

# DRAFT

## Transportation Safety Advisory Commission Minutes

**Thursday, September 3, 2026**

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

Thursday, September 3, 2026, at 5:30 PM in the Council Chambers, Building #4

1400 Schertz Parkway, Schertz, Texas 78154

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

**Absent:** Chris Hormel, Commissioner; Mark Davis, City Council Liaison; Serena Contreras, Associate Engineer.

**Staff Present:** Kathy Woodlee, City Engineer; Larry Busch Jr, Public Works Director; Brian James, Deputy City Manager; Scott Morehouse, Police Sergeant; Robert Martinez, Street Supervisor; Lee Harris, Senior Engineer; Tammy Lawrence, Administrative Assistant;

### 1. **Call to Order/Roll Call – Transportation Safety Advisory Commission**

Called at 5:30 PM by Chairman Richard Dziewit.

### 2. **Hearing of Residents**

None

### 3. **Minutes: Consideration/Action for approval of August 6, 2026, TSAC Meeting Minutes**

Motion was made by Commissioner Heyward. Seconded by Commissioner Wiley & Ragsdale.

*Motion passed.*

### 4. **Traffic Related Item Updates:**

#### **a. Ashley Park Speeding**

Lee Harris stated okay. A bunch of updates for you. So, Ashley Park speeding. At the last meeting, we discussed adding bike lanes and adding speed humps on different streets. So we're going to be moving forward kind of with the recommendation and the consensus from last time at adding some bike lanes here on Ashley Park. So right now we have sent over an exhibit to Public Works, showing our bike lanes along Ashley Park. We're currently working on getting all of the striping and the paint needed to perform this work, and we're looking at potentially getting this done before the end of the fiscal year so we can get some of our funds spent and get some of these projects knocked off our list. So right now we're waiting on getting paint and then we'll be out to do the work on this project.

#### **b. Hollering Vine Speeding**

Lee Harris stated we have been out and we have installed the speed humps and that has been completed. So we'll be looking at removing this from the list and just kind of monitoring it. As we move forward with the speed humps being installed and just checking for speed, if we have any other issues or complaints come up.

#### **c. Primrose/Medical Building accessing Schertz Parkway**

Lee Harris stated our contractor, we've been in touch with them regarding the work on this. We're still planning on getting this finished here before the end of the fiscal year. The contractor that's been doing our concrete work around the city. It's on their list, but they're kind of doing other projects at the moment. I'll have an update with some of the other work that they've done, such as in Hubertus and some of the other things here later in the meeting.

#### **d. Cypress Point Speeding/Signage**

Lee Harris stated we have been out and installed the speed humps there as well. As well as all of the sign installation that has been completed. So we'll continue to monitor that as well. But as for now, we'll kind of remove this from the items that we talk about at every meeting.

#### **e. Woodland Oaks Drive Safety Concerns**

Lee Harris stated so we've been compiling. We've got kind of the exhibits together. One thing with Woodland Oaks is this is going to be a little bit more of a detailed operation, which is moving some center lines and adding those striped buffer lanes and then looking at getting some of the buttons to put down as well. So that's going to take a little bit more work. So we're still planning on getting this done. It's probably going to occur after the new fiscal year with kind of the new funds that we have. But we're in the process of getting everything kind of ordered and set aside when we get those new funds and we'll move forward with that one then. We were able to go out and fix the fence. So the fence has now been fixed. The sidewalk is back open for the public. So we do have one thing off the to do list for Woodland Oaks. While we're waiting on the striping and everything else that we're going to be working on.

#### **f. Ashley Oak Speeding**

Lee Harris stated we did get a new traffic complaint for Ashley Oak. We have been out and taken traffic counts on Ashley Oak. And from those counts, we've identified that there is a speeding issue out there. So the first location, it is a 20-mph roadway. One direction, we had a 29-mph, 85% percentile speed and the other one was 27-mph. And we do have a combined ADT of just over 900 vehicles. Second counter was up closer to 30-mph with just over a 1000 vehicles. So yes, we have identified it being a speeding complaint or speeding issue. What we wanted to do was to wait a little bit on this one to see how the striping and everything on Ashley Park does after we get all of that installed, because we could continue that striping along this section, assuming everything works good, rather than just jumping out there and throwing in speed bumps or speed humps. Since we've had some concern about them not actually doing the job.

