



Hays County Road Improvements

Summer 2025 Open House Outreach Summary

Hays County hosted four open house meetings, one in each County precinct, from August 27 through September 18, 2025, to inform and engage the community about the Road Improvements Program. These meetings are part of the County's ongoing commitment to transparency and public collaboration.

Information shared included updates on the Road Improvements, funding strategies, and an overview of proposed projects. Attendees were invited to speak with County Commissioners and the transportation team, learn about proposed projects, ask questions, and provide feedback. All meeting materials and project information were also available online.

Highlights include:

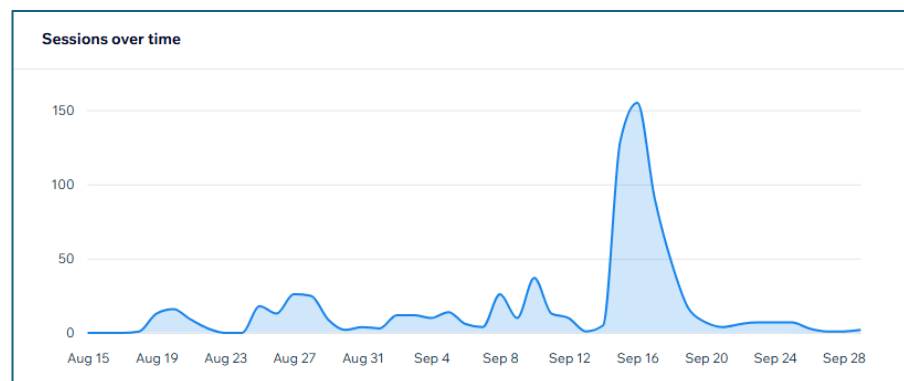
- **In-person attendance:** 100 residents
- **Website engagement:** 531 unique visitors and 786 site sessions on hayscoroads.com
- **Public Comments Received:** 22 (1 email, 21 written comments)

In-Person Meetings

| Open House | Precinct 1 | Precinct 2 | Precinct 3 | Precinct 4 |
|------------|------------|------------|------------|------------|
| Date | 9/10/25 | 8/27/25 | 9/18/25 | 9/17/25 |
| Time | 5-7 p.m. | 5-7 p.m. | 4-7 p.m. | 5-7 p.m. |
| Attendees | 11 | 15 | 18 | 56 |
| Comments | 0 | 0 | 4 | 17 |

Website Analytics

From August 15 to September 28, 2025, there were 531 unique visitors and 786 site sessions.



Outreach and Promotion

The County and road improvements team utilized various outreach tools to promote meetings.

Online: Meeting details and materials were posted on both the County and Road Improvements websites.

Social Media: Announcements and reminders were shared via Hays County and Commissioners' Facebook, Instagram, and X (formerly Twitter) accounts.

Media Outreach: Press releases were distributed from August 25 to September 10, 2025, across multiple news outlets. Coverage included:



| Date | Publication | Article Title |
|-----------|-------------------------------|---|
| 8/26/2025 | San Antonio Express-News | "Central Texas sinkhole incident amplifies calls for road improvements" |
| 8/26/2025 | Community Impact | "Hays County to host community meetings for road improvement projects" |
| 8/27/2025 | The Wimberley View | "Hays Co. to host road meetings" |
| 8/27/2025 | Hoodline Austin | "Hays County invites residents to public meetings on road improvement program following bond package setback" |
| 8/27/2025 | San Marcos Daily Record | "Hays County to hold road bond hearing today" |
| 9/3/2025 | Dripping Springs Century News | "School Board passes compensation package, hears construction..." |
| 9/10/2025 | Hays Free Press | "Hays County hosts open house meetings for roads" |

Email: Notices and reminders sent to targeted lists, with increasing reach as meetings approached.

| Date | Recipients | Subject |
|-----------|------------|---|
| 8/26/2025 | 108 | Upcoming Public Meetings: Hays County Road Improvements |
| 9/4/2025 | 166 | Upcoming Public Meetings: Hays County Road Improvements |
| 9/9/2025 | 162 | Reminder: Upcoming Public Meeting in San Marcos |
| 9/15/2025 | 164 | Upcoming: Public Meetings in Dripping Springs & Wimberley |

Public Comments and Themes

Comments were accepted through written comment forms, email, and mail.

