

DRAFT

Transportation Safety Advisory Commission Minutes

Thursday, June 4, 2026

The Transportation Safety Advisory Commission (TSAC) convened for a Called Meeting on

Thursday, June 4, 2026, at 5:30 PM in the Council Chambers, Building #4

1400 Schertz Parkway, Schertz, Texas 78154

Present: Ferrando Heyward, Vice Chair; Roy Ragsdale, Commissioner; Paul Wiley, Commissioner; Jay Starr, Commissioner; Jonathon Marquez, Commissioner; Rick Jamison, Commissioner; Nathan Serna, Alternate

Absent: Richard Dziewet, Chair; Chris Hormel, Commissioner; Mark Davis, City Council Liaison; Steven Icke, Commissioner; Brian James, Deputy City Manager; Scott Morehouse, Police Sergeant

Staff Present: Kathy Woodlee, City Engineer; Larry Busch Jr, Public Works Director; Robert Martinez, Street Supervisor; Lee Harris, Senior Engineer; Serena Contreras, Associate Engineer; Tammy Lawrence, Administrative Assistant;

CALL TO ORDER/ROLL CALL – TRANSPORTATION SAFETY ADVISORY COMMISSION

called at 5:31 PM by Vice Chairman Ferrando Heyward

Kathy Woodlee stated I just wanted to take a minute and recognize our new volunteer Commissioners. We are super happy that we've got folks that are willing to serve and help out with this important Transportation Safety Advisory Commission. So, we have Rick Jamison, who is a regular member, and we have Nathan Serna, who's an alternate. But as long as we don't have any everyone here, we'll go ahead and have him sit up here. I believe that the bylaws say that you don't have voting authority unless you're needed to make a quorum. However, you can participate in the discussion and share information. So, thank you so much for helping out.

HEARING OF RESIDENTS

Mr. Thomas Bean stated I've lived in the park at Woodland Oaks, which is the neighborhood that's just up the road here a little bit. I'd like to also second that. I appreciate everybody. We know how hard it is to get people to volunteer in our neighborhood, so we certainly appreciate everything. You do want to let you know that right up front. I'm here to draw the attention of this committee to the problems occurring on the

Woodland Oaks Drive. And my wife sent in a few emails, but she kind of narrowed the section. I'd like to specifically address the section of the road of Woodland Oaks Drive that comes from the intersection with Broadleaf all the way to the intersection of Tree Branch. We had on February 24, 2025, a vehicle traveling east on Woodland Oaks Drive near the intersection with Grove Park. That jumped the curb and demolished a cluster of mailboxes. It doesn't sound like much an off the cuff there, but if you look at some of the pictures we had, the vehicle was actually resting on top of some of the mailboxes, and I'm afraid that if we had not had newly installed mailboxes there, probably would have driven through the fence and collided with a house that was going that bad. Our postal employees have also mentioned to me several times that they're very nervous about servicing our cluster boxes. We have four along our section of Woodland Oaks Drive. Just because of the traffic there, it's kind of hard to describe unless you actually go look at the road or you're familiar with it. That particular section, it goes over a blind hump and it kind of curves also at the same time. It makes the road a little tricky. Plus, the exits from the other side roads coming out. On May 11th of this year, we also had a vehicle traveling west on Woodland Oaks Drive. It jumped the curb and took out a street sign and damaged a section of metal fence that was bordering a raised section of the sidewalk. They must have been going to good speed to in order to do that. I don't know how you jumped the curb as well as a good section of concrete hit a fence. The first one I talked to did have a Schertz Police Department case number assigned to it. I don't know if that was passed on to anybody. Do you need that information? The case number they gave us was 2025-1016. And my last thing is, I have personally observed on numerous occasions vehicles blowing through the stop signs at the intersection of Tree Branch and Woodland Oaks Drive. And what I mean is the traffic crossing going straight through Woodland Oaks Drive, either proceeding from Schertz Parkway to 3009, or the opposite direction, east or west. I don't know what. Maybe it's a distraction because there's a park on one side of the road, and our neighbors don't really take good care keeping the stop sign on the other side of the road very clear. But I would personally like to recommend to this committee that they consider adding perhaps a painted stop lines on either side of Woodland Oaks Drive there to make the fact that you need to stop there clearer to people. And also, people from the southern half of the neighborhood like to go across the road there to get to the park and there's no crossing lines. If you could add a pedestrian walkway to that would be a good thing too. Other than that, I have nothing really to recommend. Just that. Please take a look at this when you can. Thank you very much.