Commissioner Dziewit stated just a real quick thing. As far as the striping is concerned, I noticed that because of the deep striping that they have going into Ashley Park on the one side. It has kind of slowed traffic down

because of that. The couple of the other areas still probably need it, just like you said, to be able to do that. So thank you very much.

Lee Harris stated so right now this is kind of on our radar. We're going to continue to monitor it. But at the moment we're going to kind of hold off until we can kind of get the striping and evaluate that on the other section. And then we'll kind of either move forward with striping if that's working, or we can kind of circle back to another option with potential speed bumps if that's the direction that we need to go.

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

### **a. Crest Oak & Golden Oak Speed Humps**

Lee Harris stated as discussed at the last meeting, these did warrant speed humps. And we did receive petitions that were signed requesting them. We have enough in stock to do three locations out here for those speed hump install. So Public Works is going to be working on installing these here over the next month. So we're hoping to have those in here by the end of September. Then we can go back and we're going to do some more counts, see if they're being effective. If we need to add more, we can at that time, but we'll have to order more because this will be depleting the stock that we have kind of on hand. So we'll have to purchase some more of those here, most likely with next year's budget that was approved.

### **b. Hubertus Road Sidewalks**

Lee Harris stated this last week, on the west side of the road, we had our contractor out there installing the sidewalk to make the final connection on the west side. This is the side that is the just north of the gas station. So they installed that here last week. So we now have a complete path, at least on one side of the road from 35 all the way down to the schools. We have finished the sidewalk on the RBFCU there, which is on the northeast side of the road. And the only portion that we're missing on the east side is that very long stretch between the credit union and the school. We have been in contact and we're in negotiations to try and get an easement so that we can install that sidewalk here, relatively soon. But we have to work through all that easement negotiation and purchase the easement before we can move forward with that sidewalk install. There's just a couple pictures of the finished sidewalk. We still have the restoration to do around it to fix the drop offs, but at least it's in and available for all the students to use. There is a picture of the RBFCU side.

### **c. TSAC Budget**

Kathy Woodlee stated so you had asked last month if we were going to prioritize and rack and stack like we did last year. So I put something together and, it's a little bit not necessarily a prioritization because most of the items in the budget are used as they come to us. So if we get no requests or no identification of sidewalks, new sidewalks, crosswalks, new crosswalks that are needed, then we wouldn't necessarily have a need for that line item, so to speak. So it's a very flexible. What's in the budget is a pot of \$315,500 and again, it's not a complete done deal. It will likely be a done deal. Once we know how things shake out next Tuesday. Not next Tuesday, but the 15<sup>th</sup>, but it's highly, you know, 99% sure we'll have this pot of money again. And there's not a particular split of how we spend those funds. So our plan is to expend them as things come forward. And that's been the kind of the idea all along that we would have this money to be able to address things instead of having to wait three or four years, until we can scrape up some funding. So their general listings, I think Lee mentioned. We're trying to get as much done with the funds we have this year. We're also kind of working with finance. There's sometimes opportunities to be able to carry some of this year's funding over for a month or so, to be able to expend those funds. Also, so we can try and stretch it out as far as possible.

