

**Transportation Safety Advisory Commission**  
**Minutes**  
**Thursday, November 6, 2025**  
**5:30 PM**

The Transportation Safety Advisory Commission (TSAC) convened for a Called Meeting on  
Thursday, November 6, 2025, at 5:30 PM in the Council Chambers, Building #4  
1400 Schertz Parkway, Schertz, Texas 78154

TSAC Commissioners Present:

*Richard Dzewit- Chair*  
*Ferrando Heyward- Vice Chair*  
*Ronald Stevens*  
*Paul Wiley*  
*Donald Nolan*

TSAC Commissioners Absent:

*Michael Winter*  
*Melanie T. McCoy*  
*Chris Hormel*  
*Roy Ragsdale*  
*Steven Icke*

Staff Present:

*Brian James, Deputy City Manager*  
*Kathy Woodlee, City Engineer*  
*Serena Contreras, Associate Engineer*  
*Tammy Lawrence, Administrative Assistant*  
*Robert Martinez, Street Supervisor*  
*AJ Arriaga, Police Sergeant*

CALL TO ORDER at 5:30 PM by Chairman Richard Dzewit

ROLL CALL

HEARING OF RESIDENTS

None

**1. Minutes: Consideration/action for approval of September 4, 2025, TSAC Meeting Minutes.**

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

## 2. Traffic Study Updates:

### a. Mulhouse- Speed Humps

Serena Contreras stated that the requirements, minimum spacing, which is 300 ft apart, not within 50 ft of an intersection, not within 250 ft of a traffic control device. Public Works will have materials in 3-4 weeks, then we can start installation.

### b. Woodland Oaks at Lotus Park – Stop Sign request – speeding concerns

Serena Contreras stated that this intersection did not meet any of the all stop warrants. Staff went out and sight distance is bad at stop bar, but moving past the stop bar you can see, but not in the lane of traffic with either vehicle. This intersection does not warrant any of the all-way stop.

Commissioner Donald Nolan asked what is that telling us? I am assuming that the stop bar is there for a reason, for someone coming up to the intersection, to stop at that bar, are there any sight distance issue. If they stop at the bar, are there any issues?

Serena Contreras stated she did stop at the stop bar, I could not see in one of the directions, you can scoot forward, but not in lane of traffic/travel.

Commissioner Donald Nolan stated he was confused, sounds like there was potentially an issue that someone raised, about whether that needs to be an all stop or 4 way stop.

Kathy Woodlee stated that someone noticed when you come to the stop bar, there is inadequate sight distance to take off into traffic at that point. It is an educational thing, and it is acceptable to stop at the stop bar, make sure no pedestrians, then you can ease up to a point where you can see. But not getting into the lane of traffic. Stop bar is still where you should stop but can proceed until you can see.

Commissioner Donald Nolan asked if the position of the stop bar, is that in relation to the stop sign.

Serena Contreras stated, yes, and showed the picture again. They are in line.

Commissioner Donald Nolan stated we just did the thing out on Mulhouse, the lines and hubcaps (buttons), to force the traffic to the center, so people at those intersections could see them coming if they wanted to turn. The stop sign being behind the stop bar, wouldn't that be the same thing.

Commissioner Ferrando Heyward stated look graphic is up, look at where the stop bar is. That is also for pedestrians. So now, there is no pedestrians, but you can't see line of sight, now you can edge your way up to see traffic is clear to turn or proceed.

Commissioner Donald Nolan stated he was trying to relate it to what we did at Mulhouse (Alsatian) where we had people stopped at the stop sign, they couldn't see into oncoming traffic, so we forced traffic more toward the center, could we do the same thing here? Let them ease up, so they aren't in the roadway but be able to see.

Kathy Woodlee stated the reason that may not be the perfect fit here is because this has some striped bike lanes here so we can't stripe and use buttons. Bike lane keeps that from being the same simple solution.

**c. Eckhardt Rd and Falling Oak – sight distance and speed hump request**

Serena Contreras stated we received a complaint about sight distance issues and speeding. Similar to Woodland Oaks, the sight distance is not sufficient at the stop bar, but if you scoot past the stop bar you can see. Staff did site visit; we are not in the lane of travel on Eckhardt when moving past it. Secondly, speeding. Traffic counters were placed on Eckhardt, we do have a speeding issue. Speed limit is 35 mph.

Eckhardt N of Falling Oak  
Combined ADT – 1938 and 43.1 mph with a 35-mph speed limit

Eckhardt S of Falling Oak  
Combined ADT – 1455 and 39.3 mph with a 35-mph speed limit

Falling Oak, we don't have a speed issue but there is a significant number of vehicles that use that street to get onto Eckhardt. We are looking into different forms of traffic calming to see what we can do about the speeding.

Falling Oak North  
ADT – 444 and 17.4 mph with a 20-mph speed limit

Falling Oak South  
ADT – 435 and 18.0 mph with a 20-mph speed limit

**d. Hollering Vine-Luckside Roundabout & Hollering Pass Signage**

Serena Contreras stated we initially got a complaint about visibility at the crosswalks on this roundabout. This is on the Walking path to Founders School that children use every morning and afternoon. First part of this was taking traffic counts, looking at speed, also had concerns about speeding coming off FM 1518.

Hollering Vine N of Roundabout  
Combined ADT – 790 and 30.4 mph with a 20-mph speed limit

Hollering Vine S of Roundabout  
Combined ADT – 769 and 25.2 mph with a 20-mph speed limit

Luckside  
Combined ADT – 208 and 24.9 mph with a 20-mph speed limit

Well above speed limits, so we put this information into the prioritization spreadsheet and took ped counts. From this and the TTI, recommendation was adding signage to make the crosswalk more visible.- and that was the same recommendation for both sides of Hollering Vine. For Luckside, the worksheet said the crosswalk was fine the way it was, as there is not enough pedestrian traffic. These are the 3 TTI worksheets. Wherever the horizontal and vertical lines intersect, this will give you 1 of 5 outcomes. The 1<sup>st</sup> being No treatment, all ok and working.

2nd- crosswalk - Visible pavement markings and signage. 3<sup>rd</sup> - Active and enhanced. Flashing lights, markers that flash into pavements, 4<sup>th</sup> - Large beacon, very hard to miss. Similar to Clemens across the crosswalk like by the post office with signal with timer for pedestrians. 5<sup>th</sup> – Signal, traffic signal. Ours landing in the crosswalk section, which means signage and pavement markings, Public Works went out and put out yield to pedestrian signs. However, there is still a speeding issue on Hollering Vine coming off FM 1518- still reviewing.

Commissioner Richard Dzeiwit stated that more study needs to be done to see how that's working out.

Serena Contreras stated she already put it into the worksheet, we fixed the crosswalks by adding signage, this the worksheet called for. They are where they are supposed to be. If another complaint comes in, we can revisit that. For speeding, off FM 1518- will look into that specifically.

Commissioner Ronald Stevens asked do we still have yield for crosswalks or are they stop for pedestrians?

Serena Contreras stated they are all yield for pedestrians and stop for pedestrians are both accepted, potential change coming in the TMUTCD that would require them all to be stops, but that has not been passed yet. So, currently yield is fine.

### **3. Citizen-Requested Item Updates**

#### **a. Ashley Park between Schertz Parkway & Victoria Point parking concerns**

Serena Contreras stated this came up a few meetings ago, gentleman came in with this image, staff went out and checked his concerns, how many vehicles are parking where they aren't supposed to be. There was not very many vehicles parking, patrol helped with this issue. School rush has gone away. Only had one issue - vehicle is within 20' of the crosswalk, maybe a foot or two, only concern that was seen in 3 site visits. With help of Public Affairs dept, we have put a flyer in the Schertz magazine.

### **4. Staff Comments and/or New Requests**

#### **a. Paschal Elementary – Do Not Block Intersection Sign Request**

Serena Contreras stated we had received a request for do not block intersection sign. This is not an intersection; it is a driveway. If a sign was to put in place, the school would have to approve a sign as it would be on school property. This driveway is only for buses, teacher and visitor parking. There is no drop-off or pick up traffic here. Nothing that we can do for this driveway.

#### **b. Elbel & Westchester Speed Limit Signs & Ordinance**

Serena Contreras stated that in August 2024, the school district requested that the times on the speed limit signs be changed, due to changes to the school schedule at Clemens. Staff looking through the ordinances to be sure that they match any speed limit signs.

**c. Ashley Park near Wayward Pass – Speeding, Digital Sign request**

Serena Contreras stated we received a complaint about speeding concerns and a request for a digital sign. Staff took traffic counts; there are speeding issues on Ashley Park. Public Works to install temp digital sign for a month to see if speeding is reduced.

Ashley Park Circle

Combined ADT – 1232 and 26.8 mph with a 20-mph speed limit

Wayward Pass

Combined ADT – 1175 and 28.0 mph with a 20-mph speed limit

Davenport

Combined ADT – 1006 and 28.1 mph with a 20-mph speed limit

**d. Primrose School on Schertz Pkwy- Turning Left onto SPW**

Serena Contreras stated we did get complaint to turn left out of Primrose, can't see over the hill very well. Staff found this driveway was supposed to a right in and right out only, due to the reduced line of sight, however, the diverted is not doing a well enough job to push cars to the right, there is enough space to go left. There is currently no signage that it is right in/out only. Looking to right, can't see over the hill. While looking at this, there is another driveway across Schertz Parkway, if we can't see that way, can the people across see. The answer is no. Looking left and right, can inch forward, but there is a sight distance issue. Image on right, hill is still an issue. Staff to evaluate sight distance, taken measurements to try and fix this.

**e. FM 3009 at Eli Whitney – Safety concerns at the Turn Lane**

Serena Contreras stated that traffic gets backed up at the Live Oak light, then cars can't turn into Eli Whitney. This is referred to TxDOT, they will review traffic light timing and see what else can be done to help.

**f. IH 35 Access Rd – Fairlawn School signage and pavement markings**

Plan for revised signage has been submitted, staff still reviewing.

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

Serena Contreras stated this is the image that we initially drafted. Public Works has completed the project; all the pavement markings and buttons are done.

**h. Rhine Valley Stop sign request at Obernai Path & Belfort Pt**

Serena Contreras stated that Staff reached out to school district, but we have not received any response. Staff are still reviewing other options.

**i. Speeding on Bowie Cove – requesting speed humps**

Serena Contreras stated we received a complaint about speeding on this street, took traffic counts, there are speeding concerns, however, they do not meet criteria for speed humps. Min 500 vehicles per day, 85% percentile needs to be at least 25 mph.

6618 Bowie Cove

Combined ADT – 174 and 24.9 mph with a 20-mph speed limit

6640 Bowie Cove  
Combined ADT – 149 and 24.2 mph with a 20-mph speed limit

Serena Contreras stated we can't warrant speed humps currently. Public Works also received complaints about missing signage. Showed map with all the locations of speed limit signs and the dates they were all placed.

Commissioner Richard Dziewit stated there are a lot more studies that need to be done and see if they will work. Especially the school district areas. Thank you so much for the information.

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

Commissioner Paul Wiley stated that he has noticed an alarming increase with problems at Borgfeld at Dietz Road at the school where left turn lane only is. On weekends, 7 cars in a row went straight in the left turn lane. Might not be happened as much during the week. Evident that people don't care or pay attention. One sign that says left turn only lane and the striping is faded away. Would like to see sign at light, left turn only. Like FM 3009 at Borgfeld.

Commissioner Ronald Stevens stated that Paul read my mind. Rather than keeping it left turn, not sure if Cibolo owes or if we do. Can we make that left and straight like 3009?

Kathy Woodlee stated that it is Cibolo not Schertz.

Robert Martinez stated Cibolo maintains that intersection, but will talk to them, future plans at Borgfeld before the Thanksgiving holiday, holding off on pavement marking until asphalt work is done. Doing some paving soon, so send notice to Cibolo to get sign on pole. And that a traffic study would need to be done.

Commissioner Ferrando Heyward – nothing to add

Commissioner Donald Nolan stated there is a stop sign coming off Lower Seguin, V something. Turn left on Saverne Way to Mulhouse, right on Mulhouse. I wish I had a dollar for every car that didn't, it would be like winning the mega millions. See cars almost get into wrecks. Joked that we can install a Speed hump to slow them down, don't know how to slow or prevent. Our community is almost built out, Saddlebrook next to us is getting a good start. Still sees lots of Semi trucks, stop sign, go down Mulhouse and goes around, into their community, even with no thru truck signage. Heavy construction, cement trucks. Using Mulhouse to get into Saddlebrook. What is wrong with them going to the Saddlebrook entrance, which is just a 1/2 miles down the road.

Commissioner Richard Dziewit asked if that was at a particular time?

Commissioner Donald Nolan stated early, having stuff delivered, cement trucks. Done by noon or 4-5pm. Use same roadway to exit rather than using the Saddlebrook entrance or exit. Like it's the only street into their subdivision. Kids and buses along Mulhouse. Hate to see something happen. No thru truck signs on Lower Seguin but they ignore the signs.

## 6. Adjournment

Motion made by Commissioner Ferrando Heyward, seconded by Commissioner Ronald Stevens.  
Meeting adjourned at 6:07 PM by Chair Richard Dziewit

Attest:

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Richard Dziewit, Chairperson

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Tammy Lawrence, Recording Secretary

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