



## Transportation Committee Regular Meeting

*Dripping Springs City Hall*

*511 Mercer Street – Dripping Springs, Texas*

*Monday, August 25, 2025, at 3:30 PM*

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# 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
<b>Headwaters Development Total</b>		<b>19,829</b>	<b>776</b>	<b>639</b>	<b>1,240</b>	<b>1,166</b>	<b>1,315</b>	<b>2,603</b>
<b>DSSC % of Headwaters Development Total</b>		<b>N/A</b>	<b>15%</b>		<b>23%</b>		<b>13%</b>	

## 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

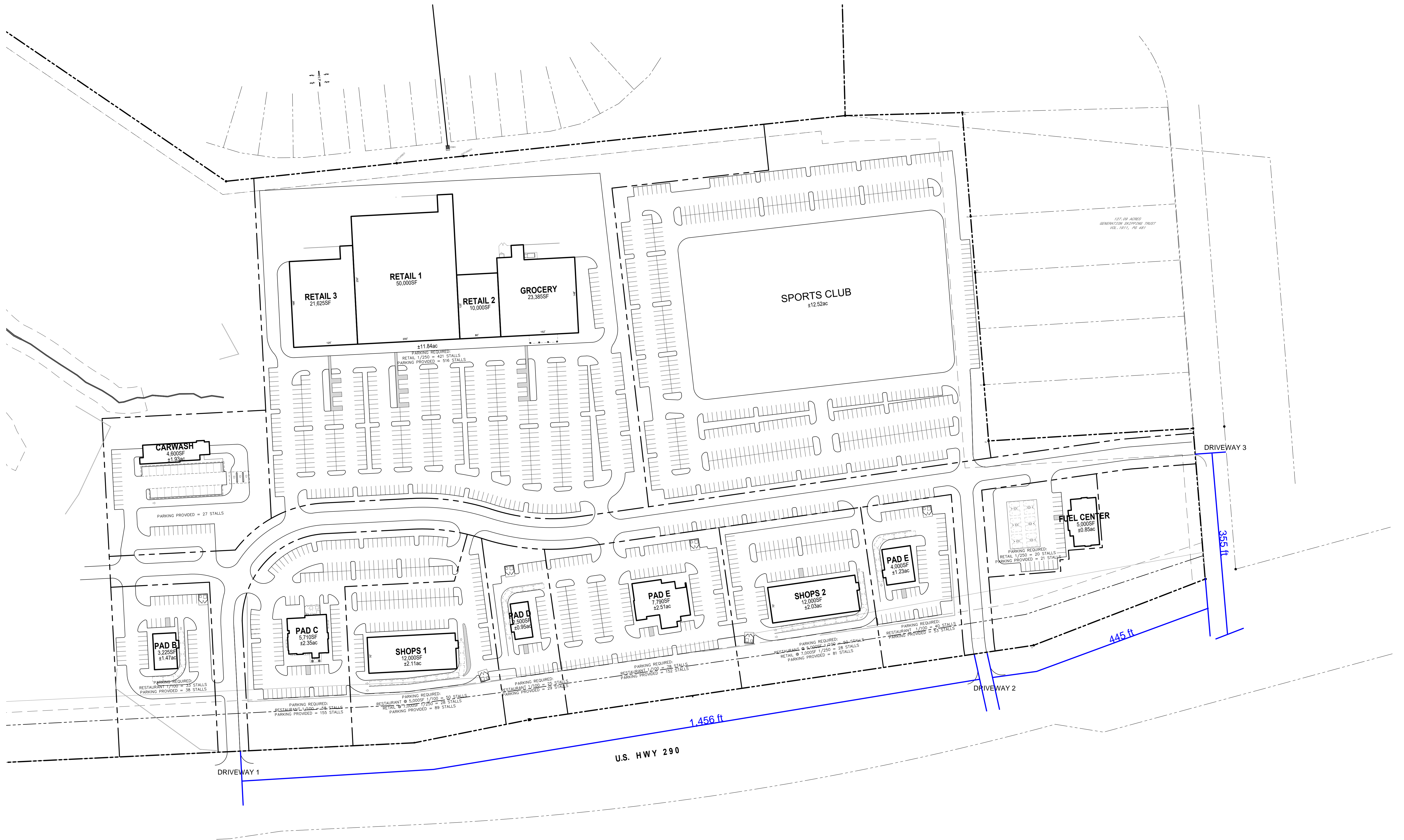
Driveway 2 is proposed as a full-purpose, stop-controlled access point. Driveway 2 is proposed to be located approximately 445 feet west of the signalized Canyonwood Drive intersection. This location should be adjusted to provide a full-length westbound right-turn deceleration lane. In addition, the 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.







## 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.