So what we're looking at is very similar to last year's enhancement of existing crosswalks, signage striping, traffic calming treatment speed humps, new crosswalks, and then some potential use of funds for complex traffic studies. And then our standard outsourced traffic studies. Strangely enough, we didn't have any of those this past year. We were able to do whatever studies we had to in-house. so we were able to use some of those funds for some other things that we've been doing. Let's see, what else did I want to mention? The speed hump. So we did put in what we've been doing recently with these places where we're finding the, you know, heavy speeding. They meet criteria for speed humps. Speed humps have been requested by the public. And they've met the requirements that are laid out in the code. Instead of just putting one set of speed humps across the road, we're putting a sequence because we believe that is going to be much more effective to keep people from just going over one and then speeding up again. If they're going to have to slow down three or four times. So we are using three or four sets at each location and also wanted to just put in a, let you guys know that we are aware of the need to look at the type of speed hump and check to make sure that this strategy of putting in a number of them instead of just one is working. So like I think I said before, to a certain extent, we're going all in on speed humps. But before we had the funding, we were very limited in how many we could put in. We put in maybe one a year. And so it's really difficult to really ascertain how effective they are. But we're putting in enough now and enough different locations that we should be able to figure out, are these things working? Are they not working? So we're going to keep moving forward with those in the hopes that we can find that sweet spot where we're using them effectively. If not, we'll try something else in a couple of years. But that's where we are now. So comments, questions, directions.

Commissioner Starr stated I have a question for you. Last year with the speed humps, I know that we went over what was programmed initially. So this \$1500 per cost per unit now is the accurate cost. So that way we don't have that where we're going to exceed our program money.

Kathy Woodlee stated so it's an estimate. I believe some of them that we got last year were more in the twelve hundred and fifty dollars range. It, it does vary a little bit. And in one case, we had to come up with a different vendor because the vendor that we normally used wasn't able to get, get them to us in the quantity that we needed. But again, this is very flexible. So Guesstimating 20 of them at \$1500, but if we need 24, probably we will be able to have saved money from one of the outsourced traffic studies. So that's why I'm trying to say we have this one pot of money. So if we go over a little, we'll make up for it somewhere else. So we're very fortunate to have that flexibility.

#### **d. Aero at Randolph Stop Signs**

Lee Harris stated we had a complaint from a meeting that we had at the senior center, a couple weeks ago. We went over there and just kind of gave the seniors an update on what the Engineering Department does with the committee. We had some questions for them, and they came back with some questions for us and some issues. One of them was that people were running the stop sign here located at Aero and Randolph. So we went out and took some pictures and kind of looked at it. The sight distance there at the intersection is pretty good. You can see the stop signs coming in from all directions. So we didn't really feel like there was an issue there of them not seeing it. It's probably that they've just been used to it and just don't want to stop and have just running the stop signs. So one of the things that we're going to look at doing is just adding some additional flags to these stop signs, just to kind of bring some more attention that yes, they are there. Please stop for them.

#### **e. Railroad crossing pavement marking refresh and signage refresh**

Lee Harris stated another item that we had was the striping for the railroad crossings at Randolph and Schertz Parkway. So if you can take a look at the picture here, you can see the striping is pretty faded. This is at Randolph. So we've put together some plans that we've sent over to the railroad. We're looking at getting some approval from the railroad so we can go in and update the striping, update the signage, make sure that we're in compliance with TMUTCD. So we're going to bring all that back up to speed, make it more visible, and just kind of update both of those crossings since they're located in the city of Schertz. The one at First Street we weren't looking at doing because that's a TxDOT roadway. So that would be the reason we're not taking care of that one. With. So thank you very much. TxDOT will be taken care of First Street. That's why we don't have to take care of that one. And then the last item that I wanted to bring up, I know we have a bunch of new commissioners here on the board. We had a request to reach out to TxDOT, which we have done and Dale Picha with TxDOT will be here at our October 1<sup>st</sup> meeting. So if you have any questions or anything that you would like him to answer for us or for you, if you could please submit that to us by September 23<sup>rd</sup>. That way we can get it over to him and he'll have answers for you in regards to those questions. We'd appreciate it. But other than that, that is the last item that I had. I'd be happy to answer any other questions that you guys have.