Ms. Kim Drake stated I have pictures, and I have a map to discuss some of the same things that Mr. Bean. I only have four copies, so. All right. Good evening and thank you for allowing me the opportunity to be here to speak tonight. I appreciate your service and thank you for your volunteer efforts. I've lived at Woodland Oaks for the past 24 years. During this time, I've watched traffic conditions become increasingly dangerous along Woodland Oaks, and I'm here to ask for your help in improving the safety along the street before someone is seriously injured or killed. My concerns are not based on a single incident or a temporary problem. They're based on more than two decades of firsthand observation and several recent incidents that demonstrate a clear pattern. And to give you a perspective of my firsthand experience on the map, the pink circle is my house. My house backs up to Woodland Oaks, so I see it firsthand. Within a relatively short stretch of Woodland Oaks. There have been three accidents in the past three years, all of which occurred during the day when people are typically on the sidewalks and streets. One was in 2023, when a driver heading west from 3009 pinballed off both sides of Woodland Oaks, and I watched it happen myself, hit the

curb several times, jumped the curb so violently that it lost its axle and a wheel rolled all the way up the hill, with the vehicle needing to be towed away. Another one was on February 24, 2025, which Mr. Bean talked to you about when a vehicle traveling east hit a bank of mailboxes so hard that they broke from their bolts, with some being flung over the fence and into the yard of one of our residents. The final example I'm providing is on May 11, 2026, when a vehicle slammed into the concrete steps of the sidewalk and into a metal fence, damaging the fence and knocking down a yard and knocking down a traffic sign. This number of accidents alone should be concerning. The crashes are not random events. They're warning signs that the current traffic conditions are not adequately protecting residents, pedestrians or motorists. One of the basic activities in our neighborhood, crossing the street to get the mail has become dangerous, and I've given you a picture on the last page. It's the first picture of my perspective. When I cross the street to go to my mailbox, it's looking up the hill around the curve. You can't see the traffic. Residents should not have to worry about speeding vehicles simply to retrieve their mail. Yet many of us find ourselves fighting blind curves and hills, waiting for gaps in traffic and looking multiple times before attempting to cross. The homeowner's association, of which I'm the president for the park at Woodland Oaks, tried to convince the U.S. Postal Service to move the mailboxes internal to the neighborhood, but there were issues with the locations, the land and the costs, which they wanted the residents of the neighborhood to bear. So, it didn't happen. The sidewalks, which are intended to provide a safe place for walking, no longer feel safe. Many families use these sidewalks for exercise, recreation, and access to the park. However, when vehicles regularly travel in excess of speeds, pedestrians are placed at risk. The feeling of safety that sidewalks are supposed to provide disappears when drivers lose control or fail to obey the signs. In fact, in each of these three incidents that I've told you about that have occurred within the last three years is easy to imagine a much worse outcome. Had a pedestrian, a child, or one of your family members been on the sidewalk, or even our postal service employees at the wrong moment. The consequences could have been tragic. We've been fortunate so far, but good fortune is not a safety plan. The danger has become so significant that I'm concerned when I'm in my own backyard because of the speed of the residents of some of these residents and the vehicles traveling along Woodland Oaks. I worry about the possibility of a driver losing control and crashing into my property. I don't feel safe walking my grandbaby along the sidewalks or trying to cross Woodland Oaks because of this danger. No homeowner should have fear that speeding vehicles could enter their yard or while walking for enjoyment. Another serious concern is the stop sign near the park, which Mr. Bean talked about. I've personally witnessed drivers roll through or completely ignore that stop sign. The park is a place where children and families gather and when drivers fail to stop at the stop sign and, in that area, that's heavily used by pedestrians, the risk of a severe accident increases dramatically. Most importantly, speeding seems to be a constant problem along with Woodland Oaks. I hear it all day long and all night because of where my home is. It's not an occasional occurrence. It happens every day. Excessive speed reduces reaction time, increases stopping distance, and makes every mistake more dangerous. Speeding contributes to the unsafe conditions that residents experience daily like, and it plays roles in other accidents that we've already seen. I respectfully ask that the Transportation Safety Commission evaluate Woodland Oaks like you're already doing with the traffic strips that are along the street. That will hopefully provide an indication of what we're talking to you about tonight. And we ask that you will, whether it involves additional enforcement, enhanced signage, speed, speed, feedback displays, or other safety improvements, I urge the board to take action

