

# **Transportation Committee Regular Meeting**

Dripping Springs City Hall

511 Mercer Street – Dripping Springs, Texas Monday, August 25, 2025, at 3:30 PM

# **AGENDA**

### CALL TO ORDER AND ROLL CALL

### **Committee Members**

Travis Crow, Chair John Pettit, Vice Chair Scott Berry

Jimmy Brown

Tory Carpenter

Doug Crosson

Chad Gilpin

Roman Grijalva

**Sharon Hamilton** 

# Staff, Consultants & Appointed/Elected Officials

Council Member Wade King

Deputy City Administrator Ginger Faught

Deputy City Attorney Aniz Alani

Maintenance Director Riley Sublett

Senior Planner Sara Varvarigos

Hays County Pct. 4 Commissioner Walt Smith

Hays County Senior Planner Brandon Elliott

Traffic Engineering Consultant Leslie Pollack P.E., HDR Engineering

Senior Vice President Carlos Lopez, P.E., HNTB

Senior Project Manager Ben Ramirez, P.E., PMP HNTB

TxDOT Engineer South Area William Semora, P.E.

**TxDOT Adam Ramirez** 

### **BUSINESS AGENDA**

## **1.** Update regarding the Headwaters Commercial Traffic Impact Analysis.

#### REPORTS

Reports are for the purposes of the administration and planning of Transportation and Transportation Projects. The Committee may take action or provide staff directions on any item in the report.

# 2. TXDOT Projects Report

William Semora, P.E., TxDOT Engineer South Area

### 3. Hays County Projects Report

Walt Smith, Precinct 4 County Commissioner

### 4. DSISD Projects Report

Scott Berry, Dripping Springs ISD

# 5. City of Dripping Springs Projects Report

Tory Carpenter, Planning Director

# 6. Traffic Engineering Consultant Projects Report

Leslie Pollack, PT, PTOE, HDR Engineering

### **UPCOMING MEETINGS**

# **Transportation Committee Meetings**

September 22, 2025, @ 3:30 p.m. October 27, 2025, @ 3:30 p.m. November 24, 2025, @ 3:30 p.m.

# City Council Meetings

September 2, 2025, @ 6:00 p.m. September 16, 2025, @ 6:00 p.m. October 7, 2025, @ 6:00 p.m. October 21, 2025, @ 6:00 p.m.

### **ADJOURN**



# Memo

Date: Thursday, July 24, 2025

Project: Headwaters TIA

To: Chad Gilpin, P.E., City of Dripping Springs

From: Leslie Pollack, P.E., PTOE, HDR

Subject: Headwaters TIA Transportation Memo

#### Introduction

This memo documents HDR's interim assessment of the transportation impact of the Dripping Springs Sports Club (DSSC) that is proposed as part of the Headwaters mixed-use development located at the northwest corner of Canyonwood Drive and US 290 in Hays County, Texas. The Traffic Impact Analysis (TIA) review process is ongoing and modifications to findings and recommendations are anticipated prior to approval of the TIA.

### Site Land Use

The Headwaters development is proposed to consist of a mix of commercial retail and recreational land uses. **Table 1** summarizes the unadjusted trips generated by DSSC and the proposed Headwaters Development. Trips generated by DSSC are estimated to comprise 15 percent, 23 percent, and 13 percent of the total trips generated by the proposed Headwaters Development in the AM, PM, and Saturday peak hour, respectively.

Table 1. Summary of Unadjusted Daily and Peak Hour Trip Generation

Land Use	Size	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Health/Fitness Club (DSSC)	160,000 SF	N/A	107	103	315	237	250	260
Headwaters Development Total		19,829	776	639	1,240	1,166	1,315	2,603
DSSC % of Headwaters Development Total		N/A	15%		23%		13%	



#### **Site Access**

As shown in **Figure 1**, The Headwaters development will have access via three driveways: two driveways located on US 290 (between Headwaters Boulevard and Canyonwood Drive), and one driveway located on Canyonwood Drive. The Headwaters development has minor connectivity to Headwaters Boulevard.

#### **US 290 AND DRIVEWAY 1**

Driveway 1 is proposed as a full-purpose, signalized access point. The proposed traffic signal at Driveway 1 will require approval from TxDOT. Driveway 1 is located approximately 0.4 miles east of the signalized Headwaters Boulevard intersection and approximately 0.4 miles west of the signalized Canyonwood Drive intersection. TxDOT Austin District's typical traffic signal spacing is 0.5 miles. TxDOT is reviewing the TIA and working through the process of signal approval. HDR will continue coordination with the Development team and TxDOT to confirm final approval by TxDOT of a proposed traffic signal at this location. The Development will be responsible for construction of a westbound right-turn deceleration lane and the traffic signal.

