

**Transportation Safety Advisory Commission**  
**Minutes**  
**Thursday, April 3, 2025**  
**5:30 PM**

The Transportation Safety Advisory Commission (TSAC) convened for a Called Meeting on  
Thursday, April 3, 2025, at 5:30 PM in the Council Chambers, Building #4  
1400 Schertz Parkway, Schertz, Texas 78154

TSAC Commissioners Present:

*Richard Dziewit- Chair*  
*Ronald Stevens*  
*Chris Hormel*  
*Roy Ragsdale*  
*Paul Wiley*  
*Donald Nolan*  
*Stephen Icke*

TSAC Commissioners Absent:

*Michael Winter*  
*Ferrando Heyward- Vice Chair*  
*Melanie T. McCoy*

Staff Present:

*Brian James, Deputy City Manager*  
*Kathy Woodlee, City Engineer*  
*Larry Busch, Public Works Director*  
*Serena Contreras, Associate Engineer*  
*Tammy Lawrence, Administrative Assistant*  
*A.J. Arriaga, Police Department*  
*Robert Martinez, Street Supervisor*  
*Mark Davis, City Council Liaison*

CALL TO ORDER at 5:31 PM by Chairman Richard Dziewit.

ROLL CALL

HEARING OF RESIDENTS

No residents signed up to speak

1. **Minutes:** Consideration/action for approval of February 6, 2025, TSAC Meeting Minutes. Motion was made by Commissioner Ronald Stevens. Seconded by Commissioner Roy Ragsdale. *Motion passed.*

2. **Traffic Study Updates:**
  - a. **Outsourced Study Updates**

- Kathy Woodlee stated we have a lot of crosswalk requests recently and we have struggled for a number of reasons, how to prioritize them, is it first come, first serve, when we get some money put together, if something has risen to priority where TSAC would recommend for something to be considered for installation or should we do some sort of prioritization on a little more objective scale. Staff worked with Kimley horn, who is the consultant that we usual go to help us out with these studies, also to help us identify treatments that we can use, without having to go to them for every single crosswalk, so they provided guidance docs, walked staff thru some of the crosswalks that we already have in the pipeline so to speak, and sort of score these with respect to traffic speed, proximity to a school, and other trip generators, so we can start sorting them, which is more important, and use the information to see what treatments are appropriate. So, we took recent and old study items, went thru scoring and we will go back and review these.

**i. Pecan at Schertz Parkway**

- Score 90- resulting in a High Priority- Kathy Woodlee stated if you recall, we brought some results at the last meeting, at that time, the consultant was not recommending a signal, staff challenged that after the meeting and asked for review. Consultant looked at the warrant, based on pedestrian, particularly school pedestrian, it does warrant because # of peds. The situation of a full signal is \$200-300k major project. This has come up several times, and a there is a need, staff will put it in the CIP plan, which will be several years out. Until then, using the crossing guard during school times and has been fairly effective to this point

**ii. Homestead – North of Somervell**

- Score 50, resulting in In Consideration- Kathy Woodlee stated it was recommended by TSAC already, pairing it with traffic calming, refuge island in the center, for pedestrian crossing. It is still recognized. Staff and Council are still trying to identify funding. Still in the mix.
- Commissioner Richard Dziewet stated basically what we are looking right now, a lot of items are pending, and still being studied in a sense. I know I have gotten calls from the Homestead situation, and how that is being done, there is a lot of development going on in that area. It is not settled to be processed in this order.
- Kathy Woodlee stated that for Homestead, it was recommended for installation of crosswalks, the only reason that hasn't been done is funding. The funds have not been allocated, so when we applied the scoring for prioritization, it is pretty high. We are working through the budget process, a little bit different than in the past. It is difficult to help identify and funding these projects. A determination has been made that it is needed. Whether it gets installed this year, next year, can't say.