before a preventable tragedy occurs. The residents living near the Woodland Oaks Drive deserve to feel safe walking on the sidewalks, crossing the street, visiting the park and enjoying their homes and yards. And after 24 years living in my home in this neighborhood, I can say with confidence that the current situation requires attention. Thank you for your time. If you have any questions about the pictures of the map, I'd be happy to answer those later. Really, thank you for your time to come here.

Commissioner Heyward stated I feel for you and I'll just say this with the mailbox being destroyed, I know with our HOA we were responsible, not the Post Office or replacing those. So, a double whammy. And please stick around because like I said, that's going to be one of the discussion items Woodland Oaks. And we'll can really ask the questions then.

1. Minutes: Consideration/Action for approval of May 7, 2026, TSAC Meeting Minutes

Motion was made by Commissioner Starr, with correction of Gold Road to Golf Road. Seconded by Commissioner Wiley. *Motion passed.*

2. Traffic Related Item Updates:

a. Ashley Park Speeding

Lee Harris stated we are working on trying to stripe a center line down Ashley Park Circle, starting at Schertz Parkway all the way down to where it dead ends into Ashley Oak. We would already have this striped had we not had a bunch of rain over the past couple weeks. That has delayed Public Works from getting out there and actually being able to stripe it. So, it is scheduled weather depending. And hopefully by the next time we meet, we'll have that installed and seeing how it's operating.

Commissioner Wiley asked do you foresee it being effective? Do you foresee that the striping will be effective for people just going to ignore it and just go crazy anyway.

Lee Harris stated if you've been out there and driven it, it's a very wide road with no stripes at all. So, by doing that, we kind of narrow the visual appeal of the roadway instead of making it feel like it's so wide, you're now going to be narrowed. So, we're hoping that it has at least some type of an effect. We also have some other plans to go back out and do some more counts afterward. And if we have to do any more improvements, some more signage, maybe we stripe another line on the side for bike lanes or parking to kind of help narrow it some more. We've even also had a speed hump request out there, so we'll be trying to evaluate it for that as well. So, we've got a couple different things that we can look at doing. But right now, we want to kind of see how this road reacts to this. And then we can kind of evaluate and move on from there.

b. Hollering Vine speeding

Serena Contreras stated the Hollering Vine speed humps have been shipped. It took a little longer than expected just because some parts were on backorder. But once they arrive, we will get started on placing the speed humps.

Commissioner Starr asked if after they're installed, will another study be conducted as well to make sure that they are being effective?

Commissioner Marquez asked why we don't stock these. I mean, I get certain roads are longer than others, but it would be helpful if we had some of the general road sizes, speed bumps that we use instead of having to wait on parts and, you know, shipments like that. So just a suggestion that maybe we should have a minimal stock of those.

Lee Harris stated you're correct. We are actually buying more than what we need for this location. That way we have a stockpile. We just got our budget approved last year, so we've been trying to figure out where to spend it. And this was a good item that we were going to buy some extra as well as some other feedback signs and other things. So, we have a stock in the yard. So, when we have issues and we're going to put something up, we'll have them on hand. And we can just kind of replenish that as we go.

Commissioner Jamison stated I see several of these are speeding, is there any information from the police department as far as traffic enforcement? Are they out there doing any of that number of tickets or traffic stops that have been conducted?

Lee Harris stated I don't know the exact number of stops or information like that, but they are making increased patrols out there. We've talked to a police officer (Bull Morehouse), and he says that he's been out there several times at different locations. They kind of make it a point just to sit out there and just monitor if they're taking a break or doing their notes. They're out there at certain locations just trying to make a presence out there at all those. But I don't know the specific number of stops. Trying to figure out what I'm trying to say here, but they are out there at all these different locations.

Kathy Woodlee stated I don't know the number of stops either, but I did just want to provide since we have a number of new folks. So, what we have learned, and this is based on reports from PD and reports from residents and whatnot. Enforcement is really the biggest influencer on the speeding and getting it to, to slow down. A lot of the other things may help for a certain amount of time, but after folks get used to it, they, they get right back up there. So, we do include enforcement as generally a number of really high-level number one, tool from our toolbox that we use. And PD does have a list of all the hot spots and the places where we get complaints of speeding or places where we've had studies that demonstrate there's speeding. Their presence does slow folks down. Of course they can't, you know, we have a really limited number of officers and a long list of these locations. So, they do rotate through all of these locations and depending on what the situation is, they do use a lot of warnings, that sort of thing. But we can have PD do a sort of a presentation of how it goes for them out there. I think AJ if you know, most of you probably remember Sergeant Arriaga, who recently retired. We've got Bull Morehouse now who has been on the force for quite some time. He's new to TSAC with us, but he may have a slightly different philosophy, so we'll hear what he has to say about the use of PD enforcement for speed control being brand new on this board.

Commissioner Jamison stated my background is law enforcement. Okay. And I understand the limits and everything else, but these are especially the one we just heard about on Woodland Oaks. As a prior Chief of Police, if this information came in to me, I would make it a priority. And it sounds like they've got one or

two officers maybe assigned for traffic enforcement, but everybody can enforce traffic and they can sit there and do reports. They can be a presence. Like I said, I don't know what the chief has said or put out or anything else, but I think I'd like to get some information from that side to see what they're doing, looking at the analytics of this. What time periods are these accidents occurring, are they two o'clock in the morning or two o'clock in the afternoon? I'm just getting my feet wet. So, these are questions that I would have.

Kathy Woodlee stated absolutely. That's great. So, we'll ask PD and typically we have PD here at these meetings. Unfortunately, there was a conflict for this particular meeting, so he couldn't be here. But we'll actually request for them to do kind of a workshop with you. And they can hear from you what your thoughts are, and you can hear from them instead of us just kind of fumbling through those sorts of things. But we do look at the number of crash history, number of tickets, the amount of speeding that has been confirmed from PD and those sorts of things. So, I can at least assure you of that. But as far as prioritizing or looking at things, when there are more serious incidents, they should definitely be able to address that better.

Commissioner Heyward stated a quick public service announcement, if I may, for my fellow board members. My recommendation is that all of us get involved with the Citizens Police Academy. I'm still waiting to do mine, but that way we can take the cars, and we can't do tickets and traffic stuff, stuff like that. But if we can check out a car and monitor at some hot spot.

c. Primrose/Medical Bldgs. accessing SPW

Lee Harris stated we did receive back our signed agreement for doing the work on the medical center driveway. So now we have moved that through the signature process here at the city. And we're in the process of getting a contractor on board to get out there and start making all the improvements to make both those entrances right in, right out. Only, they will still be able to make left in, but we're restricting the left out from both driveways.

d. Curling Post and Sagenite Signage

Serena stated the Crossvine HOA had no objections to switching the stop sign placement. Message boards are currently out there on every leg of that intersection, and signage will go into effect on June 10th.

e. Speeding on Devonwood & Cypress Point

Serena stated this is a very similar update to Hollering Vine. We're just waiting for the speed humps to be delivered. And then Public Works will go ahead and put those out. Public Works will also be reviewing the signage on Devonwood. So, everyone is aware that it is 20 mph out there.

f. Davenport Speeding-Signage Review

Lee Harris stated Public Works is in the process of checking all the signage out there. We're going to be looking at doing any upgrades that we would need, if that needs to be the flashing feedback signs or just adding some additional ones to bring more attention to the speed limit. We'll be adding those. And then police are also doing increased patrols.

g. Green Valley School Signage

Lee Harris stated we have had Public Works out there. They have relocated the End of School Zone sign. As you can see there on the right photo, they are still waiting on striping. Like I said, with the weather, they haven't been able to get out and do striping. So, hopefully here in the next week or two, we'll finish all the striping out there as well as doing some other sign corrections for the Green Valley Road school signage.

3. Staff Comments and/or New Requests

a. Woodland Oaks Drive Safety Concerns

Lee Harris stated our new request that we have been looking at this is Woodland Oaks, as you have heard from the residents here earlier. We did get an email. We have been out and started looking at this section of roadway. I know that it's kind of been an ongoing process with the HOA and trying to get some things addressed out there. So just a couple pictures. If you didn't get a chance to see what she had sent to you. But yes, they did have a couple accidents. This one was one where the car jumped the curb and hit the fence. The fence has not been repaired or replaced yet, but Public Works did get out there and they did replace the damaged sign so far. You can see the new sign that's been put in, and the fence is still damaged at the moment. There is another picture of the accident where the car had jumped the curb and hit the mailboxes.

Commissioner Starr asked what is the posted speed limit on the road?

Lee Harris stated it changes. So, the majority of Woodland Oaks is a 30-mph roadway. They do have a small section right by where their pool and their clubhouse and everything for the HOA is where it reduces down to 20 mph, but it's really for like a block or so, and that's about it. So currently what we're working on doing is getting some traffic counts out there on Woodland Oaks. We want to evaluate and see what the speed is out there, what the what traffic is actually doing and get some traffic volumes. Engineering is also looking at going out there. We're going to be doing a site distance study, as they did talk about earlier. There are some vertical curves and some horizontal curves out there. I've been out there personally trying to walk across taking some pictures of the mailboxes. And I did notice that if you're crossing in certain locations, it can be hard to see cars coming around curves. So, we decided to go ahead and put that on our agenda to try and take a look at that as well. And then we also know that they were talking with staff about potentially relocating mailboxes. If you've been anywhere else in the city, they usually have their mailboxes somewhere back in the subdivisions. Usually, they don't like to put them out on their main collector roads. So, Engineering actually thinks that would be a great idea if we could see if there's something we could do to help facilitate that. Now, that would have to be coming from the HOA most likely and working with the Post Office. But we do think it would be a good idea safety wise to kind of relocate that off of Woodland Oaks. I know that I can show you a couple more pictures, when they did reinstall some of the mailboxes, they did try to do what they could. They did kind of move them from being right behind the back of curb where I'm on the right photo. It was you can see where the concrete, the newer concrete is to the right. That's kind of where they were before. They kind of pushed them back onto the back part of the sidewalk farther away from the road. That's a little bit safer, but still, it's a 30mph road. If I was a pedestrian, I would feel comfortable being back on a local street, not having cars, doing thirty next to me, trying to pick up my mail.

So that is a recommendation from the City to try and help move those. But that's going to be something that's going to have to really work with the HOA and where they can locate them as well as the Post Office. Again, we'd be happy to try and help them to an extent. We just can't make some decisions for them either.

Commissioner Jamison stated I don't know what the liability is or anything else, but has there been any talk about putting bollards on either side of the mailboxes. So, if they come in, they're not going to hit that, they're going to hit bollards that's there.

Lee Harris stated we have not talked about it. I don't know particularly what our stance is for the city of Schertz. I can say that other places where I have worked, we did not like having those types of bollards in the right of way, because it is a danger to motor vehicles because they're not breakaway. Usually all of your posts and everything else are made to be a breakaway so that if it does get hit, it breaks off at the bolts, and you don't have a permanent in place obstruction that can really do a lot of damage if someone's going fast in a car or a motorcycle or a bike or something else.

Commissioner Marquez asked what's the timeline for getting that fence fixed?

Lee Harris stated I am not sure; we are looking into it. We have not really been able to find who put that in and who is actually responsible for that fence. We've been going back through different construction plans and other things we don't know.

Commissioner Marquez asked and we can't just take ownership and say we're going to fix it. It's an eyesore for the neighborhood, and that's something that, you know, we don't need to figure out who owns it, who's responsible. We just need to go in and fix it. I mean, that's, that's my recommendation. It's an eyesore for those people. And I would hate to drive out, drive my daily route and see that in that shape.

Larry Busch Jr stated those who don't know me, I am Larry Busch, director of Public Works. So, kind of the issue we have with that is those sidewalks are not accessible. Right. All of our sidewalks are supposed to be accessible. Literally stairs in it, right. It has this handrail on the portion of it. But so what we really need to do, and we're probably going to go back to do it, is we're going to come up with sidewalk closed signs on those portions. If we touch that sidewalk, we have to make it compliant. We have to. And that's very costly. There are three sections to that sidewalk that are raised. We will have to remove those trees. I'm sure the residents will not be fond of that. So, we can lower that sidewalk down. And so that's why it hasn't happened quickly where we can just remove it, replace it. We can't just we can't work on that sidewalk without making it compliant. So that's made it a little difficult to just move forward. So just a few obstacles we have to get in the way.

Commissioner Marquez stated I would I'd be curious in the estimate to make it compliant.

Larry Busch Jr stated, so we'll have to work on that. So, it would be the sidewalk. We could push it up towards the curb make it six foot wide. That's our standard. We'll need a retaining wall behind it. We have to remove the trees.

Commissioner Marquez stated I just want to see our options.

Commissioner Heyward stated the last time you came up with a speeding; you had a wonderful thing. Because I went old school, I went barricades, but you had, like, little push outs to make the road seem narrower. Could that happen? In Woodland Oaks, just to make the roads appear narrower than what they are.

Serena Contreras stated I believe it's the bulb outs on Alsatian way that you're referring to. Yes. So, we can, once the traffic counts come back in, staff will review them. And then from that, we can go ahead and come up with a few different options and we'll price those out, present those to you. And from there. Bulb outs could be an option. I would have to then go and measure the street and some other dimensions. But that's not it's not out of the picture.

Commissioner Heyward stated I just ask that because Brian James always says, nice open road. People naturally are going to go fast. You know that right foot goes down when they see opening.

Lee Harris stated bulb outs will also help with pedestrian crossings as well. It'll help kind of shorten and narrow crossing length that they have to cross.

Robert Martinez stated one of the things we did that we added extra on Alsatian way because of the same issue we're having on Woodland Oaks. We not only did the bulb outs, but we painted the yellow striping. We also on the yellow striping we added yellow reflective. Double reflective. If you've ever gone through there at night, traffic sees those markings on the roadway, they tend to see that and they'll slow down. That's what we want them to do. So, the option is still there for Woodland Oaks Drive as well. What we want to make sure of though, before we do all the markings, is we want to address the crosswalk for the park area. The plan is to go in there and do some markings. But again, we want to be very careful as not to intercede into the bike lane that's currently there. So, if the striping doesn't work, we can definitely add the reflectors on there, and I guarantee that will slow down the traffic. Is it going to solve the speeding issue? I don't know, but it's worth it. It's worth trying out and seeing if we can at least slow at least 30-40 percent of that traffic that flows through there. It's working on Alsatian. My family lives in that area, so I drive that area at night. It looks like a Christmas tree. And it's a beautiful, you'll understand reflectivity, but, yeah, so it tends to grab the attention of the driver and that's the purpose of it. So, they will slow down when they're approaching those areas.

Commissioner Heyward stated I got one more question. I know this is really for the lawyer, so I'm going to ask a rhetorical question for us to think about. I know we're worried about the bollards because it's they should be breakaway, but near the park where it's like someone's car or child's life, I go for the car being destroyed at any time of the day. So, what's the odds that a car doesn't fly into a kid?

Robert Martinez stated that's a good question. We'd have to do some research on that. I mean, we are doing the research right now on our flood gates. It's a great way to stop traffic from drowning. But are they breakable? Are they the right thing to have? So, we're doing some research on breakaway bollards were part of that as well too. So, we're still doing some research because there is a lot of options out there. But you're right. We should look at site distance signing in those areas which we have on when you go down the hill on Woodland Oaks towards Schertz Parkway, if you're coming out of the side street, there are two signs that

say limited sight distance. So, we may be able to add some of that on the top of the hill and hopefully that may help traffic.

Commissioner Heyward asked Kathy, the last time we did a rack and stack for the budget considerations for you guys. I know you, you guys are going to burn through your money really quickly. So, do we have to do another rack and stack?

Kathy Woodlee stated so this year we're handling it a little bit different. Because we are actually using the funds that, that we did get. And remember when we had presented that list, a lot of those items were typical because we didn't know exactly how many speed humps we were going to install. We didn't know how many traffic calming issues, how much signage, all those things, or how many studies we were going to have to outsource. So, we use that as a general guide, those are the types of things that would be used. So, I submitted what we call a supplemental request to fund the TSAC projects again, and again requested that it be annual recurring, at the same amount. And we will be able to demonstrate that we've used the funds for things that have been requested instead of us just adding them to a list and putting them in when we get to it. And some of the things like stocking some speed humps and different things so that we can deploy them more quickly. So, we're not necessarily prioritizing the specific projects but demonstrating that this money is used for the things that come up over the course of a year.

Commissioner Heyward stated just let us know how we can help to make your job easier.

4. Future Agenda Items Requests from Commissioners

Commissioner Wiley stated that I share everybody's concern with speeding. We're experiencing it in all of our neighborhoods. And you can't fix it, you know, without getting more folks out there to enforce it. And what I also want to emphasize is asking the City to do some social media and Schertz magazine articles. Now that school is out, that incident on Elbel a couple of days ago is indicative of things that are going to happen. I also see quite a bit of teenagers on e-bikes without helmets, and they go fast and they don't pay any attention to any signs either. So, I think they need to get the alert out there to remind parents to tell their kids to do this safely, or they're going to become a statistic. And then I wanted to ask, um, another vehicle stuck on First Street railroad crossing the other day, have we already addressed that once before. I know we had it on Schertz Parkway but is First street also on that.

Kathy Woodlee stated I can address that. So, First Street, Schertz Parkway, Randolph. I think Schertz Parkway might actually be the worst one for the high center situation. We were able to get TxDOT's permission to put some signage that indicated that there's a high center situation here, but we continue to have these occurrences. So, one good piece of information, hopefully it comes to something is that we are applying for a grant, a railroad grant to address the safety of the railroad crossings through the whole corridor in Universal City, Schertz and Cibolo. Council passed a resolution at this past meeting to get authorization for Schertz to lead the submittal of this resolution. This grant application is to evaluate the study of each one of the crossings, and I believe four of the crossings are ours. So, we're continuing. Actually, Chief Lowry and his folks did do another evaluation of the signage for each one of the crossings,

and I believe identified that a couple signs are missing. So, we will be making sure that those get placed properly.

Commissioner Starr stated San Antonio is working with GPS companies for railroad crossings when the trains are coming through. I know a lot of the problems with the high centering of the tractor trailers coming on Schertz Parkway is they're coming down there when they shouldn't be. It's annotated. Not to come down. Is Schertz working with GPS companies to resolve this? So that way whenever a semi-truck is driving down IH 35 and they tell them to come down Schertz Parkway, it does not do that for those semi-trucks. Is that something that we can look at?

Kathy Woodlee stated we will absolutely look at that. That's something that wasn't on my radar and that sounds like wow, certainly a good thing for us to look at. So, we'll get with PD as well and emergency services and look into that. We will reach out to San Antonio to find out how it's working for them.

Commissioner Starr stated and I know that they were working on something for informing the public of railroad crossing. So that way you're not having the long backup, but it would also benefit at that point for pedestrian or for the public not to go down there. If there's a railroad crossing and it's announcing it a little bit better.

Kathy Woodlee stated one thing that we do have to keep in mind, it shouldn't really apply. I can't see it applying too much too often to the really long low trailers, but we do have to allow trucks to drive on the roads that are weight limited. If they are going on the shortest route to or from their destination. So, if they're making a delivery, then they may have to drive on some of these. So, in some cases it can't be prevented. But like you noted, we do have those limited the weight limit restrictions. So, they shouldn't be driving on Schertz Parkway unless they're there, because there's not a better way.

Commissioner Marquez stated I don't know how we get this addressed, but I know that Bull's division, the transportation police side has been skeleton crew for a while now. And I would like council or Brian James somebody to tell me what they're doing to fill those positions because we're going to be here all-day hearing about speeding until Bull's division is staffed. Then then we can we can talk about it again. But right now, with the skeleton crew, it seems like we're trying to keep water in our hands, and we need to get those positions filled as soon as possible.

Lee Harris stated I appreciate the comments. We'll pass them on. I that's what we can do for now. But I do know that it's always hard to try and fill and keep police officers, so I know they're doing their best.

Kathy Woodlee stated it's possible that at a future meeting, we would potentially request a formal Resolution from the Commission to Council to make a request or support of any um PD personnel request. I'm thinking out loud of what it might be, but if that's something that the Commission wanted to as the Commission put together, we could look at something like that. So, we'll work on that so that we can properly advise you.

5. Adjournment

Motion made by Commissioner Wiley. Seconded by Commissioner Starr. *Motion passed.*

Meeting ended at 6:17 PM by Vice Chairman Ferrando Heyward.

Attest:

Richard Dziewit, Chairperson

Tammy Lawrence, Recording Secretary