#### **US 290 AND DRIVEWAY 2**

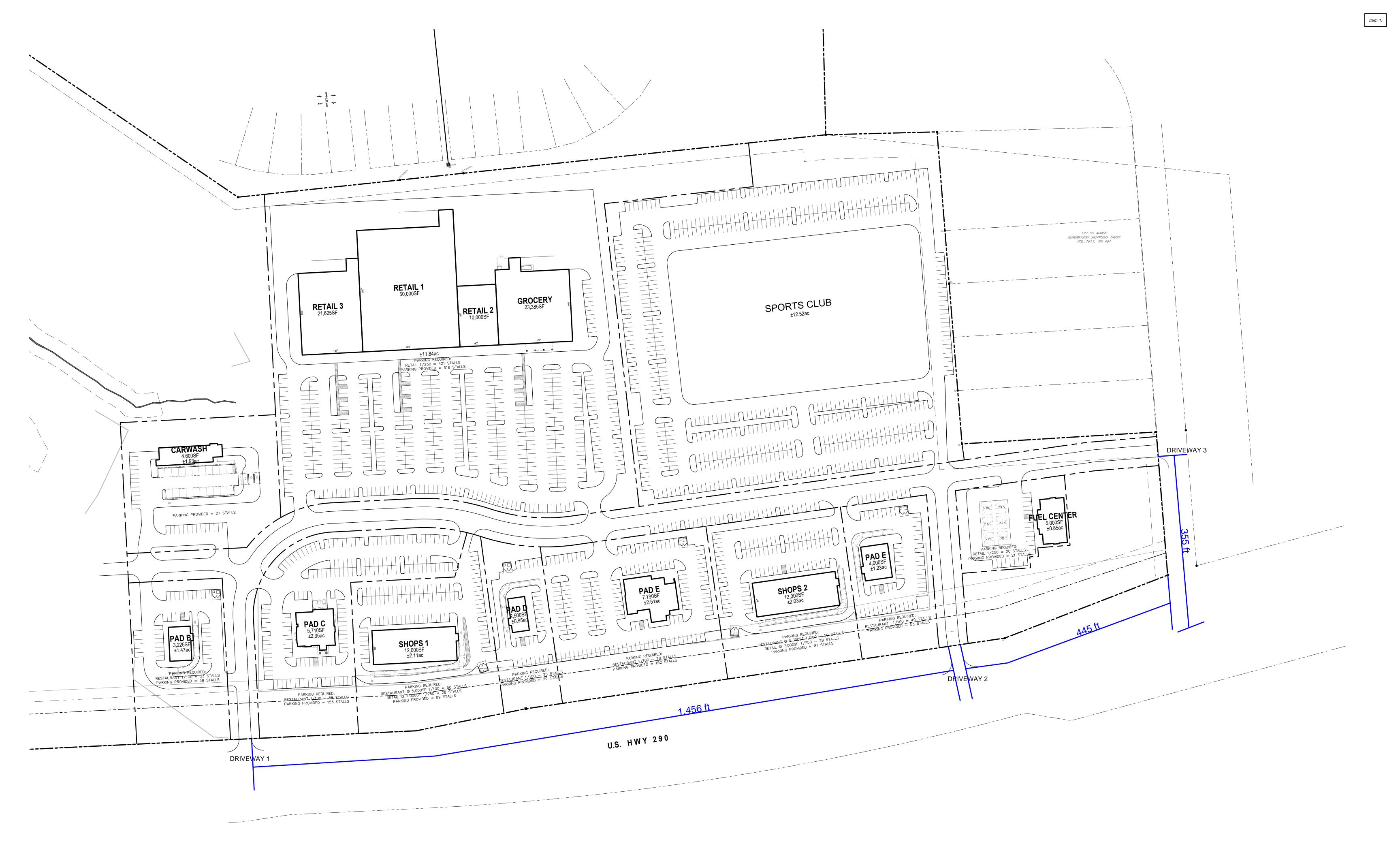
Driveway 2 is proposed as a full-purpose, stop-controlled access point. Driveway 2 is proposed to be located approximately 445 feet west of the signalized Canyonwood Drive intersection. This location should be adjusted to provide a full-length westbound right-turn deceleration lane. In addition, the Development should coordinate with TxDOT on the long-term viability of this access point. The driveway lies within TxDOT's future control-of-access restrictions for the US 290 widening. The intersection will operate at unacceptable levels of service with the proposed configuration. It is recommended that the driveway be restricted to right-in, right-out operations. The Development will be responsible for construction of a westbound right-turn deceleration lane and improvement to restrict turning movements.