**iii. Savannah Drive**

- Score 45- resulting in a Low Priority- Kathy Woodlee stated that this is a lower priority. Based on the number of folks that would use it. Proximity to different pedestrian generators. Staff recognize the cause for the request is the lack of sidewalk across Dietz creek, where there is a bridge, there is not easy opportunity to just complete that sidewalk gap. That sidewalk connection is part of a future grant project. Will continue to look for other funding.
- Kathy Woodlee stated that it was recommended for installation but there is a funding issue, but a twist on that is that an alternative solution to the crosswalk, would be the sidewalk construction. So that may be several years off as well, so we will see how it shakes out.

- Commissioner Donald Nolan stated that it seems the common word on these is about funding, I know I am relatively new to the commission, how have we done that in the past. Do we come up with based on what's presented to us, on prioritization, or approval, or allocated, etc. Do we then come up with an approximate annual dollar figure that we anticipate utilizing for things like this or other aspects that we are responsible for and that goes before City Council, or how does that work?
- Kathy Woodlee stated not exactly, in the past, this commission doesn't, other than recognizing and acknowledging that sometimes get slowed down because of funding, this commission doesn't address any sort of funding. We do, Staff will either from our consultant or internally put together cost estimates for some of these projects, for discussion purposes, but for identifying funding, not directly from the Commission. For example, the Homestead and Savannah crosswalks, each one is in the neighborhood of \$20-30k, and we have for 2-3 years now, have put into consideration for council and these have not made it thru the process of projects being requested.
- Commissioner Donald Nolan asked city council? Should we take a more active role, resident coming to us for their desires for sidewalks, crosswalk, things that need funding/prioritize the list and draw a line here for this year or next year. I feel like some, not talking badly about city council, it's up to them whether they fund it or not, they might have bigger things to worry about. I think we owe it to them and the residents to take these things into consideration.
- Brian James stated staff recognize that, up until a couple years ago, we hit these two projects, most of what we have done from this body, we pulled from the Public Works budget, speed humps, signage, striping, pull from their budget. Staff run it as part of Engineering/Public works budget. Rough estimate for these are \$20-30k each. A little bit in Council's defense so that it doesn't appear that staff that it was great, but Council, you know them. To be clear, we consider expanded programs, new things, city staff rank order those and presents those to city council, talk about a series of cut lines, no new tax rates that the state stipulates, maximum tax rate, voter approved. To be blunt, Staff didn't recommend these high enough that these would responsibly be funded. Historical preservation, Library board, public safety. Agree that we need to raise awareness, board and commissions to rank order and prioritize how big a deal is this, if I can't do both, which you would rather I do. 3 or 4 or 5 small or project or one bigger expensive. Allow staff to talk about these projects. These are the TSAC recommendations, for you and everyone in the community, we don't get very many residents to show up for budget meetings, how much to residents want this vs it has to be paid for, certainly, hearing from folks shows council it is a priority, approach a little different.
- Commissioner Donald Nolan- especially since we have these statistics – it helps us.
- Brian James- these first 2 are done in terms of getting to a recommendation, then we jump over to the category of just need funding for them, next two – Buffalo, I think we are to the point not to signalize, just crosswalk- we have a recommendation where we are. The next two (Belmont & Hourless and Crusader Bend & Noble Way are still up in air. We don't know what we want to do yet. 2 that we are still doing studies and Pecan, two we are closing out.
- Commissioner Richard Dziewet- let me just throwing something in there, one of the toughest things is prioritization on getting these things together. I have worked with budgets in the past. I have x amount of dollars to a particular group, within this group, I have 10 items, start taking a look at which ones are going to be the most demanding, which costly, work that way to get them into some kind of shape, so the studies that staff are doing to now in determining where we must

take a look at is important so we can get information back, this is the most critical, take a look at that. Determinization as to where they are.

- Commissioner Donald Nolan stated thank you, one of things that we have on our side, how was it before- how many people did we hear from that really want this. It sounds like we have the studies and points that works in our favor now, it is a combination of resident need plus the actual points of the study. Help us to prioritization along with the cost.
- Brian James- staff can do a better job of framing the info to council so they understand the request and why.

#### **iv. Buffalo at Schertz Pkwy**

- Score 40- resulting in Not a Priority- Kathy Woodlee stated staff not recommending a crosswalk, there are operational improvements like a left turn, deceleration lane could be made to address crash history that has occurred there.

#### **b. Crosswalk Enhancement Requests**

##### **i. Belmont & Hourless**

- Serena Contreras stated that Engineering staff took pedestrian counts at Belmont & Hourless last week and will be applying the prioritization scoresheet to see if any enhancements are required.

##### **ii. Crusader Bend & Noble Way**

- Serena Contreras stated the Engineering staff will be taking pedestrian counts in Mid-April and will be applying the prioritization scoresheet to see if any enhancements are required.

#### **c. Speed Humps**

##### **i. Westchester- update on effectiveness**

- Serena Contreras stated that staff were reviewing the effectiveness of the speed humps, in June 2023 traffic counts were taken at the corridor between 505 Westchester and the YMCA. Speed humps were installed in February 2024. The posted speed limit is 20 MPH.

ADT at 505 Westchester- 980

ADT at YMCA – 2,096

85% percentile speed:

505 Westchester – 27.2 MPH

YMCA- 24.7 MPH

New traffic counts were taken in March 2025 at the same locations.

ADT at 505 Westchester- 1,325

ADT at YMCA- 2,606

85% percentile speed:

- Brian James stated that the speed humps are working as it should be, and this one is closed out.

### **3. Discussion and/or Action regarding Schertz Parkway at Veteran's Memorial Park Crosswalk Improvements**

- Serena Contreras stated that this area scored a 5 on the prioritization list and based that there is not a current crosswalk there, it is not recommended for a crosswalk be added, instead based on the scoring, Curb ramps and refuge islands are more beneficial.
- Kathy Woodlee stated this is a discussion and possible action. Staff put this through prioritizer and score incredibly low. traffic speed is likely less than 35, posted speed is 30, proximity to school or route, no points, proximity to park or other generator – no points, very infrequently used, proximity to another crossing, pedestrian volume, low. Generally, groups of folks go together across the street. Crash history- none. Infrequent use that it would get, it was deemed not to have formal crosswalk installed, what was recommended was to consider curb ramps, possible refuge island for occasional users, so when folks cross, they can make that a direct route, but don't want to encourage crossing by painting stripes and establishing it as a crosswalk where vehicles have to stop.
- Commissioner Ronald Stevens, if we don't have a crosswalk, but a refuge, is there jaywalking?
- Commissioner Ronald Stevens asked if anyone could cross Schertz Parkway where they want to? If we put a refuge, we are inviting people to cross where there is no crosswalk
- Officer AJ Arriaga, there is jaywalking, you have to utilize the crosswalks
- Commissioner Ronald Stevens stated so putting a refuge there without a crosswalk doesn't make sense.
- Brian James stated the benefit of the refuge, rarely see people cross between the two, when we have an event at the Veterans Plaza 2-3 times a year, officers out there to help direct traffic, stepping up over. Refuge creates a flat area, also a ramp for a wheelchair. Problem with that is, it's there all the time, then people think that they can cross there all the time. We have to weigh the benefits. From my own perspective it has not seen it be an issue really, not really experienced folks crossing at other times, need input from the commission, have you guys ever seen folks try to cross there or an issued at one of the events. Could be that of those that you say I hear the recommendation for that but I don't think it's an issue to warrant it for either creating that impression that folks normally should be crossing there, or that I have this third item on the list for funding because there is a cost but it is so significantly lower, your recommendation might be thank you staff, but we don't see a need for one and don't want to create other issues trying to fix a problem that is relatively small.
- Commissioner Ronald Stevens stated nothing is needed, especially if there is assistance during an event. We have traffic control during events.
- Brian James stated whenever there is an event, Veterans Day or Memorial Day, PD is there.
- Commissioner Chris Hormel- asked who brought this up

- Brian James couldn't recall, someone in the community, resident or council, struggle because we haven't seen any issues.
- Commissioner Paul Wiley- portable signs to draw attention during these events.
- Brian James stated that we could work with PD as to what would be needed to set up.
- Kathy Woodlee stated one point, not such a good ideal to not put a crosswalk when it's not warranted, if people are not regularly crossing it, drivers won't expect anyone to ever be there, one person crossing. Kathy Woodlee asked do you want to take an action on it and accept the recommendation of not installing a crosswalk or not establishing a crosswalk at this location?
- Commissioner Richard Dziewet stated at the present time based on the information that you have given; I don't see the reasoning for that crosswalk to be honest with you.
- Commissioner Ronald Stevens stated I would just include to not include curb ramps and refuge
- Commissioner Donald Nolan stated I would like to put forth a motion, based on the study that staff did, we just ignore the crosswalk, the island, refuge everything, doesn't sound like there is enough volume, plus when there are events, sounds like the PD is helping in that area. I put forth a motion to ignore this.
- Commissioner Ronald Stevens seconded the motion. *Motion Passed.*

#### **4. New Commissioner-Requested Items**

##### **a. IH 35 Access Road- Fairlawn School Traffic**

- Kathy Woodlee stated this came from a citizen concerned about improper u turns being made in the roundabout on Fairlawn not being used properly. We have folks observing the area, one is an Elementary School, and one is a Junior High. There is a median here in Fairlawn Ave, so the entry to the school, right turn only, exit is actually back here on Technology Way. If they do exit to Fairlawn, they need to turn right and use roundabout and go back out. One problem is that there is a driveway to the school that kind of hits right at the edge of the roundabout. That is established because before Technology Ave was constructed, the only access to the school was Fairlawn, and we have code requirements that they needed two (2) points of access, the second driveway was established as emergency only. So, it's for access for public safety when necessary but should remain gated a lot of other times. Folks have been observed coming out of that driveway not using roundabout, skipping, making a u -turn, or driving up Fairlawn and u turn. Getting the school to keep the gate closed. Robert and his folks will beef up the signage and direct folks, more striping, to better channelize them, to feel more natural, to help folks. PD to keep an eye on it.

#### **5. New Citizen-Requested Items**

##### **a. Crosswalk/Pedestrian Light on Borgfeld near Dobie School**

- Kathy Woodlee provided update on the Crosswalk/Ped light at Borgfeld near Dobie- this one is pretty tricky, a lot of moving parts, literally, vehicles, pedestrians, the school, challenge with a drainage channel, 3009 being so close, multiple lanes, so we did reach out to our consultant to do advanced review of this request. We haven't received the analyze yet. It will probably be a couple months. We want to get all the counts done before school lets out, we are trying to

make contact with school, better days to track kiddos, certain classes at the academy, days or nights for more ped volume.

#### **b. Lower Seguin and Canopy Bend – speed/sight distance concerns**

- Serena Contreras stated that Location A is closer to 1518, the posted speed limit is 40 MPH. Location B the posted speed limit is 50 MPH.

ADT at Location A - 7,048

ADT at Location B – 7,435

85% percentile speed:

Location A - 49.9 MPH

Location B - 54.1 MPH

- Robert Martinez stated Public Works went out and looked at the pre warning signs, the curved signs were faded, the placard signs to reduce the speeds, were faded, one sign was completely gone. Repaired in both directions last week. They were not matching; these are all reflective at night.
- Commissioner Richard Dziewet asked if we had studies there to suggest this is the proper way to handle this situation.
- Robert Martinez stated that I will let Serena answer about the traffic counts, but the poor signage, it does make a difference, the yellow reflective is very bright at night. I truly believe that curve signs and placard signs will be noticed, people that travel everyday might not notice because they are used to the same signs, it should slow down traffic.
- Commissioner Chris Hormel – so this was actually mine, my recommendation, your signage from 1518 going West, that is not the problem, the problem is going the opposite direction. Location A and B are not the problem, what's the problem is right in the middle, where people are trying to get out of the Crossvines, and turn from Canopy Bend. I noticed when you guys put the monitors across the road, they were all the way out at Location B, so when you are looking at the section of Canopy Bend and Lower Seguin, that is a 40-mph zone, that is where we need to figure out what the speed is. Not at Location B and not at Location A. The blind spot is right there; I drive it every day. I live right over here, you can see my house in this picture, I make family members go all the way down to the other intersection to get onto Lower Seguin, because you have, I have counted several times, you have 3 seconds to look both directions before a car comes. So at Location B that 40 mph is kind of old, out dated, but you guys have addressed going 1518 going West, but the problem is everyone going on Lower Seguin is going 50-60 mph, they do not slow down when they hit Location B, actually further East from Location B is where the sign goes 40 mph, no one slows down, so they are entering that intersection right there at 50 mph plus and you have zero time with the sight distances and I sent you the distances, there is a big oak tree, once it starts blooming, you can't see anything. You have berms that Crossvine has addressed, but really the concern is right there at Canopy Bend and Lower Seguin everybody gets lazy, people going 50 mph down Lower Seguin, don't slow down at the little bend. All the neighbors have brought it to the Crossvine community since we have moved in, it was a concern when building our homes, told by contractors they were going to do stuff. It is very dangerous. I recommend when doing the study, we lay the monitors over the road at that intersection. You had put them way over by B, I watched them. I said great, we are going to monitor, but they are in the wrong place.

- Robert Martinez stated that we can certainly move them, to capture the speeds around the curves, just keep in mind that there will be lower counts because of the people pulling out of Crossvine or Aranda, we will capture those low speeds, but can move them up closer to that intersection.
- Commissioner Chris Hormel stated my biggest concern is when you are exiting out, you are entering into that intersection, that speed is coming from Lower Seguin, West going East- when there is going to be an accident, where is that going to happen, it is going to happen right on the driver side, where we can guarantee there is someone, not always in the passenger side, but always in driver seat every time, and at 50 mph getting T-boned right there. You can already see to the West of B; an individual's fence is completely demolished. Right at the bend, there is a junk yard, fence was totally demolished about a month ago, nice accident, a car demolished that whole fencing at that intersection. I don't know if anyone was hurt, but I could tell, all the damage that was done. I would recommend contacting whoever did the survey, to move it to the problem area which is right there at Canopy Bend, and I understand that we will catch people going slower, that people are just entering that section, but there has to be better way, to do this study, maybe there hasn't been an accident yet but when you look at scale that we should be looking at, catastrophic if something happens, and what is the likelihood, might be low on likelihood right now but if it does happen, it is going to be bad. 50 mph is the speed people are going, plus.
- Robert Martinez stated staff can certainly move the counters up and take some additional counts.
- Kathy Woodlee stated we put the counters to get general idea of what's going on, we identified the speed is 40, for going 50, 50, going greater than 50, almost 55, absolutely been identified as a problem. Signage is one piece of trying to deal with the problem. We have more results to present.
- Commissioner Chris Hormel stated the signage is great, but the only thing on the other side is only one little white sign that says 40 mph right before you hit the tree, no one is looking at it, we need more signage, that is on the opposite side, no signage on the side coming from West going East, appreciate it.
- Robert Martinez stated we will take another look, take a closer look at it.
- Brian James stated one of the big things, city council has funded the design of reconstruction of Lower Seguin Road, and so we need to do something immediately, because we need to do something in the interim, because we don't want somebody to get hurt. To some degree, this will change, in the not too far future, federal grant, high priority for base, full design under way with team for grant application, acquiring of right of way potential to straighten out, short of the loop, great comments, what we need to do is a short-term solution to make sure nobody get hurts. But understand that it will change substantially
- Commissioner Chris Hormel stated we should install speed signs that are solar that flash, something needs to be made aware, nothing on the other sign that show a bend, nothing like that, get solar signs, with the blinking lights, this gets the drivers attention. That they are entering a different area, that would suffice.
- Brian James stated if that is the feeling of the commission that install a solar, flashing speed limit sign, make that recommendation.



- Commissioner Donald Nolan stated that on the left side, looks like a critical corner, is that fair statement.
- Commissioner Chris Hormel stated Yes.
- Commissioner Donald Nolan stated I don't know if it is community involvement or city involvement, you can tell there left of the power line pole, there is a significant hump with landscaping, a tree. Is there a short-term solution.
- Commissioner Chris Hormel stated they have already reduced the size of the berm.
- Commissioner Donald Nolan stated that they need to talk to community board, lessen that berm, to clear up space for people to see.
- Commissioner Chris Hormel stated the Crossvine did decrease the berm, it is the bend, people are going 50+ in this bend.
- Commissioner Donald Nolan stated the Oak tree.
- Commissioner Chris Hormel stated there needs to be an Oak tree marker, bend can't see no matter what.
- Brian James asked the commission what you would like to do.
- Commissioner Richard Dziewet stated that staff need to review that particular area, see exactly where we are at, speed limits, and get more information.
- Brian James stated that staff have counts, can do counts at the intersection. Counts demonstrate that coming in from Location B, folks hitting that at 54 mph, no slowing down a lot, other is that coming from other issue, coming from the other side, 50 mph, substantially over the speed limit. Staff's feeling coupled with the bend, problem to get the speed slowed down in the interim, depending on alignment, construction designed to get people to slowdown. Staff were going to suggest, to get people to slow down, there is a value for awareness, can do the illuminated sign, staff opinion that it is not enough. If the commission thinks it is, so be it, but that is where we came from.
- Commissioner Ronald Stevens asked about traffic accident history.
- AJ Arriaga stated he went back 2 years, to Jan 2023 to find collisions. Listed Lower Seguin Road, closer to Converse /1518. Trying to find Canopy Bend specifically, there was only one collision involving 3 cars, rear ended another, rear that vehicle at Aranda. That was the only one, nothing about the fence.
- Commissioner Chris Hormel pointed at the fence in the slide- stated that left of that business, the fence was demolished
- AJ Arriaga stated that it was difficult to filter, Lower Seguin, isolated Canopy Bend only, 1 collision.
- Commissioner Ronald Stevens asked how long there has been significant number of residents using Canopy Bend.

- Commissioner Chris Hormel stated the neighborhood is only five years old.
- Commissioner Ronald Stevens stated 5 years, so your study would have covered that.
- Commissioner Chris Hormel stated houses were finished a year ago, reminder to everyone, East of this, FM 1518, going thru huge construction, reroute traffic, Lower Seguin is the only way to get to my house, when they shut own 1518, more traffic down Lower Seguin.

#### **c. Wild Cherry-Osage-Greenshire- speed concerns**

- Kathy Woodlee stated we have had repeat complaints, we did a study in 2023 and last month, and the posted speed limit is 20 mph; it is very short street segment off of Woodland Oaks.

ADT at 2827 Wild Cherry- 303

ADT at 2851 Wild Cherry – 463

85% percentile speed:

2827 Wild Cherry – 24.7 MPH

2851 Wild Cherry - 24.9 MPH

Both were less than 25 mph, which is the trigger for when we look at speed humps. It did not meet the warrant in 2023 or 2025. Generally, when we review these counts, there may be outliers, there was one vehicle that was over 60 mph, but because one vehicle drove over 60 mph, doesn't mean we need to install speed humps, but what it does do is raises blood pressure, and heart rate of person who saw it, they perceive a problem, quite fast for a street like this. Does not meet warrant. Keep an eye on it. Any street that gets complaints, PD has a list of area, will continue to check.

#### **d. Colony at Pecan – sight distance concerns**

- Serena Contreras stated that Engineering measured the sight distance concerns at this intersection, what was measured is significantly under the recommended visibility, which is based on the equation that takes into account, the speed of the roadway. Possible solution- Bulb outs on part of the intersections, work on some location, not all, there is a considerable expense to adding bulb outs whether with delineators or full bulb outs.

#### **e. Circle Oak at FM 3009 – traffic light timing concerns- referred to TxDOT**

- Robert Martinez stated staff received a call about this traffic light not responding, traffic being there for little over 3 mins, sent TxDOT 4 work orders, contacted Seguin, New Braunfels, and district office. Also contact TxDOT liaison- they serviced it but didn't provide any information what they found with the light. The State monitor thru cctv, they can monitor those intersections, if there is a problem, if they see that, they will respond and they will send technician out there, hasn't received that confirmation, will continue to work on this until resolved. Most of the time, Seguin office, not sure why they aren't responding, maybe there is an issue. Will continue reach out to get an answer and report back.

### **6. Staff Updates**

#### **a. Rhine Valley – Alsatian Way Traffic Calming Options**

- Robert Martinez stated that Serena Contreras has sent Public Works the design for it, they are reviewing it, gathering the cost to buy the buttons. Hoping for mid-June to be completed with it. Rain season, Streets is trying to complete other projects and then get started mid-June.

#### **b. Bike Lane striping on Oak Street**

- Robert Martinez stated the bike lane striping was faded out, several months ago, there was an event at the Park, PD was not able to address parking issues because signs were faded- now there are new speed limit signs, no parking with bike lanes signs and it has been restriped from FM 1518 to Maple.

#### **c. Elbel at FM 3009 – left arrow paint faded – better signage**

- Robert Martinez had a discussion with TxDOT about traffic in this area about the left lane turn on Elbel at FM 3009, met with Dale Picha, agreed to make that light a left and straight. There were concerns of people turning left into 7-11, but there is the same concern on FM 3009. People will see that they can now turn left onto FM 3009 and will take that entry into 7-11. TxDOT changed the traffic signs. So now both sides of Elbel/Borgfeld are now left and straight. It is a protected intersection so that is why it was recommended. Hopefully this will help clear up school traffic. TxDOT updated the paving markings. We will install advanced warnings and thermal painting to reflect these changes.
- Commissioner Roy Ragsdale asked for an update on the manhole covers on Redtip & Hollow Ridge
- Robert Martinez stated that they did cut the areas to be repaired, have not had a chance to go back, caught some rain when cutting, should have completed by the end of the month, just completed sidewalks, so asphalt is the next phase and will be hitting it hard.
- Commissioner Donald Nolan asked about Saddlebrook/Rhine Valley barricade, has that been taken down or removed.

#### **d. Other TxDOT road updates**

- Kathy Woodlee stated that the refuges at FM 3009 and Green Valley, other intersections along 3009, FM 78 shoulder concerns, and the embankment protection, have been referred to Dale Picha with TxDOT. He has offered to attend our next meeting in May or June to share his responses to these concerns and to talk in general, so if you have questions, get them ready.

#### **e. Saddlebrook – Rhine Valley Barricade**

- Robert Martinez stated that Public Works went out again in response to the barricade, they moved the water barricade. Staff are trying to avoid heavy truck traffic. Sign states to use the Lower Seguin entry. The other sign, blocking view of traffic, moved it again and it was taken down. Public Works checks on it on Friday's. Hopefully this will stop the heavy truck traffic coming thru there, not a deterrent for local travel.

#### **f. Annual Volunteer Banquet**

- Kathy Woodlee stated everyone is invited to the banquet and can invite plus one, she wasn't sure if you had received your invitation, it will be very fun. Orient Express. Tammy is going to the real Orient; she is going to Japan.
- Commissioner Richard Dziewet appreciated the information and thanked staff.

#### **7. Future Agenda Item Requests from Commissioners**

- None

#### **8. Adjournment**

Commissioner Richard Dziewet ended the meeting with the strike of the gavel. Meeting adjourned at 6:40 PM by Chair Richard Dziewet.

Attest:

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Richard Dziewet, Chairperson

\_\_\_\_\_  
Tammy Lawrence, Recording Secretary