Actions	Status
May 7, 2025 FM3351 (Ralph Fair Road) Speed Limit	TSAC recommends City Council authorize the City Manager to submit a request to TxDOT to consider reducing FM3351 within the City to 45 mph due to traffic, numerous intersections, and population.	5-Jun and 4-Dec	Jun 5 - City Council directed staff to present a resolution at a future meeting authorizing the City Manager to submit a request to TxDOT for a consideration of reducing speed to 45 mph in the city limits. Jun - Staff met with TxDOT who noted Camp Stanley has already requested a traffic study including the portion within the City. Dec 4 - TxDOT presented recent study justifying reduction to 50 mph.	Pending - upon installation of speed limit signs by TxDOT, staff will present an amending speed limit ordinance to City Council for consideration.

New

Staff Initiative			Task Directives/Actions	Status
Feb 25, 2026 Intersection of Fair Oaks Parkway and FM3351			Feb 25 - In person report received on a traffic control issue at the intersection of Fair Oaks Parkway and FM3351. Concern is that the main lane of travel at the 7200 block of Fair Oaks Parkway expands just prior to the intersection. Approaching drivers are lead to believe it is a two-lane intersection. Additionally, the entrance to the Arbors subdivision is a single lane. As a result, when two vehicles approach the intersection side-by-side intending to enter the subdivision, drivers converge into the single lane at the same time, creating a near-collision hazard.	Pending - staff has proposed a solution of painting directional arrows to clearly designate lane usage and right-of-way travel to TxDOT for review as part of the intersection is managed by TxDOT.

Completed

TSAC Meeting	TSAC Recommendation	Council Meeting	Task Directives/Actions	Status
February 4, 2026 - TSAC review of the Committees Rules of Procedure	TSAC unanimously recommended advancing proposed amendments of their Rules of Procedure to the City Council.	6-Mar	Mar 6 - Committee Vice Chairperson Doepeke and staff presented amendments to City Council.	The City Council approved Resolution 2026-13, adopting amendments to the Rules of Procedure. All proposed amendments were approved, with the exception of the three items identified below, which were further modified by City Council. This item is complete.

Proposed Amendment

4.3 - The Chairperson shall be present at City Council meetings when Committee recommendations and/or actions are presented to the Council. The Chairperson may designate a committee member if the Vice-Chairperson is unavailable.

13.1 (G) - The city staff shall present all committee recommendations to the City Council for their action and inform the Council of other committee business. The Chairperson may act for the Staff if necessary.

16.3 - In the event of a tie vote caused by a committee member's absence they request shall be considered at a future committee meeting where all committee members are present.

Adopted Amendment

The Chairperson shall be present at City Council meetings when Committee recommendations are presented to the Council. The Chairperson may designate a committee member if they or the Vice-Chairperson are unavailable.

City staff shall present all Committee recommendations requiring City Council action to the City Council.

In the event of a tie vote the request shall be considered at a future Committee meeting.