

**Office of the City Manager**

City of Richland Hills, Texas

## Memorandum

**To:** Honorable Mayor Edward Lopez and members of the Richland Hills City Council  
**From:** Eric Strong, City Manager  
**Date:** October 14<sup>th</sup>, 2019  
**Subject:** Traffic Study

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**City Council Action Requested:**

Discussion only

**Background Information:**

Sometime around the year 2000, the city closed off the connection of Gumwood Park and Handley Ederville Road. We did this by installing a gate and planters across Gumwood Park. To our knowledge, we have never identified a traffic study or any other reason to close this road. Approximately two months ago, a vehicle that was fleeing from police ran through the gate and destroyed it. Rather than put it back up, staff determined that we needed to do an analysis of whether or not the road should remain closed to traffic. We engaged Halff Engineering to conduct the traffic analysis.

The takeaway from the analysis is that the road should remain open. A copy of their report is attached.

This memo is informational to inform you that the road will be remaining open.

**Staff Contacts:**

Eric Strong, City Manager  
817-616-3806  
[estrong@richlandhills.com](mailto:estrong@richlandhills.com)

**Attachments:** Traffic Study



September 11, 2019  
AVO 31515

Mr. Scott Mitchell  
Director of Neighborhood Services  
3200 Diana Drive  
Richland Hills, Texas 76118

RE: Gumwood Park Traffic Evaluation

Dear Mr. Mitchell:

Half Associates, Inc. (Half) conducted a traffic evaluation on Gumwood Park between Handley Ederville Road and Dogwood Park Drive. The purpose of the evaluation was to gauge the impacts of the recent incident that resulted in Gumwood Park, which was previously blocked-off at Handley Ederville Road, being opened to traffic. The fence/gate/planters were located along the west side of Handley Ederville Road, prohibiting traffic entering or exiting Gumwood Park directly to Handley Ederville Road. With the gate in place, this section of Gumwood Park operated as a dead-end street, with the only access from Dogwood Park Drive. Local residents have expressed concern that the opening of the street would result in cut-through traffic.

After the street gate had been removed and the street opened as it was originally constructed, Half collected 24-hour bi-directional traffic counts at the 5 locations listed below:

1. Gumwood Park just west of Handley Ederville Road
2. Gumwood Park just north of Dogwood Park Drive
3. Gumwood Park just south of Dogwood Park Drive
4. Dogwood Park Drive between Fir Park and Gumwood Park
5. Dogwood Park Drive between Gumwood Park and Handley Ederville Road

The counts at locations 1 – 3 were collected on Thursday, September 5, 2019. Locations 4 and 5 were collected on Tuesday, August 27, 2019. Copies of the traffic count data sheets are attached to this letter.

Figure 1 shows a summary of the 24-hour and AM and PM peak hour traffic volumes collected at the 5 locations listed above.

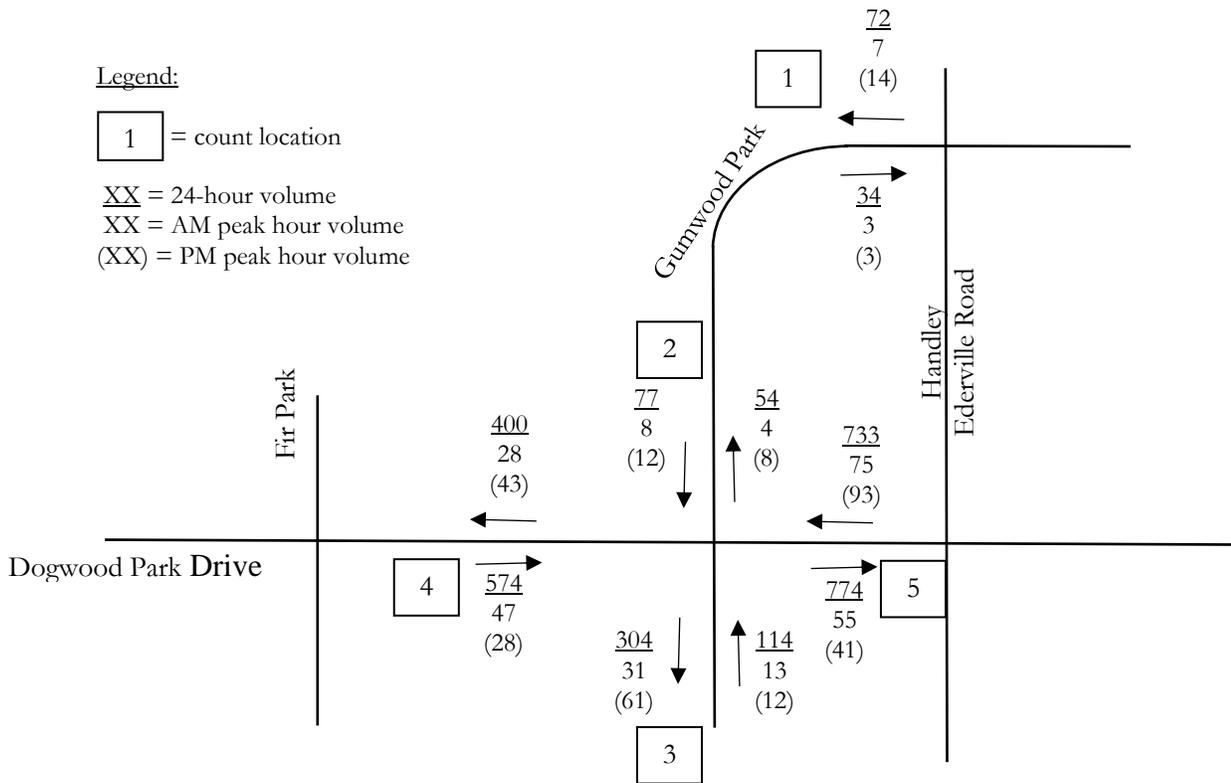


Figure 1  
Summary of Traffic Count Data

The data collected at the two locations along Gumwood Park show a total of 126 vehicles entering the section of Gumwood Park between Handley Ederville and Dogwood Park Drive (72 from the Handley Ederville Road intersection and 54 from the Dogwood Park Drive intersection) and 111 exiting (34 to the Handley Ederville Road intersection and 77 to the Dogwood Park Drive intersection), for a total of 237 vehicles entering and exiting the street in the weekday 24-hour period.

Without tracking each individual vehicle entering and exiting the street, it is not possible to determine how many vehicles are “local,” with an origin or destination being one of the 15 single-family residences along this section of Gumwood Park, versus how many vehicles are using the street to access other areas. However, in comparison to typical trip generation counts based on the historical trip generation data published in the current edition of the Institute of Transportation Engineers’ *Trip Generation Manual*, the collected volumes do not indicate that Gumwood Park is being used as a significant cut-through route. The trip generation data indicates 15 single-family residential units would be expected to generate an average of 206 trips each weekday. As noted above, the data collected on Thursday, September 5, showed a total of 237 trips on the road in the 24-hour period. (The trip generation calculation is based on studies of sites with 10 to 20 single-family residences.)



The highest peak hour volume collected on this section of Gumwood Park, 14 vehicles entering from the Handley Ederville Road intersection in the PM peak hour, equates to an average of 1 vehicle every 4.25 minutes entering the study roadway section. From the standpoint of traffic, we see no reason that the Gumwood Park needs to be closed off at Handley Ederville Road to eliminate cut-through traffic.

In reviewing this block of Gumwood Park in relation to operational performance, there are some concerns with having this street act as a dead-end without a cul-de-sac. Per the Richland Hills Code of Ordinances in "Section 74-171 – General Requirements", the ordinance states that "Streets designed to be dead-ended permanently shall be platted and constructed with a paved cul-de-sac" and "A street ending permanently in a cul-de-sac should not be longer than 600 feet and shall be provided at the closed end with a turnaround having an outside roadway diameter of at least 80 feet, and a street property line diameter of at least 100 feet." If Gumwood Park is operating with a dead-end closure the requirements for the minimum turn-around radius cannot be met. The importance of having the turn-around radius is needed for not only local traffic to turn around but also to provide emergency vehicles the ability to turn around. The length of the street is approximately 560' which is within the allowable length requirement.

In summary, given that the subject section of Gumwood Park does not meet requirements for a standard cul-de-sac street and the traffic data collected on Gumwood Park between Handley Ederville Road and Dogwood Park Drive does not indicate that Gumwood Park is being used as a cut-through street, we would recommend that the street remain open at both ends (Handley Ederville Road and at Dogwood Park Drive).

Sincerely,

HALFF ASSOCIATES, INC.

A handwritten signature in black ink that reads "David A. Burkett".

David Burkett, PE  
Transportation Team Leader

A handwritten signature in blue ink that reads "Stephen Moore".

Stephen Moore, PE  
Traffic Engineer / Project Manager