#### **CANYONWOOD DRIVE AND DRIVEWAY 3**

Driveway 3 is proposed as a full-purpose, stop-controlled access point. Driveway 3 is proposed to be located approximately 355 feet north of the signalized US 290 intersection. This access point should be located such that the southbound queue at US 290 does not block the access point. Widening of Canyonwood Drive between Driveway 3 and US 290 will provide the storage needed for US 290 queues.

### **INTERNAL CIRCULATION AND ACCESS**

The proposed Headwaters and DSSC Development provide minor connectivity to the future Headwaters commercial development located immediately west of the site. This access is anticipated to ultimately provide connectivity to Headwaters Boulevard. It is recommended that the Development provide more significant connectivity to Headwaters Boulevard through a more direct and robust internal roadway connection. The additional connectivity will reduce vehicular trips on US 290, providing improved connectivity between the existing Headwaters single family development and the proposed Headwaters and DSSC Development. Additional discussions are required on timing of this connection and potential construction prior to the Headwaters commercial development to the west.









### **Canyonwood Drive Impact**

Canyonwood Drive is a City of Dripping Springs owned and operated roadway. Access to the proposed Headwaters Development and DSSC is proposed through the unsignalized intersection with Driveway 3. Driveway 3 is proposed to be located 355 feet north of US 290 on Canyonwood Drive. The 95th percentile queue for the southbound left-turn at the intersection of US 290 and Canyonwood Drive is estimated to be 260 feet in length with completion of the proposed Headwaters Development and DSSC. The back of this queue will not extend beyond Driveway 3 on Canyonwood Drive. It is recommended that a dedicated southbound left-turn lane be constructed at the intersection of US 290 and Canyonwood Drive such that that the southbound queue at US 290 does not block the access point.

Based on data from the TxDOT Crash Records Information System (CRIS), eight crashes occurred at the intersection of US 290 and Canyonwood Drive from 2020 to 2025. The most common crash types at this intersection are rear-end and left-turn crashes. Rear end crashes are typically the result of driver inattention combined with unexpected changes in the traffic stream and are most common at signalized intersections. This intersection has been signalized since 2012. The eastbound and westbound left-turn signal heads at this intersection were upgraded in 2025 from "green ball" to flashing yellow arrow indications. Studies show the addition of a flashing yellow arrow provides clearer instruction to drivers and results in fewer crashes. No crashes were reported along Canyonwood Drive during this period.

**Table 2** shows the proportional breakdown of future 2028 traffic volume on Canyonwood Drive. The proposed Headwaters Development site traffic is estimated to comprise between 65 percent to 70 percent of future volumes on Canyonwood Drive in 2028.

Table 2: Canyonwood Drive Traffic Volume Proportional Breakdown

O	AM Pe	ak	PM Peak		
Scenario	Bi-Directional Volume	Percent Of Total	Bi-Directional Volume	Percent Of Total	
2024 Existing Conditions	131	32%	171	27%	
2024 – 2028 Background Growth	10	2%	14	2%	
2028 Headwaters Site Traffic	265	65%	440	70%	
2028 Total Traffic	406	100%	625	100%	

As a result of the proposed Headwaters Development, the intersection of US 290 and Canyonwood Drive will experience a three-second increase in delay per vehicle during the AM peak and a 25-second increase in delay per vehicle during the PM peak compared to 2025 existing conditions. The intersection of US 290 and Canyonwood Drive will continue operating at an acceptable overall intersection level of service C (≤35 seconds/vehicle) in 2028 after the proposed Headwaters and DSCC development is constructed.



### **Summary**

This summary serves as an interim assessment of the transportation impact of the Dripping Springs Sports Club (DSSC) and the proposed Headwaters mixed-use Development. The Traffic Impact Analysis (TIA) review process is ongoing and modifications to the development plan, findings, and recommendations are anticipated prior to approval of the TIA.

- The Dripping Springs Sports Complex (DSSC) comprises 13-23% of trips as part of the proposed Headwaters Development.
- The proposed Headwaters Development (including DSSC) comprises 65-70% of trips on Canyonwood Drive, north of US 290.
- Three access points are proposed to the proposed Headwaters Development.

  Additional discussions on design and location of the access points are required.
- The Developer will be responsible for transportation improvements at the site access points and their proportionate share of off-site improvements, notably on Canyonwood Drive.
- Improved internal connectivity to Headwaters Boulevard will be considered.
- Intersections will operate at acceptable levels of service per the Dripping Springs Code of Ordinances with the improvements identified above.