#### **6. Future Agenda Items Requests from Commissioners**

Commissioner Heyward stated, "pull aside". With school starting up, I did get with someone else. We took the cop car out and we. What's the school? Pascal. We stood on that street and it's like, okay, I know we can't write any tickets, but people saw us and they slowed down and we're surprised by the. I guess it's not illegal. The number of U-turns that we saw crossing the double yellow line, it's like, okay, at least paying attention to us there.

Commissioner Starr stated I have something over on Aztec Lane and Aviation Boulevard. That stop sign at that corner sits back probably 25' from the actual turn from the road. So if you're pulling up to that stop sign and stop where the stop bar is at The trees over on the left-hand side, block your view, and then you have to actually pull up to the corner to look down to the left to see if it's clear before making a right-hand turn or a left-hand turn. Is there any way that can be looked at and possibly, I don't know, move a stop sign or the stop bar up? So that way you're actually stopping where you're going to be seen.

Kathy Woodlee stated so that can definitely be looked at. But it's Bexar County surprise. So that is Bexar County jurisdiction. So there's not a whole lot we can do. We can contact them. I'll tell you, we usually have better response from TxDOT than we have with Bexar County, related to some things. So we will definitely turn it in as a concern, but we do know from other situations that it is acceptable to stop at the stop sign stop bar and creep up to where you can see. So that's legal. But understand the concern and we'll pass it along. I'm going to have to call in the big guns for this.

Commissioner Jamison stated Kathy, don't leave. I got a question. Or maybe you can ask us. Good briefing. Appreciate it. Going back on what Jay was talking about. Has there been any talk about annexation of taking that in?

Brian James stated funny enough, the city acquired a couple pieces of property, one of which is a bit of land right there where the little billboard is, kind of by 78 and Aztec. So we're in process of annexing that. I don't know that we're going to annex the right of way. There are some properties that in the area that we can't annex, so we'll take a look at it. We've kicked that around periodically over the last however many years. Part of it is looking at annexing some of 78 right of way, coordinating with Universal City. So again, it's something

we'll take a look at once we kind of do this. Who it makes sense to kind of have and manage and things like that.

Commissioner Jamison stated coming from 78 turning onto 1518. What is county and what is.

Brian James stated I would have to go back and look. This is half our problem, right? Half our problem is every couple of years when it comes up, we've got to go dig and hunt down and understand where the, where the right of way is. We've just not kind of moved forward with it. I think part of it obviously is looking at the cost we pick on, right? One of the benefits is you guys ask these questions. We would say, well, it's ours. We can go deal with it. The flip side is there cost associated with it. So when we look at the money, we have to do things well. Maybe we don't have as much because we have that. So it's something we'll take a look at again, maybe we can add it to a future agenda. It's going to PD, EMS and Fire brought it up because of the confusion as to who responds on things like that.

Commissioner Jamison stated so I would think most of most citizens think that it's shirts and don't even think about Bexar County because everything is all around growing and all that. So I was just curious.

Brian James stated but again, there's some, there's some property on the other side of 1518 the little neighborhood right there, kind of opposite from Aztec south of 78 that little pocket of a few streets is not in the City of Schertz, that's in Bexar County. So yeah, it's kind of funny. People don't realize where the boundaries are. Yeah. Who responds to what. So yeah, we do get some frustration, I think, for people thinking, why can't the city deal with it? And that's kind of why. But let us let us go back and dig again. Maybe dust it off, maybe restart it, or kind of look at it again. Why might we not want to do it and do a briefing for okay.

Kathy Woodlee stated and to add in, well, let me know if clipping the or trimming the trees at that intersection would be helpful. That's probably a Universal City thing. So another one for the jurisdiction. So we'll look at the whole thing. But thank you. It's just more fun.

Commissioner Marquez stated with all the I guess the hype in the media, my questions directed to Bull on the utilization of flock cameras and how that's helping you and, and your standpoint on it. It's just a hot topic. I would like to see your standpoint.

