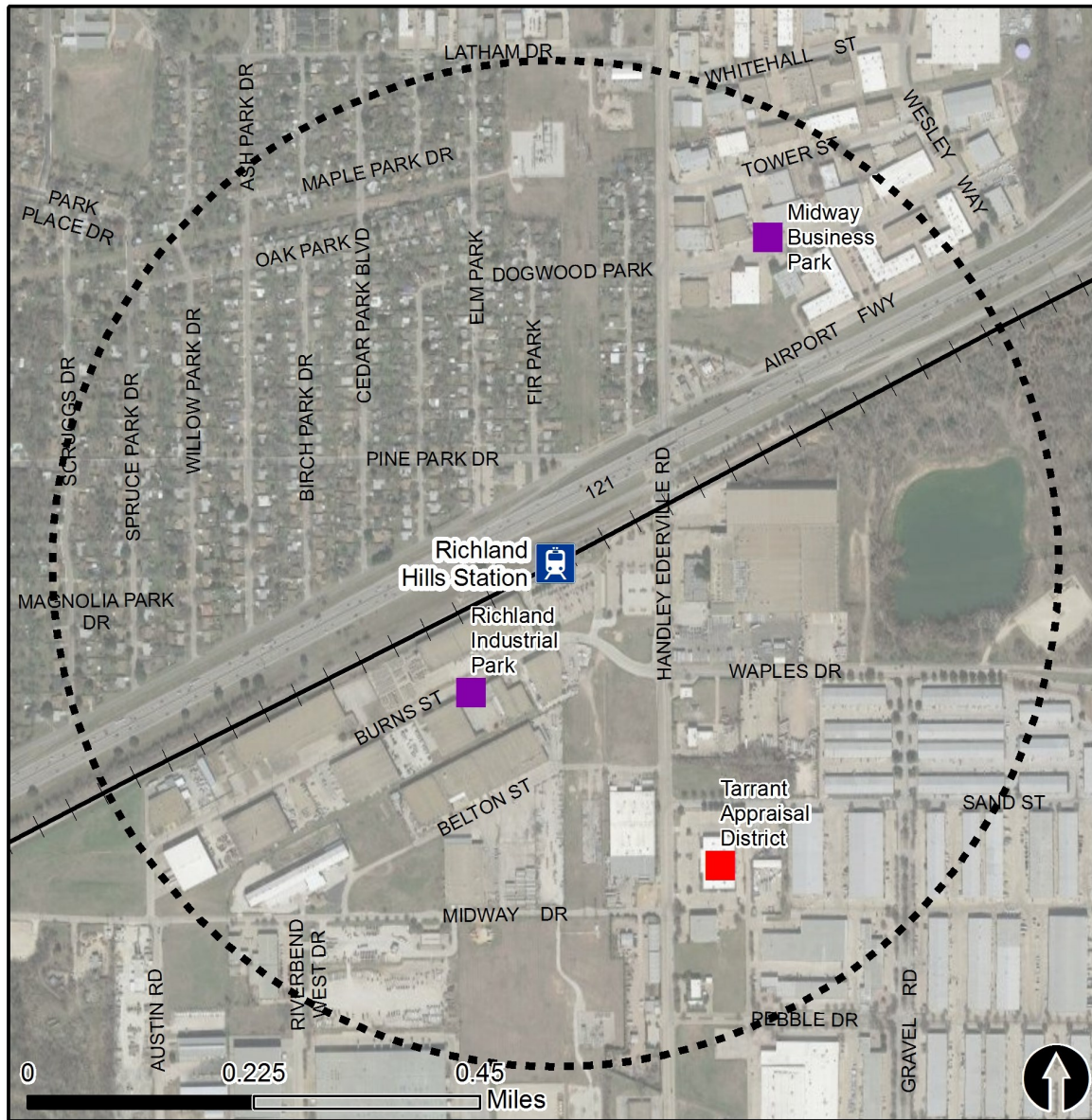


Rail Station Fact Sheet – Richland Hills Station



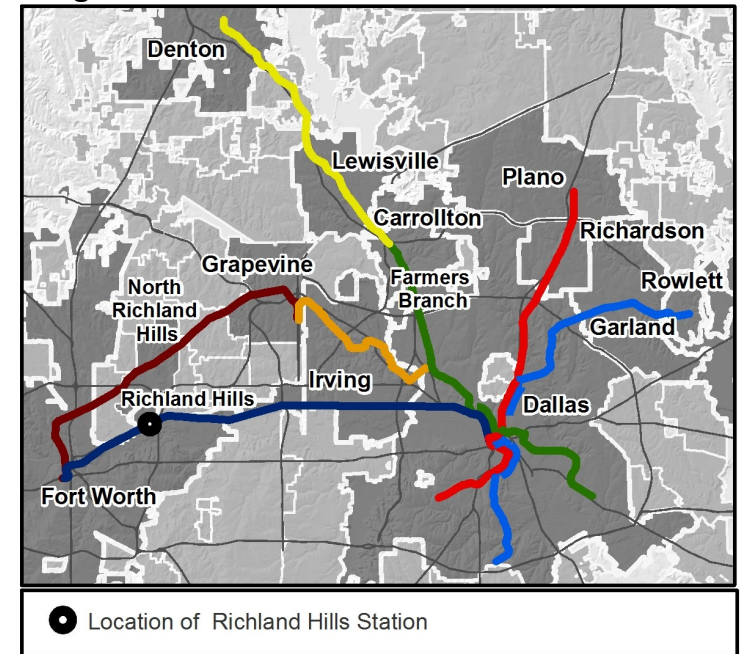
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Station Overview

Richland Hills Station is located on Burns Street near Highway 121 and Handley Ederville Road in Richland Hills. The station opened in 2000, and is served by the Trinity Railway Express (TRE) commuter rail.

Regional Rail Transit Lines



0.5 Mile
Station Buffer



Rail Stations



Rail Lines

Key Developments



Industrial



Office

Rail Station Fact Sheet – Richland Hills Station



Station Characteristics¹

Address	7225 Burns Street
City	Richland Hills
Agency	Trinity Railway Express
Rail Line(s)	TRE
Corridor	Trinity Railway Express
Year Opened	2000
Park & Ride Spaces	357

Ridership¹

2015 Avg. Weekday	610
2015 Avg. Saturday	230
2015 Avg. Sunday	N/A

2014 On-Board Transit Survey: Access Mode to Station²

Bike	0.2%
Drive Alone	52.2%
Carpool	5.3%
Walk	11.7%
Drop Off	30.7%
Other	0.0%
Transit Transfer	0.0%

Station Area Plans and Studies

Title	Richland Hills TRE Station TOD Plan
Publisher	City of Richland Hills and NCTCOG
Year	2009
Web Location	http://www.richlandhills.com/home/showdocument?id=16

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	3,467
Population Density (pop/sq. mile)	490
Average Median Age	44
Average Median Income	\$82,342.67

Housing³

Total Housing Units	1,296
Housing Density (units/sq. mile)	183
Percent Occupied	93%
Percent Owner-Occupied	76%
Percent Renter-Occupied	24%

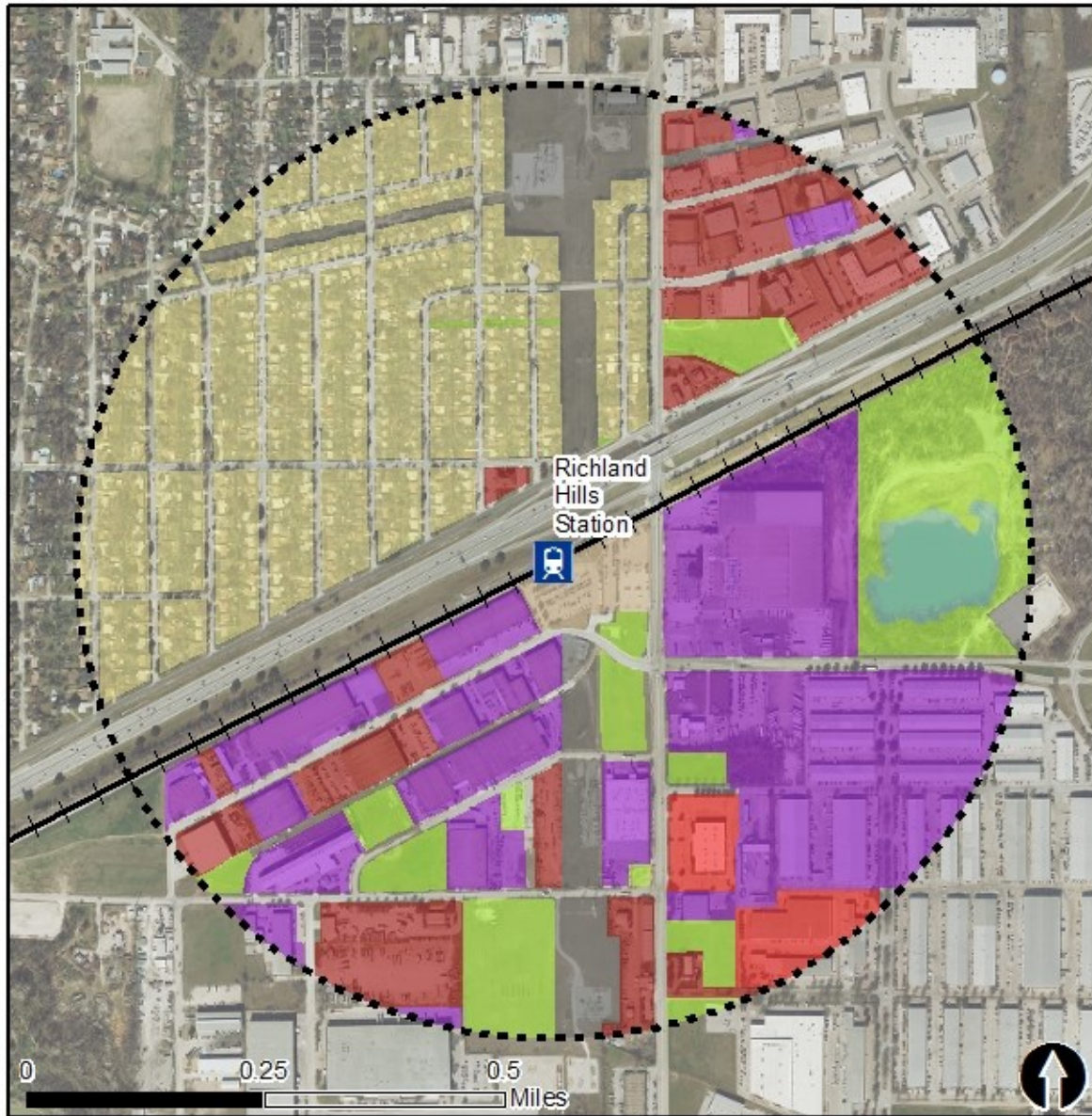
Commute To Work³

Percent Automobile	91.5%
Percent Drive Alone	83.0%
Percent Carpool	8.5%
Percent Transit	0.8%
Percent Bike	0.0%
Percent Walk	2.1%
Percent Other	3.5%
Percent Work from Home	2.1%
Percent Zero-Vehicle Households	5.8%

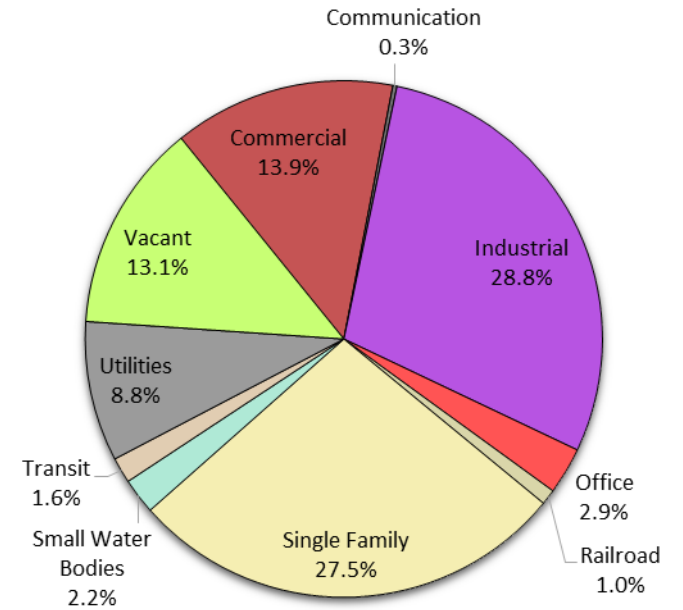
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	8,510
Job Density (jobs/sq. mile)	1,571

Land Use (2016) – Richland Hills Station

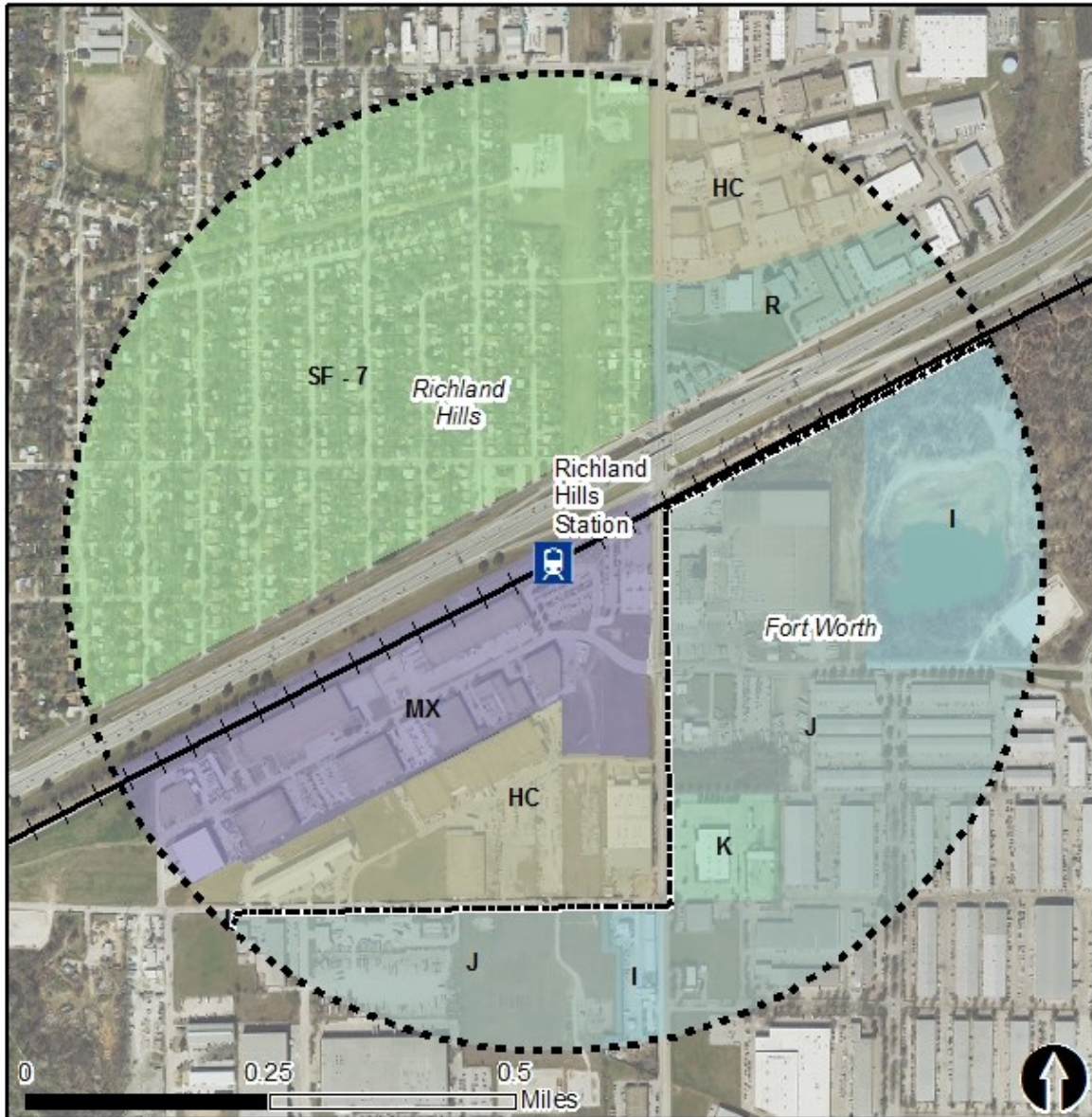


Land Use Percentages



Rail Stations —+— Rail Lines

Zoning (2016) – Richland Hills Station



Zoning Districts

Fort Worth (2014)

- I – Light Industrial
- J – Medium Industrial
- K – Heavy Industrial

Richland Hills (2014)

- HC – Heavy Commercial
- MX – Mixed-Use District
- R – Retail
- SF-7 – Single-Family Homes

For more information on zoning, please visit the City of Fort Worth Zoning website at:

<http://fortworthtexas.gov/zoning/>

City of Richland Hills:

<http://www.richlandhills.com/city-government/departments/planning-community-development>



0.5 Mile
Station Buffer



Rail Stations



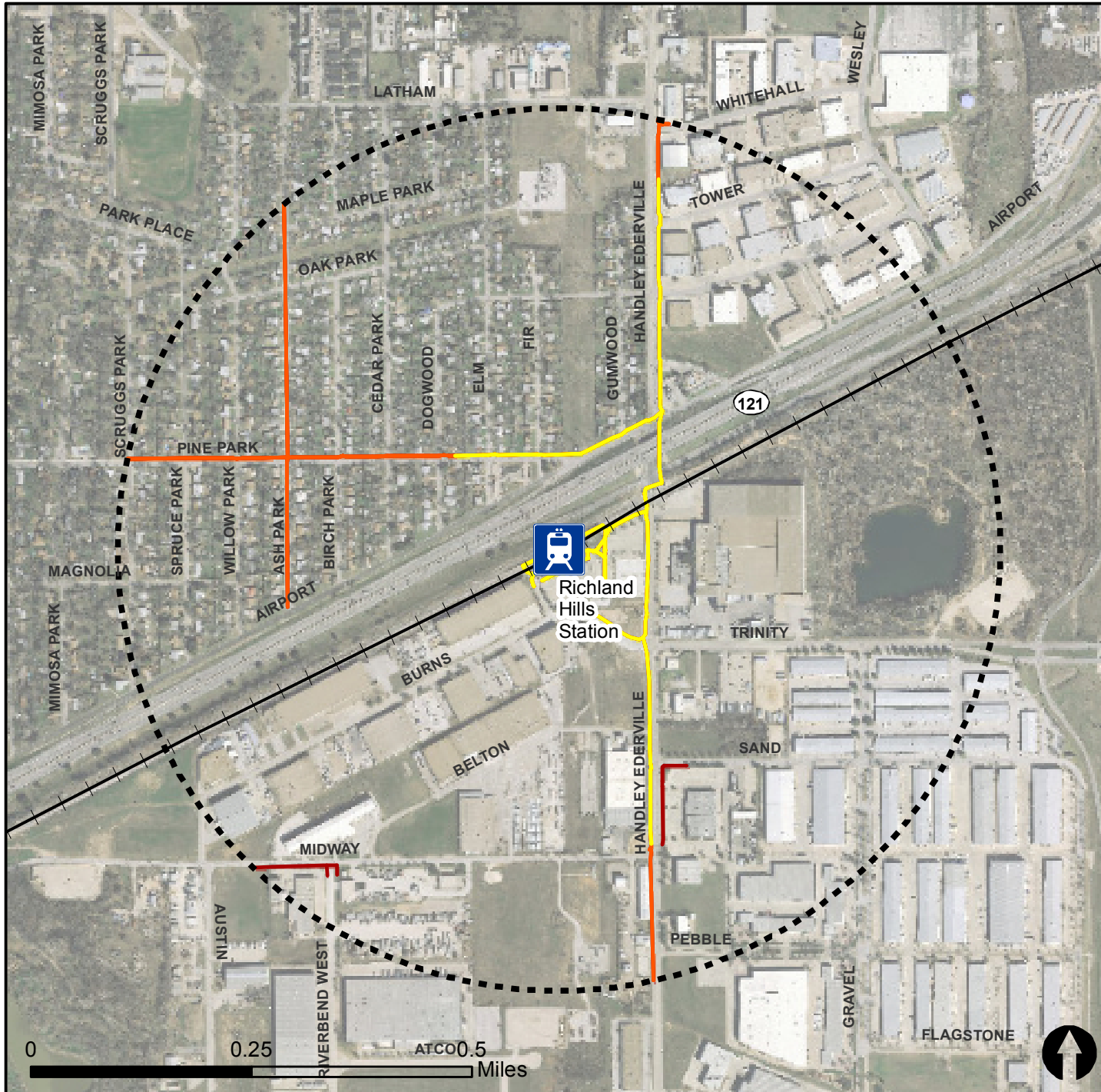
Rail Lines

Pedestrian Routes to Rail - Richland Hills Station

Last Updated: February 2015



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Legend



Rail Stations



0.5 Mile
Station Buffer

Railroads

Existing sidewalk facilities within a 0.5 mile walk distance

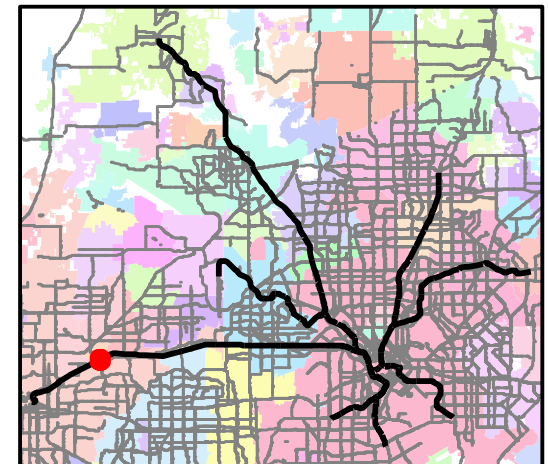
Existing sidewalk facilities greater than a 0.5 mile walk distance

Existing sidewalk facilities that are disconnected due to a gap in the network

Project Overview

The Pedestrian Routes to Rail study identifies all existing pedestrian facilities within a half-mile radius of existing light rail and commuter rail stations in the Dallas-Fort Worth region based on 2014 data. ArcGIS Network Analyst tool was used to identify continuous facilities that are less than or greater than a half-mile actual walking distance to a station. The maps also reflect existing facilities that are disconnected due to gaps or other barriers not allowing a continuous pedestrian route to a station. The maps do not reflect the condition or ADA compliance of the existing infrastructure. More information on the Routes to Rail study and methodology is available at:

nctcog.org/RoutesToRail

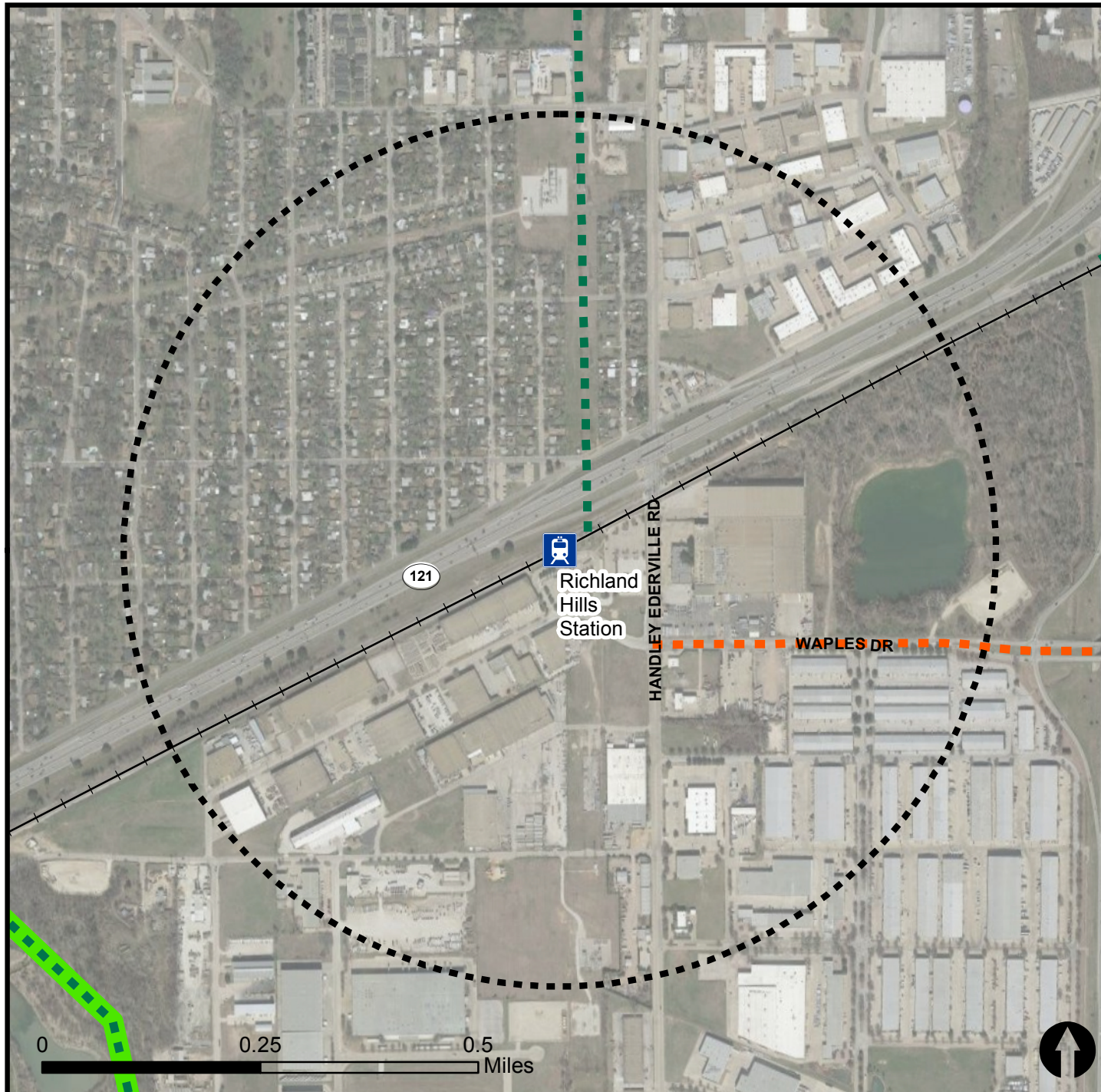


Bicycle Routes to Rail - Richland Hills Station

Last Updated: October 2016



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Legend

- Rail Stations
- 0.5 Mile Station Buffer
- Rail Lines
- On-Street Bikeway, Existing
- On-Street Bikeway, Planned
- 2040 Veloweb
- Off-Street Path, Existing
- Off-Street Path, Planned

Project Overview

The Bicycle Routes to Rail study identifies all existing and planned bikeways in proximity to existing or under-construction light rail and commuter rail stations in the Dallas / Fort Worth region based on 2016 data. The maps reflect off-street paths (trails) and streets designated by local adopted master plans for dedicated bikeways (e.g. bike lanes, cycle tracks) located on the street. In accordance with the Texas Transportation Code, bicyclists have a right to the road. As such, the map does not reflect other roadways around the station that may have signed bike routes or by state law may be used by bicyclists. More information about the Routes to Rail study and methodology is available at: nctcog.org/RoutesToRail

