

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

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

**TSAC Commissioners Present:**

*Richard Dziewit- Chair*  
*Ferrando Heyward- Vice Chair*  
*Ronald Stevens*  
*Roy Ragsdale*  
*Paul Wiley*  
*Donald Nolan*  
*Stephen Icke*

**TSAC Commissioners Absent:**

*Michael Winter*  
*Melanie T. McCoy*  
*Chris Hormel*

**Staff Present:**

*Brian James, Deputy City Manager*  
*Kathy Woodlee, City Engineer*  
*Larry Busch, Public Works Director*  
*Serena Contreras, Associate Engineer*  
*Tammy Lawrence, Administrative Assistant*  
*Jeffrey Krivacka, Police Department*  
*Robert Martinez, Street Supervisor*  
*Mark Davis, City Council Liaison*  
*Dale Picha, TxDOT Engineer*

**CALL TO ORDER** at 5:30 PM by Chairman Richard Dziewit

**ROLL CALL**

**HEARING OF RESIDENTS**

Jay Starr - 9835 Mulhouse Drive

Jay Starr thanked the Commission, and stated he was here a few months ago, talking about speeders on Mulhouse. He thanked the city for acting upon his complaint and doing a traffic study. He was a little pissed off that no one took him up on his offer of brisket, and no one sat there and watched speeders, yell at them and pop tires and do whatever we needed to do to slow drivers. Speed signs were set on Ray Corbett and Alsatian- speed limit 20 mph, increased police present for a couple of

weeks, but it died off, and now there are speeders again. Results of the speed study, there is significant speeding up and down Mulhouse, but not seeing anything else being done right now. He wants to revisit this, as it has fallen off the agenda. When opening up Saddlebrook at the end of Mulhouse, more people come down Mulhouse. The other thing with Saddlebrook, those houses back up to Mulhouse, so they don't have a driveway that they have to worry about so speeders are coming down there. He goes out walking and there is a guy doing about 70, Mr. Policeman. I jumped out in front of him, hoping he would swerve and wreck, but he didn't- he did slow down a little but continued down Mulhouse, but kept going. Mr. Starr thanked the City for doing something. still concerned about safety. City Park right there on Mulhouse, lots of kids, would hate for someone to get hit or something happen. 2 accidents due to speeding, 2am, hit a transformer. Another speed related accident, no one got hurt. He is trying to advocate. Couple solutions. Talked previously about speed humps/bumps. Also has house in AZ, on street similar to Mulhouse that has wide that fire trucks can go over and long enough humps to not bottom out cars. Biker, look at bike lanes on Mulhouse, paint it narrower, people slow down. He wants kids to ride bikes safely. Commission-please look at Mulhouse speeding again. Brisket still on the table.

Commissioner Richard Dziewit stated Kathy Woodlee would look at this again.

**1. Minutes:** Consideration/action for approval of April 3, 2025, TSAC Meeting Minutes.

Motion was made by Commissioner Ronald Stevens. Seconded by Commissioner Fernando Heyward. *Motion passed.*

**2. Traffic Study Updates:**

**a. Belmont Parkway near Hourless Oaks**

Serena Contreras stated that counts taken in March, there was only one accident in 2022, no pedestrians. Scored 75 out of 110 on prioritization worksheet as Active or enhanced. High visibility marking and warning signs on existing crosswalks. Same treatment would be recommended for Triple Crown right down the walking trail.

**b. Crusader Bend/Noble Way Crosswalk Enhancement**

Serena Contreras stated that there are 2 crosswalks in this ped study. Counts in early April, 85% speeds were 20-22 mph. Active or enhanced. Crossing guard would be best suited since it is right down from the school 65 out of 110. Observations, a car was parked on crusader bend too close to the crosswalk. Within 20 ft. Kids are accompanied by parents and are aware of the surroundings and vehicles. Still looking into how to make this a safer crosswalk.

Commissioner Ferrando Heyward thanked staff for looking into it, and stated that happens to be my neighborhood. Most speeders are residents.

Commissioner Richard Dziewit asked if there will be additional studies to come.

Serena Contreras stated it would be on a case-to-case basis; it doesn't account for stop signs in the area at Noble Way or the car parked closed to the intersection; staff have to review this more.