Bull Morehouse stated I completely understand, so we've been using the flock cameras now. We've slowly been adding them according to our contract and we have a policy in place. We have audits that we do. We check up on how it's used, what it's used for. For us to use it, we have to have a case that's associated with it before we can even search for anything at all. If somebody has their vehicle stolen, we actually have to create the case before we can go and put it into flock to even look for that vehicle. So as far as the abuse cases that we've seen, and there are some nationwide and some here in Texas, that there's no, we've gone back and audited it since we've, we've started the program and there have been no instances that it has ever been misused, misused here. There's a lot of misconceptions about what flock can and can't do. In fact, we had an accident on aviation right there close to Main Street, the other night, where one of our poles that holds a flock camera was actually hit. The flock camera was not destroyed. But the pole itself was hit. We can't even look in that flock camera to see who hit it. We don't have that ability. The only way the flock cameras can be used is if we put in either an exact description of a vehicle or a license plate, and then it can tell us if that license plate has been seen on any of the flock cameras.

Commissioner Marquez stated and in your experience, have you had success stories with that?

Bull Morehouse stated absolutely. We've we had a stolen vehicle recovered a week, a week and a half ago due to a flock hit. I know a little while back I was in a pursuit with a stolen vehicle, and we ended up catching

the guys with the stolen vehicle, and I believe they're still in jail on hold because they also had an AK 47 with them and all sorts of drugs. And I mean, they weren't the nicest customers we've had. But yeah, we've used it several times. There have been cases of people who are missing, whether it's children, hey, they got into this vehicle with this license plate or, you know, adults, the silver alerts, things like that where we've been able to, to, to go in and search and say, oh, hey, that person is heading this way. Let's see if we can, we can get them or get another jurisdiction to get that vehicle stopped. So as far as Schertz goes, it has been a wonderful tool for us and as more cameras have been put in, we've been able to use it more. But there are very stringent safeguards as far as our department goes. And, we do have access to other flock cameras. So if, say, one of your vehicles is stolen and they managed to get out of our City without it getting hit on any of our flock cameras, but in Georgetown or another city that uses flock, that vehicle drives by, we'll get an alert saying, hey, that vehicle's here, and hopefully the local agency is able to stop and recover your vehicle.

Commissioner Marquez stated okay, I appreciate it. I. Yeah, it's typical in the news. You hear all the bad, but you never hear the good.

Bull Morehouse stated its unfortunately, a lot of the bad that you hear, I mean, some of it is absolutely you know, it's bad actors out there and there's bad actors in every profession. And unfortunately, there are some in ours. And that is one of my biggest pet peeves is we have to set an example up here and one bad. You know, how many teachers have you heard on the news that get arrested for DWI? None. Unless they kill somebody, it doesn't make the news, but they get arrested for DWI all the time. One police officer gets stopped for DWI. It's all over the news. That's why we have to live to a higher standard. And when incidents like that where the. The guy. What was it, 2000 searches he did on his ex-girlfriend or something that is just. But it is a felony to do that. If the officers misuse it, they are held accountable. So but as far as a lot of the rumors that go around on what it can see and hey, it monitors me every time I go to the grocery store. Absolutely not. Unless we specifically search for your license plate. It's not there. So, we are allowed by law if we're sitting at a stoplight or driving down the road and I see a license plate for no reason whatsoever. I can run that through my CAD. I cannot do the same for flock. So I have to have a legitimate reason to run it through flock. But you're more than welcome to, you know, come on over and we can talk to you more about the, the flock program. But, you know, unfortunately, these cities that are losing it. I don't know if you remember, Austin had 6 people shot and they ran around for 12 hours or something like that. Austin didn't have flock cameras, but they went out to, I believe it was Mustang Ridge, who did have flock cameras, and within 2 hours they were able to catch these guys and take these people who were just randomly shooting people for over 12 hours and get them out of the public. That's more my personal opinion than anything else.

## **7. Adjournment**

Motion made by Commissioner Ragsdale. Seconded by Commissioner Heyward. *Motion passed.*

Meeting ended at 6:03 PM by Commissioner Dziewit

Attest: