

# DRAFT

## TRANSPORTATION SAFETY ADVISORY COMMISSION MINUTES

February 5, 2026

The Schertz Transportation Safety Advisory Commission convened on February 5, 2026 at 5:30 p.m. at the Municipal Complex, Council Chambers, 1400 Schertz Parkway Building #4, Schertz, Texas.

Present: Richard Dziewit, Chair; Ferrando Heyward, Vice Chair; Roy Ragsdale, Commissioner; Paul Wiley, Commissioner; Donald Nolan, Commissioner; Steven Icke, Commissioner; Christopher Hormel, Commissioner

Absent: Michael Winter, Commissioner; Ronald Stevens, Commissioner; Melanie McCoy, Commissioner (Alternate)

Staff present: Brian James, Deputy City Manager; Scott Morehouse, Police Sergeant; Kathy Woodlee, City Engineer; Larry Busch, Public Works Director; Mark Davis, City Council Liaison; Robert Martinez, Street Supervisor; Serena Contreras, Associate Engineer; Tammy Lawrence, Administrative Assistant; Lee Harris, Senior Engineer

### CALL TO ORDER/ROLL CALL-TRANSPORTATION SAFETY ADVISORY COMMISSION

Commissioner Richard Dziewit called Kathy Woodlee to introduce new staff.

Kathy Woodlee stated we just have a couple new faces that you'll be seeing at the meetings. So I just wanted to give them a quick intro. Of course we lost AJ. He didn't die, but he did retire. So thanks for his twenty plus years of service. But we have an able replacement for AJ, we've got Scott Morehouse, but he goes by Bull. So it's the last time you'll hear us call him Scott, he is our new representative from PD. And he's bringing passion to it. And we're really excited to have him as part of the team. We also have in our engineering department Lee Harris; he is a senior engineer. He started with the city in September, October, one of those autumn months. He's coming from a few different places, but most recently Nebraska. But he's got a good background in traffic. He's been a city engineer previously. He's going to help out with all of our efforts also. And Serena's still here, she's going to be the main presenter. And Brian and I aren't going anywhere but just wanted to let you know about these two new folks. So, thanks for having us. Thank you very much. And welcome aboard. We really appreciate you.

### HEARING OF RESIDENTS

*This time is set-aside for any person who wishes to address the Commission. Presentations should be limited to no more than 5 minutes. Each person should fill out the Speaker's register prior to the meeting and give it to the Chair. The Commission can only discuss items that are on the agenda. Discussion by the Commission of any item not on the agenda shall be limited to statements of specific information given in response to any inquiry, a recitation of existing policy in response to an inquiry, and/or a proposal to place the item on a future agenda. The presiding officer, during the Hearing of Residents portion of the agenda, will call on those persons who have signed up to speak in the order they have registered.*

Jay Starr 9835 Mulhouse- I'm here tonight to say thank you to the City, to the TSAC for the speed humps on Mulhouse. They were installed two weeks ago, I guess. I have seen a significant slowdown in traffic, which is what we desperately needed. So I just wanted to say thank you. I'm not going to take full five minutes but thank you to the Commission and thank you to the City for doing this.

Jonathan Marquez 5817 St. Andrews - I'm here just to give you guys the face on the Staff Comments and New requests. And specific to 5D- Hubertus Comal Creek and Danville Middle School sidewalks. I've already went to multiple city council meetings about this. I'm sure that's how it got on here. I've already went to Comal ISD board about this. This is my last check. And then I'm going to circle around so you guys will probably see me again. But this situation is pretty dear to me because, you know, we're on the edge of Schertz, we're still in Schertz, but we're on the edge of it. They come out ISD put two schools over there, Danville Middle School, Comal Creek, and from what the City tells me is that, you know, it's based on when they're when new occupants come or buy the land, they're supposed to build out the sidewalks. However, it hasn't happened. Danville's been open since 2018 and there's still gaps in it. And I'm not saying, I'm not asking for, you know, miles of sidewalk here. It's gaps in the sidewalk, probably total on both sides. Half mile that would, you know, alleviate them going through the brush, then walking on the street. Either way, it's a bad situation, to thorny needles to, you know, we're in Texas natural wildlife of Texas. And in a grand scheme of things, I would like to see my kids being healthy, fit, taking a bike from Northcliffe, going through to the school without any hiccups. Grand scheme of things. You know, I'd like to work with TxDOT. Get everybody involved and maybe get a good pedestrian bridge. But I know that's a long-term goal. But just for now, it'd be nice if we can just fill in those gaps. It's not a lot. It's very feasible. And there's a lot of kids who can benefit from it. And I would just hate for us to have this conversation later. If a kid were to get hit by a bus or bit by a snake. So I just want to bring it to your guys' forefront. And I know there's a lot of different sidewalk requests for after school programs for leisure, but this is a straight from school to home request and it's very feasible. I appreciate your guys' time. Thank you.

3. **Minutes: Consideration/action for approval of November 6, 2025 TSAC Meeting Minutes.**

Motion was made by Commissioner Heyward. Seconded by Commissioner Paul Wiley. Motion passed.

4. **Pecan Signalization:** Consideration/action for recommendation of Signalization at Pecan and Schertz Parkway

Serena Contreras stated in the past, we've received complaints from residents regarding the high pedestrian traffic and then the various turning movements. Previously this intersection did not warrant signalization. However, a recent warrant was done, and it now does warrant signalization. So we are requesting a formal recommendation from TSAC so we can take this to Council.

Commissioner Heyward asked this on our rack and stack that we did last time. For the budget.

Kathy Woodlee stated so this particular one wasn't this kind of exceeds that budget. It's a much larger project. I think that whole budget was in the neighborhood of \$350,000 for all those different studies and speed humps and those sorts of things, but this one's a little bit bigger. And we've talked about it and we presented the data, but we never asked for a formal recommendation. So that's what it is. This is in the budget in a different area though.

Motion was made by Commissioner Heyward to recommend to City Council. Seconded by Commissioner Roy Ragsdale. Motion passed.

5. **Citizen-Requested Item Updates**

**a. Elbel & Westchester school zone signage**

Serena Contreras stated the first one is in Elbel and Westchester . The new signage plan was approved, and new signage revisions have been placed. We are just waiting for pavement markings, which should be done early March. Additionally, City staff is looking to update the ordinance that would change all speed limit signs to say As Posted, instead of it varying from street to street and time to time.

**b. Ashley Park Speeding**

Serena Contreras stated so currently we have actually, we just removed them temporary radar signs out. As we can see here, there are still relatively high speeds, both before we placed the radar sign and then after. So as of right now, we're working on verifying the signage that's out there, and PD will continue to patrol the area.

Ashley Park Circle – 20 mph speed limit (before/after)

North	South
ADT – 670/624	ADT – 561/638
85th perc. speed – 27.2/27.0 mph	85th perc. speed – 26.5/27.3 mph

Combined ADT – 1232/1263 and 26.8/27.2 mph  
2053/2602 vehicles were over 25 mph  
333/396 vehicles were over 30 mph

Wayward Pass – 20 mph speed limit (before/after)

Wayward Pass	Wayward Pass
North	South
ADT – 560/564	ADT – 614/582
85th perc. speed – 28.1/32.1 mph	85th perc. speed – 27.8/24.7 mph

Combined ADT – 1175/1147 and 28.0/29.3 mph  
2581/2860 vehicles were over 25 mph  
535/1352 vehicles were over 30 mph

Davenport – 20 mph speed limit (before/after)

Davenport	Davenport
North	South
ADT – 483/479	ADT – 522/527
85th perc. speed – 24.6/26.5 mph	85th perc. speed – 29.6/26.8 mph

Combined ADT – 1006/1007 and 28.1/26.7 mph  
1742/1738 vehicles were over 25 mph  
665/356 vehicles were over 30 mph

**c. Primrose School/Medical Buildings access Schertz Pkwy**

Lee Harris stated thank you and for welcoming me here and hopefully if you have any questions, just let me know. But for the medical building at Primrose, we went out and we've done a little reconnaissance and research out there. We had a meeting set up with the businesses and the Primrose School, unfortunately, we only had one person show up to that meeting, and that was a representative from the Primrose School. We presented the proposed improvements to this area. And they were very open to what we had proposed to them. Following that meeting, I had reached out to the medical plaza there on the east side, as well as the other businesses on the west. I have sent them our presentation from that meeting and talked with them briefly. I'm still waiting to hear back from the assisted living facility. I got ahold of the management company for the medical

complex. He was going to pass that along to the owner so that we could get in touch with them to get feedback on it from them, but that is kind of where we stand at the moment. We've got positive feedback so far, but we're still waiting to hear more feedback before we move forward with any other plans for the improvements.