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

#### **a. Angora Trail Parking-Curb Painting**

Serena Contreras stated that there is red paint and yellow paint on the curbs that the HOA painted. The mailbox by the yellow paint has been moved to another location. She went out on 5/13- during school release and saw that vehicles do not line up on Angora Trail until 10 mins before school releases. Only one car sat in the area with red paint, not close enough to the stop sign to warrant an issue. Cars can't park within 30 feet of any stop sign at any intersection. Recommend that the paint be removed. In the 30' feet behind the stop sign, you are not allowed to park here, and the rest of this curb is not a No Parking zone.

Commissioner Donald Nolan stated that the picture on left with the red curb, you stated that a person was parked in that red area. In front of the driveway?

Serena Contreras stated yes, at the tail end of that red curb area is not a parking zone.

Commissioner Donald Nolan asked if he is parked in the red curb, whether in front half or back half red area isn't that an issue?

Serena Contreras stated the red curbed area is not warranted because technically it is not a "No Parking" zone.

Commissioner Donald Nolan asked why it was painted red. Where does the HOA have authority, why did they think they had the ability? Are they maintaining the roads or curbs in that area?

Brian James stated that someone in the neighborhood, not sure about the role in HOA, but this person came to the City, asked City Staff some specific questions, got longer answers and took it that they could do what they did. No, they should not have done this. The concern was, if it was a safety issue, so staff wanted to look at this, but there really isn't. The paint creates a misperception here. If we have a problem with illegal parking, residents can call PD. He stated we don't believe there is a significant problem here.

### **4. TxDOT Road Updates**

Kathy Woodlee introduced Dale Picha from TxDOT. We have a number of things that popped up and Dale is going to review them.

Dale Picha thanked the City for having this Commission. He enjoys working with the City of Schertz on your traffic issues. He stated that he has been to meetings before, probably 3 years ago or so.

#### **a. FM 3009 at Green Valley Rd- Crossing Islands**

Dale Picha reviewed the slides for this area, are crossing islands dangerous? He stated he was trying not to use the word dangerous. No, these are not dangerous. These islands serve a purpose. I am a traffic engineer. If you have a really wide turning radius, traffic islands channelize the pedestrians and vehicles. Imagine it without these islands, it would be a big wide swatch of pavement, vehicles would be jockeying for position- it helps to get people lined up whether right turn, left turn or straight. It allows TxDOT to put poles in the right of way for signals. Not a lot of options, poles put there away from utilizes that are underground. To me,

the biggest benefit is the refuge for pedestrians. Scenario, no islands at all, pedestrian standing at a wide radius, makes for a really long crossing, the island shortens this. Watch for the right turn traffic, cross, push button there and cross to the next island. Visibility on the island. Closer to traffic- you can look at it that way, we look at the benefits more so, speed limit 45 mph on 3009, assuming most driving that speed. There is a coordinated signal system on FM 3009. Push button, long crosswalks, messes up the signal synchronization of the signals. Shortens the crosswalk, it shortens the time to get across.

Commissioner Richard Dziewit asked if studies had been done on them to determine the time elements for the crosswalks. What time is actually required for pedestrians to cross the street.

Dale Picha stated, yes, based 4' feet per second, walking speed used to determine green crossing time. When the light is green, that is the walking time to get across. When it starts flashing, you still have time to get from A to B, but you aren't supposed to start the cross if it is flashing.

Commissioner Donald Nolan stated he was the Commissioner that brought this up, but he still has questions. It just seems odd to me that we are pushing the pedestrian out closer into the thru-way traffic to get across. I've seen this and a lot of the movement is at 45-degree angles. Parents with children, strollers, another toddler hanging on her hand, to me, not a safe area for them, especially for someone in a scooter or wheelchair, hard to manipulate that angle. To me, if you look at the picture, the dashed crosswalk, the long section from one island to another and slide it back, 20-25' feet, you are crossing the road there. Just one crosswalk isn't as good as pushing them into the main flow of traffic.

Dale Picha stated if you pushed it back, on the right side, the yellow diagonals, you could push it even further back, there are ADA concerns. You don't want multiple crosswalks visually challenged people. You push it back to shorten the length.

Commissioner Donald Nolan asked to shorten it, not out into the main flow of traffic at a 45-degree angle.

Dale Picha stated you have to introduce driver behavior, a right turn you won't see, look where the stop line is, natural to stop all the way to where they can see to make a right turn. They are not going to stop at the line, one or two cars in front of the crosswalk, then you have pedestrians crossing between cars, this is worse than putting them on the island.

Commissioner Donald Nolan stated if a car going left to right, car wanted to make a right-hand turn, the pedestrian on the sidewalk, they are in the same amount of jeopardy.

Dale Picha stated that pedestrians do not have a protected signal to get to the island. Pedestrians do NOT have the Right of Way in Texas. Cars do if making a right turn. Unless the pedestrian is already standing in the crosswalk. There are laws that have to be assumed. They have to make eye contact with the car before crossing; laws do matter in a case like this.

#### **b. FM 3009 at Woodlands Oaks & Savannah Drive- Crossing Islands**

This was discussed in conjunction with item a. (above).

**c. FM 3009 between Woodland Oaks and Green Valley Rd- Embankment**

Dale Picha stated he is not an ADA expert but did consult with one at TxDOT. These sidewalks were put in almost 10 years ago, 2015 or 2016. What I know is as an engineer, that builds sidewalks and ramps, we follow accessibility issues. When you have a drop off, a rail is required. This is a continuous run of the sidewalk, with a slope, albeit it steep, accessibility rules do not require handrail in this case, plain and simple. Rule of thumb for many years, if we run of sidewalk with grass slope, no rail. Most can catch themselves. If concrete, like pictured here, rip rap, not be able to catch yourself, generally our position. Someone has to maintain that pedestrian rail and that is TxDOT- these are going to get hit. Maintaining it is very difficult. I'd rather be maintaining potholes on I-35. Hard to procure the materials, contract it, always different, practicality of where this is installed in terms of maintenance.

Commissioner Donald Nolan was curious about this, it looks like it is pretty long but especially to the right, still steep slopes there, why did it end there. Why didn't it continue on?

Dale Picha state there is a drainage structure there, rip rap starts and then a culvert. That is why the rail is there, because of the rip rap. There would not be a rail if it was grassy.

Commissioner Donald Nolan asked if the rip rap wasn't there, then no handrail.

**d. FM 78 Shoulder traffic and signage**

Dale Picha stated this is a common complaint we get. Typical a traffic lane is 11-12' wide, shoulders can range from 4-10' feet. When it falls below 10' feet, we don't consider it a travel lane. Cars are only 7' ft wide, can drive on shoulders, but it is not a travel lane. We have a lot of places where folks see long queue, decide to drive on shoulder to make right turn. State law, driving on the shoulder is not illegal unless signs are installed. The reason sign is here, 7-8 years ago, the city asked to restrict driving on the shoulder. Not sure who put it up and or the marking on street. Signs required to issue tickets by PD. This shoulder is around 8' feet, not making this a turn lane, not doing that, getting into ditch and railroad. If the city wants the signs removed and paint removed, then TxDOT will oblige.

Commissioner Donald Nolan stated this is not one of my mine.

Commissioner Paul Wiley- other on 1103, Rittiman. If staying in the proper lane, risk getting hit by drivers on shoulder. Certainly, with the amount of train traffic that we have, keeping a long line of people to turn right on Schertz Parkway is problematic. People keep doing this, not sure if there is a solution. Remove the sign and let them have at it.

Dale Picha stated that it is not illegal, but if they cause a collision driving on shoulder, it is their fault. Passing isn't risk-free for all. For those waiting in line, waiting to turn, cuts them off, it's not fair. It is a free for all, a lot of places like this. Drivers are in line; someone zooms in to the right and cut them off.

**5. Staff Updates**

**a. Crosswalk/Pedestrian Light on Borgfeld**

Kathy Woodlee sated that a resident expressed concern- kids getting from Dobie Jr high school to Kung Fu that hosts after school activities, Gutierrez park area, no sidewalk on Borgfeld on

the drainage ditch side. They can walk on the other side, but there is no crossing until 3009. A lot of things are going on in this location, so we outsourced it. The fee was significant. So many different counts, at different times. The study fee was around \$35k. Which is close to the amount for the construction on other crosswalks. This is just for consulting. It is difficult to find funding, other crosswalks that need to be constructed that have been sitting for years. We have added this to our mix of things to get funding. This one is sitting and waiting for the moment. Sidebar- Public Works has completed an inventory of sidewalk gaps, this is one of those. Another goal of the city is to install sidewalks here.

Commissioner Richard Dziewit stated this is technically on hold until financial amounts are set up.

**b. Rhine Valley – Alsatian Way Traffic Calming**

Serena Contreras stated this issue has been brought up several times, Public Works will start this later this month.

Kathy Woodlee we will be using the buttons; this keeps folks from blowing thru the painting. This will neck down the width of the roadway.

**c. Circle Oak at FM 3009 Traffic Light**

Serena Contreras stated this was a timing concern, but TxDOT has resolved, and City staff verified.

Commissioner Donald Nolan asked to go back on Alsatian way- are they going to use those yellow round things and striping to narrow this area down. To give people trying to pull out on Alsatian Way more visibility to pull out, correct?

Serena Contreras stated yes, buttons.

Kathy Woodlee stated, this design was done by Serena, yes, it will neck down the width of the roadway using buttons and painting.

**d. IH 35 Access Road – Fairlawn School Traffic**

Serena Contreras stated the Public Works will refresh the paint and install additional signage on the roundabout.

**e. Lower Seguin Road & Canopy Bend – Speed/Sight distance concerns**

Serena Contreras stated that from the south side of Lower Seguin Road. Public Works will be installing additional signage in both directions. The LSR improvement project will be going to bid soon, and it will affect the roadway on the south side of LSR, and it will make a difference with these sight distance concerns.

**f. Colony at Pecan – Sight distance concerns**

Serena Contreras stated she went out to take visibility measurements, from Colony. Took measurements from the stop sign at Colony inching up to Peca. While visibility isn't ideal, it does exceed our minimum requirements. It technically isn't unsafe; we can prevent a collision.

#### **g. Forest Ridge Manholes/Street Concerns**

Kathy Woodlee stated that the road is settling around the manholes. Public Works did go out and confirm the manholes were solid, not shifting. It is the street, so the HOA maintains the streets since it is a private, gated subdivision. Unfortunately, we can't help them out.

Commissioner Ferrando Heyward stated that this was like the Riata, what is the status of those.

Robert Martinez stated they did make some checks, open manholes, they are ok- drought and dryness were causing the issues in Riata, but they did remove asphalt, recompact the subbase, overlayed with new hot mix, this is the same issue in Forest Ridge.

#### **6. TSAC-Related Supplemental Budget Request**

Kathy Woodlee stated we talked about this before, a lot of things come up thru this commission and there are costs associated with them. Public Works shares their budget, try to do the work within their normal annual budget, but they also have streets, sidewalks, striping, signage, a lot of times there is not a lot of money left over for \$50k crosswalk costs. If we could do treatments through this commission to move toward safer situations, how much would that cost. Some things we can't do, streets budget can't absorb. Every department has to submit a supplemental request. In some cases, a mandate from state or federal. The management team looks at them, does a first prioritization of them. Then Finance looks at sales tax. How much money will we have. what can we do if we raise, lower, same tax levels. Finance takes the city requests. How much can we do based on how much funding, then the city council decides. If we want to do this whole list, there would be a significant increase in taxes in order to fund all these requests. Look at property values, etc. And get more revenue. There are loads of requests. I don't know what kind of dollar amount is available. We can possibly do some issues on the list. submitted earlier this week. Not sure how much money there will be, how it will shake out. This is what has been submitted.

Homestead Parkway Crosswalks- \$58,000  
Savannah Crosswalks- \$46,500  
Anticipated Crosswalk Requests- \$50,000  
Traffic Calming- \$24,000 (2)  
Crosswalk Enhancement- \$30,000 (2)  
Complex/Specialty Study- \$70,000 (2)  
Speed Humps- \$12,000 (2)  
Signage and Striping- \$5,000  
Standard Traffic Studie- \$20,000 (4)  
Total- \$315,500

Alot of similar projects like these come out of the Public Works normal operating budget. This puts a strain on them. I am not sure if this will be fully funded or partially. Hopefully, encourage commissioners to be engaged in the budget process. Even if you just send email to the city council from the perspective of the safety commission, that would be helpful.

Commissioner Richard Dziewit asked if the budget and items listed, is there a categorization of what is necessary. Is that presented to the council so they can understand? Has that been done?

Kathy Woodlee stated yes, to a certain extent, we have differentiated the requests. Non-discretionary state says the city must do this. Example is Cybersecurity- mandatory. Or is it discretionary- these items are discretionary, not mandated by the government. Things will not fall apart if they do not get done but they are important. We make the case for items we are putting in. The council is provided with all this information to get the whole picture.

Commissioner Ferrando Heyward stated all these are discretionary items. Have you racked and stacked them in sense of all budgets have a cutoff point, how far down in order of priority before we reach the limit.

Kathy Woodlee stated the list is prioritized by the Executive Team, then presented to Council. The cut line is based on tax rate as it is the one thing we can control to a certain extent. That is completely up to Council, if they feel the need to fund more things.

Commissioner Ferrando Heyward stated it is a whopping \$315,500, is this list in priority as shown here on the tile. You might consider prioritizing this.

Kathy Woodlee stated no it is not shown in priority.

Brian James stated this is the list we came up with feedback over the course of the year from the commission. We said we would come back to you and would like some feedback on prioritization and then staff can present it to Council in that order.

Commissioner Ferrando Heyward said we have the homework. Or do you need it now?

Brian James stated now. 3 years ago, we got the requests for the Homestead and Savannah crosswalks. As you know, things pop up throughout the course of the year. We put some anticipated crosswalk money in for that. It would seem odd that you would prioritize something new over things that we have been sitting on for over 3 years. Our assumption would be that the anticipated stuff would be a lower priority, however if the commission said Homestead, not really sure it was a priority, we might get something more important. Traffic Calming on Alsatian Way, and the crosswalk enhancement of Belmont Pkwy. And then again, the Borgfeld study. I think like Kathy's stated, example of the anticipated crosswalks/traffic studies- could leave those off. Council says it a priority, we didn't want to leave anything off. Staff perspective, our highest priority is to deal with the things that the commission said was an issue- Homestead, Savannah, Alsatian, as we are doing an initial project. Belmont/Borgfeld- lower priority. We are looking for feedback tonight to get this into the budget process. I can appreciate the desire to think about this more, but with the racking and stacking- frankly thinking about this for a month and coming back will get us a different result. You can. But I think we want to move this forward. Reminder that we don't have a meeting in July, so it would be August and that could be problematic.

Commissioner Richard Dziewit stated based on the items listed, I understand the older ones. A lot of things have popped up since that time period, development that is occurring right now and sometimes that has a much greater effect. I do agree, need to look at and see how these categorize within the development. How do we assign these things in terms of funding.

Brian James said one option – we would like to ask council request, crosswalks about \$154k, staff will ask for \$75k worth of crosswalk, sit on that money for 9 months, make a judgment call on whether we fund an item from the list or see what pops up that is more important with new development. In my opinion, you stand a better chance to get funded, need money – I



know what I want to fund today as opposed to something that is a higher priority. We can go to Council and find money if something pops up. Homestead, Savannah crosswalks- if we have been sitting on those for 3 years, growth and traffic, not a high priority. Do we need to really fund those at all, if we are just waiting for an unknown issue to pop up. How likely are we going to get something so much more of a concern than what we have on the list that isn't something we would go to Council immediately. What do you tell the residents of Homestead and Savannah? A little bit of a different perspective. Best chance asking for \$50k to do this, versus not sure what we could do. My perspective, these are all the items that we said we need to get done, what are the oldest ones that we have been sitting on the longest and knock those out. No meeting in July, it would be August, that would be problematic. We can go to Council says you want to spend more time, let them know the \$315,500. Councilman Davis is here, and staff can help explain the thought process.

Commissioner Richard Dziewit stated if we turn around and say, let's present to council the way it is, it would be the best thing, the quickest way to process this.

Brian James stated we have been sitting on the Homestead and Savannah Crosswalks for a significant amount of time for something we said was a priority. Then Alsatian, Public Works is making improvements, might solve it. See the impact. Then Belmont enhancements. Then studies and improvements. I would think Council would defer to TSAC.

Commissioner Donald Nolan stated he liked that ideal. Prioritization should be done by the staff and the commission. We have heard from the public and the studies. We determined that they are needed. I think we should prioritize these. Since we have a TxDOT person here- is there grant money?

Brian James stated grant money- try to get where we can, don't hold your breath.

Commissioner Donald Nolan stated that like all budget processes, these things accumulate this year to \$150k, that we are able to get. Next year, it would be an assumption that we would like to be able to \$150k, if it is less, that is a bad egg to drop down to \$100k the next year.

Brian James stated we ask for what we need. We are not like the Military; it is very different to what we do. Sometimes it is more, sometimes less. We aren't going out to spend it just to spend it. Glad that we don't just go blow this just to blow through the money.

Commissioner Ferrando Heyward asked when does council and staff meet for the budget?

Brian James stated in August. We can come back and schedule a special meeting.

Commissioner Ferrando Heyward said we can get it prioritized now. Strike while the iron is hot and take a few minutes to rack and stack now.

Commissioner Ronald Stevens stated he is willing, if numbered 2, 1, 4, 5, 3, and the bottom last 4. I am willing to make it a motion if you want.

Brian James stated- Savannah 1, Homestead 2, Belmont 3, Anticipated Crosswalks 4, Alsatian 5, not as high, public works doing this project. See what gets funded.

Commissioner Donald Nolan stated 2,1, Alsatian, are you changing that now?

Brian James stated Alsatian, we are doing some stuff out there. I am going with what Commissioner Stevens said. I would not put the Alsatian up as high, since we are making improvements, and get some benefit from that. See what is funded, can move it up or do something different. I'm not sure it will solve the problem entirely.

Commissioner Donald Nolan stated that public works was going to do Alsatian at the end of this month, are we talking about things that are budgeted for next year?

Brian James stated that if we have to come back and do more, or at a similar location.

Commissioner Ferrando Heyward stated he is working on actual names, not numbers.

Commissioner Richard Dziewit stated looking at this in terms of assigning numbers, agree with Brian James - Homestead-Savannah as 1-2, then Alsatian way type, those 3 as #1 items – then balance of the group as #2.

Brian James stated, yes, we can do the top 3.

Commissioner Ferrando Heyward made a motion that the following are our priorities. Savannah, Homestead, Belmont Park, Alsatian Way, anticipated crosswalk, complex speed humps, signage, studies.

Commissioner Roy Ragsdale seconded the motion. *Motion passed.*

Brian James stated that it will be easier and more familiar with going forward year to year.

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

Commissioner Paul Wiley spoke about construction on 35- recent changes to the southbound frontage road between FM 3009 to Schertz Parkway. There are new stripes, but they have already faded away, old and new, problematic- where am I supposed to be, asked if we can improve the lane markings especially as you get closer to Schertz Parkway.

Kathy Woodlee stated the City will pass this onto TxDOT, then Dale can send an email to the construction group.

Commissioner Paul Wiley stated that on Main Street, people think it is 4 lane road, parking on both sides. There are no lane markings there. Approach First street from the west, bank, when approach from the east, is there a lane to turn left and go straight. No, there is parking there. There is no center line anymore. Is there something temporary- markings needed. I know long term plans; can something be done in the interim?

Kathy Woodlee stated that is interesting too, there is a breaking point where FM 1518 becomes Main street, work with Public Works to make things clearer.

Commissioner Ferrando Heyward stated Kudos- thank you guys for my subdivision. The parents knocked over the crossing sign. They fixed it. I appreciated that.

Commissioner Donald Nolan asked if we have ever done anything to help people to slow down at stop signs. Rhine valley at Lower Seguin Road at Saverne way? There is a stop sign there,

guess only about 30% of people stop. Some don't even slow down. I watched a Door Dash guy in a hurry; he pulled into a driveway and went to back out and almost crashed.

Kathy Woodlee stated to make sure where, she brought up the map.

Commissioner Donald Nolan stated they are already speeding, 25-30 mph, then run that stop sign. And pull into Mulhouse Drive. We need to help slow people down. Has anything been done to slow people down? Maybe put a Speed hump at the stop sign. that is a problem.

Kathy Woodlee stated this will be added to the list of locations that PD keeps an eye on. I appreciate that people come and say it helped for a time, but drivers get comfortable, behavior goes back. It has to be a continual thing.

Commissioner Donald Nolan would love for PD to be out there 2-3 times a day.

Officer Jeffrey Krivacka stated he is on the traffic unit, and he will send out an email to his team.

Robert Martinez stated this was brought to our attention, a couple of things on Mulhouse Drive- there were not an adequate amount of speed limit signs, larger size signs, Saverne way, there was not a stop sign, it was added. Construction signs on LSR as entering Rhine Valley, moved it, blinded drivers coming out of RV. Cul-de-sac sign keeps getting moved. Measured the road, added signs. They are out there now. in hopes to correct driver behavior. AJ can tell you about neighborhood traffic. Knocked down big truck and construction traffic. However, we are still getting people cutting down Alsatian to get onto Corbett to get onto FM 1518.

Commissioner Donald Nolan stated he has seen the No Thru Truck signs on Mulhouse, do still get rock trucks, cement trucks.

Robert Martinez stated Public Works does work with Kathy's inspectors, speaking with the contractors to drive the speed limit.

## **8. Adjournment**

Motion made by Commissioner Ferrando Heyward, seconded by Commissioner Roy Ragsdale. Meeting adjourned at 7:00 PM by Chair Richard Dziewit

Attest:

---

Richard Dziewit, Chairperson

---

Tammy Lawrence, Recording Secretary