Key themes from public input:

- **Concerns about new road projects** (particularly the Dripping Springs Southwest Connection and RM 150 extension), including environmental impacts, property rights, and perceived encouragement of unsustainable growth.
- **Desire for improvements to existing roads** and prioritization of safety, maintenance, and infrastructure over new construction.
- **Transparency and process:** Requests for more detailed maps, clearer communication, and more opportunities for public input and feedback.
- **Bond structure:** Objections to combining all projects into a single bond, with suggestions to allow precinct-specific voting or separate bonds.
- **Environmental protection:** Strong calls for environmental studies, protection of water resources, and sustainable development practices.
- **Equity:** Concerns about fair distribution of projects and funding across precincts, especially in Wimberley and rural areas.

Next Steps

- Continue to collect and address public feedback as projects advance.
- Share updates on project timelines, funding, and environmental reviews.
- Maintain open lines of communication with residents, property owners, and stakeholders.

Public Comments

Through September 28, 2025 the following comments were received.

| Name | Date Received | Comment |
|---------------|---------------|--|
| Dominga Heath | 9/7/2025 | Hi my name is Dominga and I just have a few questions about the road closures on the Turnersville roads and the Williamson Rd one that is supposed to start tomorrow- do you know when either one of those will be completed? Those are the only two ways I know of to get to the toll road from the Rolling Hills/2001 area without having to add a ton of time, distance and traffic going backwards to 35 or adding time, distance and more of a risky commute by having to use 21 so with them being closed at the same time starting tomorrow I'm having a really hard time finding another way to get to the toll. Are there any other roads that can get to the toll from this area in a comparable amount of time? My gps is only giving me those two options to get to and from work and I can't seem to find any other roads that work without being able to get through Turnersville at some point now that Williamson Rd won't be an option (that don't also add a ton of time). I know there's newer neighborhoods that have popped up and I'm hoping maybe there's a way I just don't know of, please let me know if there is! Thank you |
| Alonna Beatty | 9/17/2025 | 1. Fitzhugh Road does not need to be extra lanes. The only improvements should be for safety--guardrails, potholes, etc. The improvements should serve the current residents, not pave the way for developers or a concert venue that is NOT approved by residents in the area. 2. The Dripping Springs SW Connection is unnecessary & unwanted. Using force to take people's land, split parcels of land they "own", & disrupt their livelihood is a wretched way to treat constituents that elected representatives are supposed to be representing 3. Precincts 3 & 4 Voted "NO" on the 2024 Road Bond. Many of these projects promote development & unsustainable growth. There is not enough water to support the growth that these new roads would invite. Please consider sustainability first. |
| John Warrick | 9/17/2025 | 1. Premature to build new roads that are partial segments without full funding. 2. Don't have a prelim cost estimate for all projects, so they can't guarantee completion without full funds. 3. Southwest connection connects RD 12 to 290 across rugged ranch land. This is without environmental studies, remediation costs, or even a cost for the most isolated rural and environmentally sensitive area. This part of the HWY 290 is two lanes to RR 12, a two-lane. 4. SW Connection will only promote the development of ranch; ruin old Hill Country ranches and natural habitats that has invaluable assets for its residents. Through traffic needs to stay at HWY 290 that can be improved first like I-35 in Austin. 5. Irresponsible to start construction without the final design of PRCT. 3-4 projects and full funding... 6. Roundabouts are difficult to navigate for pedestrians and cyclists. |

| | | |
|----------------------|-----------|---|
| Leah McIntosh | 9/17/2025 | I strongly object to the "Southwest Connection" that extends from the western boundary of Hays County on US 290, through undeveloped ranch land that will severely impact clear streams and groundwater. TXDOT is already promoting their widening project on US 290 from the Travis County line to Pell Springs Blvd- more than enough "improvement" for traffic through the City of Dripping Springs: the "Southwest Connection" is a duplication of this transit corridor that is unnecessary and damaging to the pristine environment that brought residents to this "gateway to the hill country- DON'T SPOIL IT!! |
| Jan Wesson | 9/17/2025 | Don't build the Southwest Connection! We did not vote for it. This is a developer road. Please listen to the people that live here. |
| Jen Mock | 9/17/2025 | I am strongly opposed to the roundabout and SW connection. The accident data at FM 150 does not warrant a roundabout- there are more accidents at Sportsplex and 290. There is strong community opposition that continues to be ignored by elected officials who refuse to acknowledge the consensus and negative impacts raised by citizens most effected. Do not build the SW Connection or the roundabout. |
| Neyron Yoisiuoka | 9/17/2025 | Your maps in your booklet are unreadable. Better communication with community. Why aren't you working on existing roads instead of going through people's property? Better display and infrastructure boards/ very general in location and needs greater precision in what areas are affected. Distinct boundaries should be in description of areas affected. |
| Lea Twidell | 9/17/2025 | Needs better, more detailed maps, more consistency. Need more communication with affected landowners. Why build a brand new road, southwest connection, when Creek Rd. already exists and could be improved? Have all commissioners present at all informational meetings. |
| Lynda McCarty-Turley | 9/17/2025 | Better communication with the landowners. Our comm is in Wimberley making it difficult to feel that they are aware of the problems at our end of the county. Please keep us informed of changes. |
| Robin Melanson | 9/17/2025 | #25 Darden Hill Extension- County is going to affect the peace, quiet and home values of MANY people. You must do all you can to abate noise, beautify the roadway (minimize devaluation of property). ALL along that roadway! Also do passive speed control measures up FRONT. #22 #23 County must do ALL things possible to mitigate environmental impact on this pristine hill country environment. Work WITH whoever for best practices. #27 Glad this will be a safe roundabout @ 12. #28 Walkway - Good idea! |
| Mark Cuda | 9/17/2025 | I cannot express strongly enough how opposed I am to the 12/150 roundabout and even more so the southwest 150 connection. I fear Dripping Springs will turn into Round Rock. As for Darden Hill, yes, please improve that road for the benefit of the schools. |

| | | |
|-------------------|-----------|---|
| Susan Cook | 9/17/2025 | I do not want to see new roads plowed across rural lands. PLEASE LISTEN to the folx who oppose the "Southwest Connector" or what we call "Walt's Folly." Stop the destruction of our rural neighborhoods. Stop letting commissioners profit off community destruction. |
| Megan Wutzke | 9/17/2025 | I heard over and over again that the county can't do anything. So, what can you do? You guys need water the same as me. I also heard over and over again that people felt pressured to vote for the bond because of the needed improvements in precinct 1. They would've voted yes for these improvements and no to others. Why not do a revote? and split these up? I'm worried about the increase of impervious surfaces affecting the recharge zone. I worry about the heat increase connected to the increase of impervious surfaces. I worry about the democracy and the silencing of public input. I worry about this county and the direction it's headed. |
| Debbie Cuda | 9/17/2025 | I am adamantly opposed to the Dripping Spring Southwest Connector. I don't agree with the need for the roundabout at RR12/150. or the extension through sensitive ecological land. A new road will also bring more development and greater water use. Please use the funds to prepare Darden Hill for the traffic with the new high school. |
| Dan Wattles | 9/17/2025 | Regarding the Sawyer Ranch Rd. Expansion: When Sawyer Ranch Road was repaved in 2006-08 timeframe, the drainage from the west side of SRR was channeled underneath SRR and down our street, because of the development on that corner (Medical Office Bldg., Valero Station(Now Circle K)). We have had numerous flooding problems. The city of Dripping Springs' Former planner recommended that the drainage inlet be moved south away from the rugged earth drive. NOW is the time to correct this problem. We also want to ensure that corrections are made to this road that keep the turn lane into our subdivision. |
| Mary Beth Alsdorf | 9/17/2025 | I have many concerns about the Southwest Connection's impact on the environment, wildlife habitat, Onion Creek, and the aquifer. I believe this project is more of a road to encourage development of ranches than to move traffic. Actually, it will promote more traffic when thousands of homes are built along the path. It is very disheartening that the commissioners' court combined all the projects into one bond. Precinct 3 strongly voted against the bond because of the proposed Southwest Connection. I believe many of these voters, myself included, would have fully supported the construction repair projects in precincts 1 and 2. I also believe a good number of voters in precinct 4 voted against the bond for the same reason. It also disturbs me that the commissioners are sidestepping a judge's ruling to force this through. Break up the projects and put to the votes again! I would appreciate transparency from our elected officials. Thank you for the time and effort you put into making improvements in our county. |

| | | |
|------------------------|-----------|--|
| Mary Beth Alsdorf | 9/17/2025 | I would appreciate seeing an environmental study on these projects, especially the South West Connection. I am also curious what the TOTAL cost of EACH project is, from design to studies to complete construction. Please remember we have one opportunity to protect and save our beautiful land. Paving and bulldozing it will be devastating and negatively impact the wildlife, waterways, habitats, and aquifers. We need sustainable development to preserve our area! |
| Carol Pennington | 9/17/2025 | 1. Usually roads are brought before the commissioners' court one at a time. I see them on the agendas. The Road bond lumped all the roads the county wants to build in one large bond/vote. That should never have been done. NEVER. It should have been one at a time, like all other roads. 2. Then the bond was brought before the court without a chance for public opinion. Another bad. 3. We need a better bond that does not encompass the entire county. PERIOD this makes sense. Stop wasting any more time. You could have had one on this November Ballot if you had acted sooner. 4. In regard to roads, you need to drop the 150 extension. PERIOD. The people don't want it for various reasons. HWY 290 is the problem. Dripping Springs created this and they should solve it. 5. Darden Hill does NOT need to be 4 lanes divided. You can enlarge to 2 lanes with shoulders and turn lanes. FM 967 has 3 schools on it, and they get by with 2 lanes. Going to divided 4 lanes just encourages industrial buildings. We are still in the Hill Country, and you should try to keep as much of it as possible. Walt Smith said that Buda asked for help with Old San Antonio Rd. well, you don't have to help them for one. For two, again it does not have to be so large. Two lanes with shoulders and turn lanes works just fine. Please Listen to us! Thanks!! |
| Don Deanel | 9/18/2025 | River Road Needs help! |
| Bobby Levinski | 9/18/2025 | Prioritize safety improvements on existing roads. The new roads like RM 150 extension, Yarrington Road (west of I-35), and Darden Hill extension, should be de-prioritized and wait for future funding so that the roads on the eastern side of the county can be finished. The RM 150 extension is vastly opposed by the local residents, with over 50% of the comments received at open houses against the new road. It will facilitate growth ,at taxpayer expenses that are limited water supplier cannot support. You should call a legal election on the bonds. |
| Ann Jensen | 9/18/2025 | Not in favor of road projects in undeveloped areas especially when existing roads need attention. Also want to make sure that new roads in the aquifer recharge zones are built according to best practices for protecting our water supply and environment. All new roads should have wide shoulders at a minimum and bike lanes with protected roadway crossings, signage, etc. |
| Roberta Shoemaker-Beal | 9/18/2025 | How come SO little around Wimberly? So little of the bond we ALL in Wimberly are paying for!!!! Do we contribute less of our taxes??? SAD |