Commissioner Dziewit asked, "do we have a time sequence where that is to happen, where you are supposed to get all the information back"?

Lee Harris stated so right now I am waiting, like I said, to hear back from them. If I don't hear back from them next week, I'll try reaching out again. But we do have a time frame that we would like to try and get these improvements done to improve the safety for the people exiting these businesses. We'd like to get that done sometime, I believe, hopefully here this summer. Definitely before the end of the year. With it being a safety issue and people turning left out of those exits. but that is the issue, vehicles turning left out of these exits. We're looking at making improvements by extending the medians in the center and putting no left hand turns out of those exits and making everyone turn right as they're exiting. But we would still allow them to turn left ins. There's enough sight distance, and we feel confident that they can make that turn safely. So here's a little diagram showing what we're looking at trying to do. As I said we're going to lengthen the medians there about thirty foot on one side, twenty-seven foot on the other, with some no left-hand turns coming out. We're looking at the west side of doing some modifications to their drive approach and kind of angling the people exiting to the right so that they don't feel like they can make a left. As well as replacing some of the curb along Schertz Parkway with full depth curb, because when they installed all of that, they put depressed curb in there. So that will help be another physical barrier to keep people going right. We want to also do some of the same improvements on the east side, but our right of way over there is at the back of sidewalk. So in order to do kind of curb improvements over there, to kind of angle the cars to the right, we would have to do that on private property. So that's one of the reasons that we're reaching out to the owner of that property to get their buy in to the project and to make sure they're all right with it and to get permission should we move forward with those improvements.

Kathy Woodlee stated just throw a little something extra in there. So these improvements would be something that we would not have been able to do without the funding from the list of the different items. It's one of those unexpected things that we have the ability to do. It's probably small enough. Public works can do quite a bit of it. So just want to let you know.

Commissioner Nolan asked could you go back to that previous slide? Is this something from a safety standpoint, is this more of a safety issue or a request issue.

Lee Harris stated we had a citizen called in and said that they did not feel safe making lefts out of there, so we went out and investigated it and took a look at it as well. We went out and sat at the intersection and looked right and left, measured the distances on how far you could actually see. And when we looked at those distances that you could see versus what you needed to see in order to make a left-hand turn, it did not meet the sight distance requirements. So this is a safety issue turning out, you don't have enough sight distance to see the cars to make that decision on whether to go. So the cars are pulling out into that center median and stopping before they go, which is what the big issue is.

Commissioner Nolan stated I guess my issue with this is, if it's a safety issue. And I've had situations where I've actually pulled in that area and came out. It's a safety issue. Why do we have to have everybody, you know, the businesses and all that kind of stuff approve it? Can't we just say, hey, this is a safety issue and we're going to do it?

Lee Harris stated well, we want to at least notify them and let them know what's going on as well, and allow them to at least give their feedback, because maybe there's something that they have that happens on their property that we don't know about, that we're not taking into account, that we

need to probably look at providing maybe a different solution. So that's why we're trying to get feedback from them. And that way they can let their patrons know and everybody. So it's not just throwing it all on them all at once. And then everybody comes in here raising a fit because they didn't know about it.

Commissioner Nolan stated well, I guess from my standpoint I'd hate to see something A safety issue held up because two or three of their patrons say, oh, but I don't have a problem turning left. It's okay. Just leave it the way it is. You know that type of thing. If it's a true safety issue and I truly believe it is. So that's why I hate to see the delays like the end of the year for something that might save somebody's life, next month or the month after, so. Okay. That's all I needed.

**d. IH 35 at Fairlawn pavement markings/signage/U-Turns**

Serena Contreras stated where Fairlawn meets IH-35, there were concerns that vehicles are making that that U-turn right there. The City will allow U-turns at that intersection. The bottom line is, if there's no sign or ordinance preventing that U-turn, you are able to make that U-turn if you deem that it is safe. So that's going to be all in the hands of the driver. If there are no issues with this. Public works is looking to remove the yellow pavement markings next week, I think beginning next week.

Commission Ragsdale asked would it be possible to put a U circle or U arrow at the end of it? So there's two lanes going out to IH 35 on Fairlawn. Can we have the far-left lane be designated to turn over into the other lane. Are you following what I'm saying?

Serena Contreras stated I believe it's supposed to be one lane out there currently.

Kathy Woodlee stated so actually, someone brought this up at the HOA meeting last evening. About actually striping it as two lanes, which is not something we looked at. We're not necessarily looking at encouraging the U-turn, because larger vehicles may not actually be able to do it. The really big vehicles may not be able to do it safely. But we will look into it as far as additional striping to clarify the situation. I think getting rid of the yellow striping, we're hopeful that will clarify for some folks that it is actually permitted. But as far as splitting it into two lanes of traffic, I would hate for a large vehicle to get into that left turn lane and then find out, oh, I can't really do that. So exactly what we might be able to do there. We'll be back again. I would like to be done with this, but we will continue to look at that.

Commissioner Heyward had a statement, really, I know we're saying is permitted. I run up and down that road a lot. You had a roundabout just two, less than one hundred yards away. So they had to spend a little bit more gas to go to the roundabout. Nice and clear visibility, perfect, my thought.

Commissioner Ragsdale stated it's basically for people turning in to go to the school. In other words, if you do the roundabout, you're still going to end up in the same place. The entrance to the school is in between those two arrows.

Serena Contreras stated that people traveling toward IH 35 would have to go all the way around and come back up the frontage road. And so a lot of drivers think it's just easier to make that U-turn instead of having to take the long way around.

**e. Mulhouse Speed Humps**

Serena Contreras stated all four sets of speed humps have been installed. And we're going to go ahead and wait about six months to take traffic counts again to just make sure they're doing their job.

**f. Hollering Vine-Luckside-Hollering Pass-FM 1518 speeding and signage**

Serena Contreras stated new counts were taken at the roundabout. There is still a speeding concern in some. In some areas the speed decreased. However, there are still concerns about

the speeding coming off of FM 1518. So we're going to take additional counts closer to FM 1518. I believe we're starting that in about two weeks.

Hollering Vine N of Turnabout - 20 mph speed limit (before/after)

North	South
ADT – 310/295	ADT - 480/437
85th perc. speed – 24.0/27.0 mph	85th perc. Speed – 32.7/27.4 mph

Combined ADT – 790 and 30.4 mph/733 and 27.3 mph  
1724/1968 vehicles were over 25 mph  
1133/231 vehicles were over 30 mph

Hollering Vine S of Turnabout - 20 mph speed limit (before/after)

North	South
ADT – 307/286	ADT – 462/436
85th perc. speed – 27.0/26.5 mph	85th perc. speed – 24.5/24.7 mph

Combined ADT – 769 and 25.2 mph/723 and 25.2 mph  
961/1224 vehicles were over 25 mph  
104/116 vehicles were over 30 mph

Luckside - 20 mph speed limit (before/after)

North	South
ADT – 102 /93	ADT – 106/94
85th perc. speed – 22.0/24.2 mph	85th perc. speed – 27.7/24.1 mph

Combined ADT – 208 and 24.9 mph /187 and 24.2 mph  
222/192 vehicles were over 25 mph  
49/9 vehicles were over 30 mph

## 6. Commissioner-Requested Item Updates

### a. Borgfeld at Dietz Rd pavement marking and signage

Serena Contreras stated lane revisions are not plausible at this time. This signal is in the City of Cibola jurisdiction, so we would have to discuss signal revisions with them. And it just does not seem like that is something that we can do at this time.

### b. Bus Stop at Obernai Path and Belfort Point

Serena Contreras stated City staff contacted SCUCISD, and that bus stop is a home drop-off and pick-up, so it cannot be changed, unfortunately.

Commissioner Nolan asked what does that mean? The lady that came to one of our board meetings and was talking to me, she mentioned that her request was to put a stop sign right there where that arrow is pointing, because cars come and go around that curve and then up Bening Way to get out of the subdivision or out onto Alsatian way. And a lot of times it's right when the kids are getting out of school and a lot of little ones. And she was just fearful that by not stopping the traffic there, that she was fearful that a kid might get hit by a car when they're coming off the bus and walking across the street to get onto Belfort from Bening Way. Now you're saying that something's not, it's not meeting the guidelines of a stop sign there to slow traffic or to stop traffic.

Serena Contreras stated we cannot place a stop sign there. It's not warranted because that's not an intersection. So we can't place the stop sign where it was requested. So we moved to seeing if maybe we could change where the bus stopped to protect the children. However, we can't move

that bus stop.

**c. FM 3009 - Missing End of School Zone signage**

Serena Contreras stated staff reached out to TxDOT. TxDOT has reviewed the area, and they went ahead and installed the end of school zone pavement markings.

Commissioner Nolan asked, so there is a sign now if you're going from say FM 78 up FM 3009 before you get to the intersection, the light, there's the sign with the with the yellow light that potentially flashes to say hey slow down to thirty-five. So after that intersection somewhere, there's a sign that says end of school zone or something. Is that what you're saying?

Robert Martinez stated no, that's not what we're saying. I am waiting for the Area supervisor to get back me back. He was telling me that they don't normally put in the school zone at those locations, but they do paint the markings. So I'm waiting on a word back from him to see if that's going to be. But they did do both of the markings on FM 3009.

Commissioner Nolan stated because it's actually an issue both ways. I when I saw it the first time, I made reference to make sure I saw it on the way back. And there's the pole with the yellow light flashing. If you know, if there's, I guess, at school let out time or whatever you want to call it. And, time is on the sign. In my estimation, you know, ninety percent of the time, if you see one of those signs, especially with the flashing arrow or something flashing light that says, hey, slow down, this is a, you know, the school crossing or whatever you want to call it. There's usually a sign so far past the crossing that says end of school zone speed or whatever you want to call it. I just wondered why they were not there.

Kathy Woodlee stated it is my understanding, but I think Robert's waiting to get confirmation from TxDOT is that they won't put an end of school zone sign. They rely on the fact that there's a flashing sign there. You saw the flashing light sign when you came in, and when you leave, you can see the one that's flashing from the other side. And in combination with the stripe that that's the indicator for the end of school zone. But we're waiting for confirmation on that okay.

**7. Staff Comments and/or New Requests**

**a. Curling Post and Sagenite signage**

Serena Contreras stated currently there are stops on Sagenite at this intersection. However, nowhere else on Sagenite is traffic stopped. That is considered the major road. So we went out and took traffic counts just to kind of get an idea of the movement in the area, how many vehicles we would see at this intersection. So, Curling Post going eastbound would have approximately 2500 vehicles over the ten-day period, and then westbound would have 1500 vehicles over the ten-day period, and then Sagenite has 4700 going northbound and 2100 going southbound. So Sagenite has significantly more traffic. Sagenite leg of that intersection that has the stop. So what we are looking to do is switch the stop signs from the major road onto the minor road. We did check and this intersection does not warrant a four way stop. Next step, Staff is going to check with the HOA and see if this is something that is plausible for that community.

Commissioner Hormel stated I live a block away. I've seen, I don't know, probably one hundred times where accidents almost occur there. Because what you think is the main road is the one that has to stop. And plus what we didn't mention here, that's also a school stop, a bus stop for the school right there in the corner. So there's also a ton of kids there. So it's a very confusing intersection. So if you can clear that up that would be great.

Curling Post (East)  
Speed Limit – 20 mph

North ADT – 135  
South ADT – 115  
Combined ADT – 250  
Total Traffic over a 10-day period: 2,535

Curling Post (West)  
Speed Limit – 20 mph

North ADT – 68  
South ADT – 84  
Combined ADT – 152  
Total Traffic over a 10-day period: 1,539

Sagenite (North)  
Speed Limit – 20 mph

North ADT – 241  
South ADT – 224  
Combined ADT – 465

Total Traffic over a 10-day period: 4,701

Sagenite (South)  
Speed Limit – 20 mph

North ADT – 97  
South ADT – 112  
Combined ADT – 209

Total Traffic over a 10-day period: 2,114

**b. Cliffside Speeding**

Serena Contreras stated we took some initial counts on Cliffside. And they do not warrant speed humps. So in order to warrant speed humps you would have to have an ADT of at least 500. And then the 85% percentile speed would have to be over twenty-five miles an hour. We are going to go ahead and take counts again and we're going to add in; I believe the street is Meadowhead. To kind of get an idea of the speeds in that area.

Cliffside Drive – 20 mph speed limit (2 sets)

3306 Cliffside	3306 Cliffside
North	South
ADT – 131	ADT – 144
85th percentile speed – 25.4 mph	85th percentile speed – 23.1 mph

Combined ADT – 276 and 24.3 mph  
265 Vehicles were over 25 mph  
10 Vehicles were over 30 mph

3422 Cliffside	3422 Cliffside
North	South
ADT – 95	ADT – 109
85th percentile speed – 24.4 mph	85th percentile speed – 24.8 mph

Combined ADT – 204 and 24.7 mph  
255 Vehicles were over 25 mph

27 Vehicles were over 30 mph

3445 Cliffside

North

ADT – 89

85th percentile speed – 24.2 mph

3445 Cliffside

South

ADT – 101

85th percentile speed – 26.6 mph

Combined ADT – 191 and 24.9 mph

245 Vehicles were over 25 mph

52 Vehicles were over 30 mph

**c. Lee Street - Church/Food Donation blocking street**

Serena Contreras stated we received a complaint from a resident that when the church on Lee Street holds their food pantry, we have vehicles parked on both sides of the street. The width of that street is not very wide. So it is difficult to maneuver on that street when we have parking on both sides. Next steps, staff is going to reach out to that food pantry and see if we can discuss complaints with them and see if there's anything they can do to help out.

**d. Hubertus/FM 482 - Comal Creek and Danville school sidewalks**

Serena Contreras stated this shorter section, the southern part, to construct that sidewalk- it's going to be a little over twenty-five thousand. And the larger part on the north to construct that, it's going to be just under one hundred and twenty-one thousand. So both of these areas, we have development applications in, and they will be required to build that sidewalk.

Kathy Woodlee stated the smaller tract between the convenience store and the elementary school, they're a little bit farther along in the development process, and they are moving consistently. We do have an expectation that that actually will come to fruition and happen within less than a year. However, that being a smaller gap, it's also a little easier for the City to take care of. So we're going to watch that very carefully, to make sure that it gets done in a timely fashion. The other is a little bit bigger gap, but we feel that it's important to get at least one or the other. So, not ideal, but it's going to be fairly certain that that short gap between the convenience store and the elementary school will be done within a reasonable time frame.

**e. First Street at Main Street intersection - cross traffic**

Serena Contreras stated we did receive a complaint from a resident. It may have been city staff that when you are stopped on Main Street, occasionally you cannot see the traffic coming off of First Street, and First Street does not have a stop. We've looked at accident data, and we've had five accidents in the last year at this intersection. However, this intersection is in TxDOT jurisdiction. So we've reached out to TxDOT regarding this issue, we're waiting to hear back from them.

**f. Speeding on Devonwood and Cypress Point**

Serena Contreras stated it is important to note that coming off of the frontage road onto Cypress Point that is uphill. There are high speeds at all of the locations in which we took traffic counts. So staff is looking into solutions, and we'll let you know when we come up with something.

**CYPRESS POINT - 20 MPH SPEED LIMIT**

Cypress Point Entry

North

ADT – 245

85% percentile speed – 28.9 mph

Cypress Point Entry

South

ADT - 350

85% percentile speed – 39.1 mph

Combined ADT – 595 and 36.4 mph

2256 Vehicles were over 25 mph

2561 Vehicles were over 30 mph

5527 Cypress Point

North

ADT – 88

85% percentile speed – 29.6 mph

5527 Cypress Point

South

ADT - 146

85% percentile speed – 30.0 mph

Combined ADT – 235 and 29.8 mph

907 Vehicles were over 25 mph

390 Vehicles were over 30 mph

**KINGSWOOD - 20 MPH SPEED LIMIT**

5501 Kingswood

North

ADT – 31

85% percentile speed – 21.4 mph

5501 Kingswood

South

ADT - 34

85% percentile speed – 22.5 mph

Combined ADT – 65 and 21.9 mph

31 Vehicles were over 25 mph

9 Vehicles were over 30 mph

**DEVONWOOD - 20 MPH SPEED LIMIT**

5511 Devonwood

North

ADT – 35

85% percentile speed – 27.5 mph

5511 Devonwood

South

ADT - 41

85% percentile speed – 18.4 mph

Combined ADT – 77 and 23.9 mph

74 Vehicles were over 25 mph

26 Vehicles were over 30 mph

5622 Devonwood

North

ADT – 114

85% percentile speed – 27.3 mph

5622 Devonwood

South

ADT - 121

85% percentile speed – 24.8 mph

Combined ADT – 236 and 26.2 mph

407 Vehicles were over 25 mph

23 Vehicles were over 30 mph

Oakwood

North

ADT – 154

85% percentile speed – 24.7 mph

Oakwood

South

ADT - 175

85% percentile speed – 24.9 mph

Combined ADT – 329 and 24.8 mph

471 Vehicles were over 25 mph

36 Vehicles were over 30 mph

**g. Speeding on Davenport**

Serena Contreras stated Davenport does not warrant speed humps. So after reviewing all of the traffic counts, Public Works is going to go in and review signage. And PD will continue to patrol this area.

Commissioner Nolan asked a question, and maybe it's more of a question for I guess it would be Bull. And I guess with some of these areas, seems like we're talking about a lot, a lot of areas tonight at least that where they're speeding. If there's if there's specific areas like this that we're

seeing a high amount of speeding. High volume of speeding. Especially maybe in this one here. Would it be plausible to maybe patrol those areas a little bit more than normal or is that something that we can't do because of calls and other activities going on?

Scott Morehouse stated so as far as our patrol goes, their main duty is going to be taking calls, responding, when they're not doing that, they do enforce the traffic. Our traffic unit right now, unfortunately, is just me and two other officers. So we're limited in what we can do. All of these recommendations that come down, all these hot spots that are were notified about, we will go and address those. And I mean, obviously you've seen how many there are with three of us, we try to get to as many as we can. And sometimes, you know, it's a week or two between when we get to hit these spots. But absolutely these once we're made aware of these, we do focus on these areas.

DAVENPORT – 20 MPH

3512 Davenport

North

ADT – 147

85% percentile speed – 25.8 mph

3512 Davenport

South

ADT - 129

85% percentile speed – 25.5 mph

Combined ADT – 276 and 25.5 mph

408 Vehicles were over 25 mph

53 Vehicles were over 30 mph

3544 Davenport

North

ADT – 171

85% percentile speed – 20.3 mph

3544 Davenport

South

ADT - 163

85% percentile speed – 24.9 mph

Combined ADT – 334 and 23.6 mph

220 Vehicles were over 25 mph

32 Vehicles were over 30 mph

3733 Davenport

North

ADT – 174

85% percentile speed – 24.3 mph

3733 Davenport

South

ADT - 179

85% percentile speed – 24.5 mph

Combined ADT – 353 and 24.4 mph

342 Vehicles were over 25 mph

52 Vehicles were over 30 mph

**h. IH 35 SB Frontage Road at Schertz Parkway pavement markings/signage**

Serena Contreras stated staff received a complaint from a resident that when you're traveling southbound on the frontage road at IH 35 and Schertz Parkway, the pavement markings and signage are unclear due to the construction. So we have relayed that to TxDOT. TxDOT has relayed that to their contractor, but as of today, no revisions have been made.

Commissioner Nolan asked do you know when that was referred to TxDOT? I mean, how long have they had that? That we haven't heard back.

Staff stated 2 weeks.

8. **Future Agenda Items Requests from Commissioners**

Commissioner Hormel – None

Commissioner Wiley – None

Commissioner Heyward stated my mind's operating slow tonight. So on the middle school, I'm looking at you, Brian, because you're the money guy. Is it possible to put, like, some crushed stone or something, a faux sidewalk?

Brian James stated we could look at it and sort of see, you know, the issue, right? If we had kind of where it tended to be really wet or something like that? Maybe. So I'm not sure that again, we could look at. I'm not sure that really helps the situation. I think the frustration is we ought to have a sidewalk. It ought to be wide enough. We ought to make sure that it's a clear path. So if there's snakes or things like that, you know, if a child is in a wheelchair can get through it, so we can look at it. I'm just not sure folks really be happy with it. And, you know, with rain and things rushing again, I think to just echo this, since we had the item on the agenda, I think staff's kind of position at this point, since we have these pending development applications, is let's watch those, because if they were to go under construction, then you're not going to be able to use the sidewalk anyway while they're under construction. But if they go under construction in a relatively reasonable time, then that developer will build that sidewalk as part of their project. It's there, and then the city can use the funds elsewhere. But I think, as Kathy and Serena noted, if we don't, if we see those bogging down and it doesn't look like they're going to happen, then we're probably going to come back and say, yeah, we need to fill in one of those gaps. But let us look at it. I think we've gone out and looked at it. I think the frustration as kids are kind of walking through the dirt. You know, we're not in an area where it rains a whole, whole lot. I've not gotten the impression when I've looked at it. It's really kind of a boggy mess, but we can take a look at it.

Commissioner Ragsdale stated Old Wiederstein, it started to get really, really rough again. Are there any plans to address that?

Brian James stated that Old Wiederstein is on our capital improvements plan. It's not on our capital improvements plan to get funded for another five or six years, something like that. So this is what I would say is a policy question, right. And we have a lot of needs that folks come up with. As an example, we know that we will try to get public works out there to kind of do what they can with it. But again, this is one that, as we've talked about, the road is just in such horrible shape. It was a country road never intended for this kind of traffic. It as we put money into it, it'll kind of fall apart. I think council has heard from some folks on it. You know, as we roll into budget season and we talk about the capital improvements program, I'm sure people on council will mention it again. We'll take a look at it. So again, good for Councilman Davis to hear that. So as we roll through the budget in CIP, he can say, yep, I've heard people mention it, not putting it on him. Right. He doesn't make that decision. But part of what we like and what council likes is we want to hear what folks say. We want to hear where they're seeing problems. And its information we can take under account with that. And so I appreciate you bringing it up. Yeah. We've got Eckhardt Road, we've got old Wiederstein Road, we've got Maske Road, we've got Lower Seguin Road. Those are four of the ones we hear about a whole lot. And again, we're trying to go for grants on some so that we can fund it that way and then have funding for the other. So we'll add it to the list. Nobody here and I think council disagrees with you. It's just how we kind of balance all of that need.

Commissioner Nolan stated I have a question. Seems like I always have a question. Last year in 2025, I think. Correct me, but I think that was the first year that we actually made a list of items that we would like to see taken care of, and it was going to cost money. And Brian and some other people were kind enough to take that to city council, and they approved it. I guess starting since we're starting a new year now, as we go through items and depending on the studies and the results, how do we go about getting a result? Starting a list, I'll say, for 2026 of items that we know is going to cost some money that, you know we don't have, that the city that could be toward the

end of the year or a budget time, somebody could take the council and say, hey, we would like to be able to fund these projects. I don't want to lose sight of that, because I think it was an excellent thing that we did last year, and it allowed council to also understand our needs and for them to be nice enough or kind enough to supply the money so we could get some of these things taken care of. So how do we do that this year?

Kathy Woodlee stated I'm glad to hear you say that because when this did go to council, there was actually quite a bit of conversation about it. Because it was, you know, there's a limited amount of funds and there's lots and lots of requests, and this was one that there was some debate and there was some decision making as far as whether this would be an ongoing recurring funding or if it would be at one time. And how it ended up was a one-time funding of this. So it's really on us to get things done and knocked out this year, actually spend the money that we've been given to demonstrate. Here's what can come of it if we get this funding. So we need to do that. But then also, if you all note the things that come up that you would like to see the need for city funding for these things. So just wanted to remind about that.

9. **Adjournment**

Motion made by Commissioner Heyward, seconded by Commissioner Hormel. Meeting adjourned at 6:18 PM by Chair Richard Dziewit

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Chairman, Transportation Safety Advisory Commission

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Recording Secretary, City of Schertz