



Hemphill Street Corridor Study

*Balancing Safety, Access,
and Long-Term Capacity*

April 6, 2026



Transportation and Public Works

Why are we here?

In 2020, Hemphill Street (from Hammond Street to Vickery Blvd) was restriped from five lanes to three lanes.

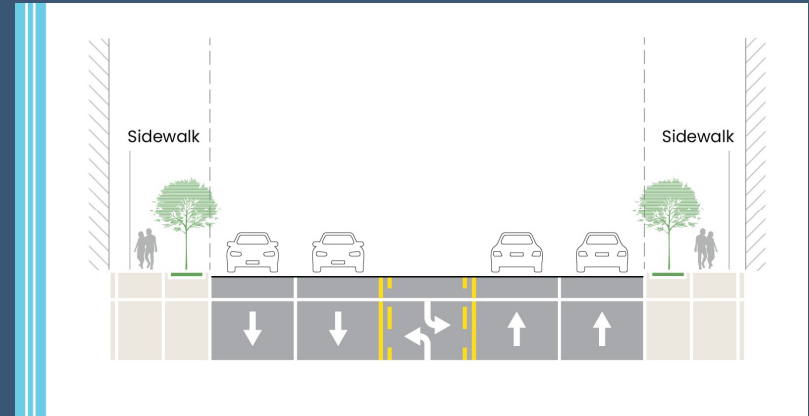
THE GOALS WERE TO:

- Improve safety
- Manage speeds
- Add bike lanes, parking, and bus pull-offs

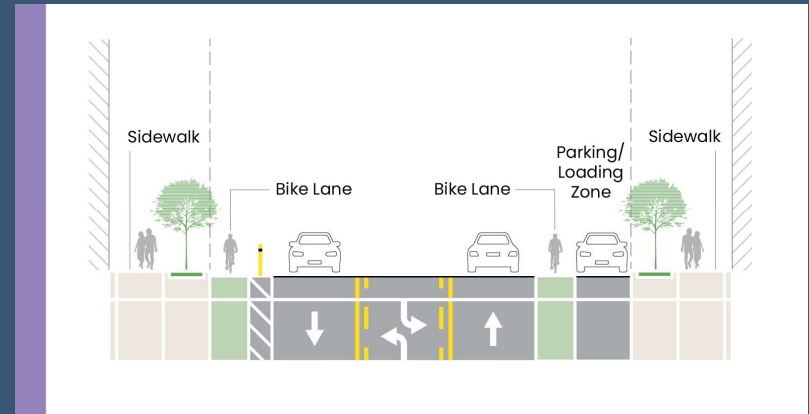
SINCE THEN:

- Crashes declined slightly
- Traffic volumes have continued to grow
- Delays and congestion have increased

FIVE-LANE CONFIGURATION



THREE-LANE CONFIGURATION



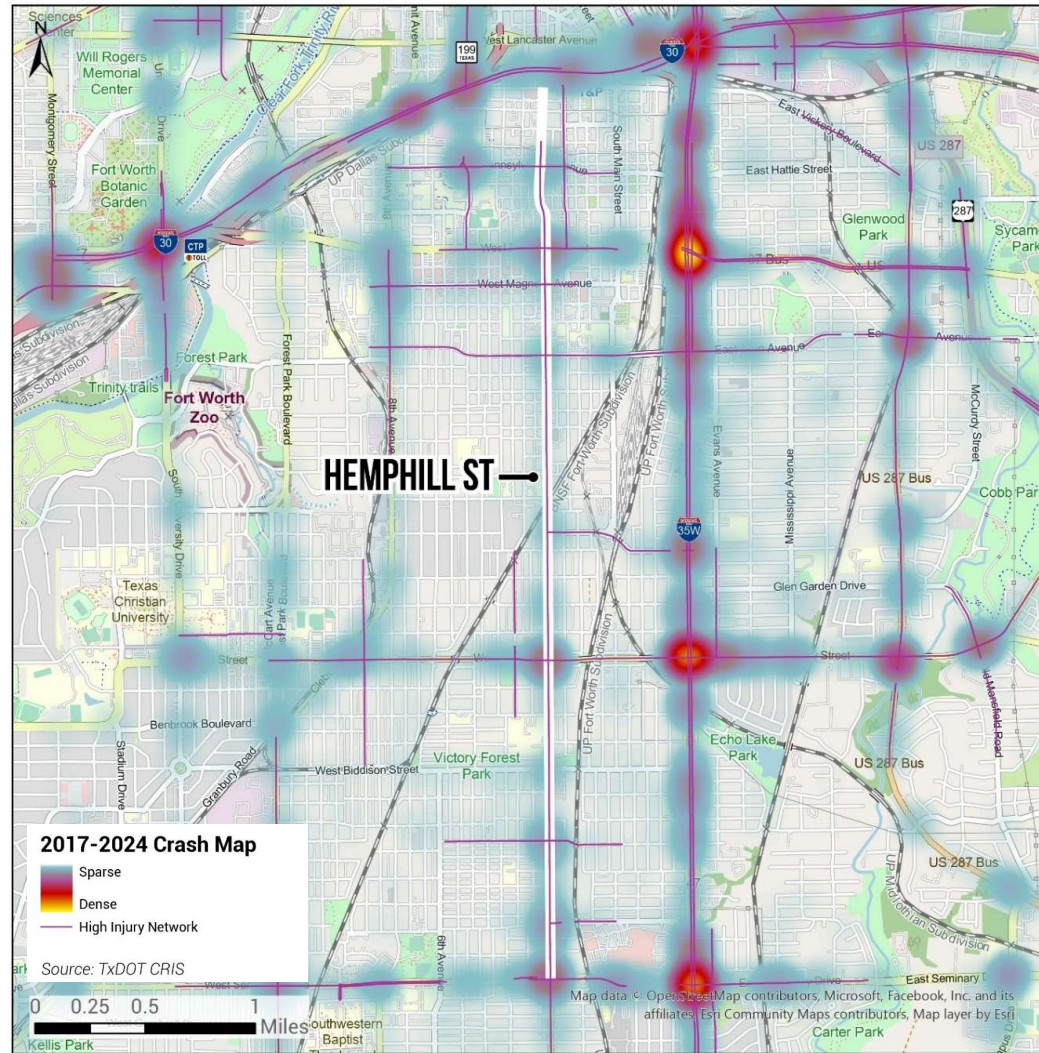
Safety: What Changed?

Since 2020:

- Total crashes declined slightly
- Pedestrian fatalities declined
- Serious injuries remained generally consistent
- Bicycle crashes increased slightly, though overall numbers remain low

Safety trends show marginal improvement.

- Before 122 crashes/year
- After 112 crashes/year

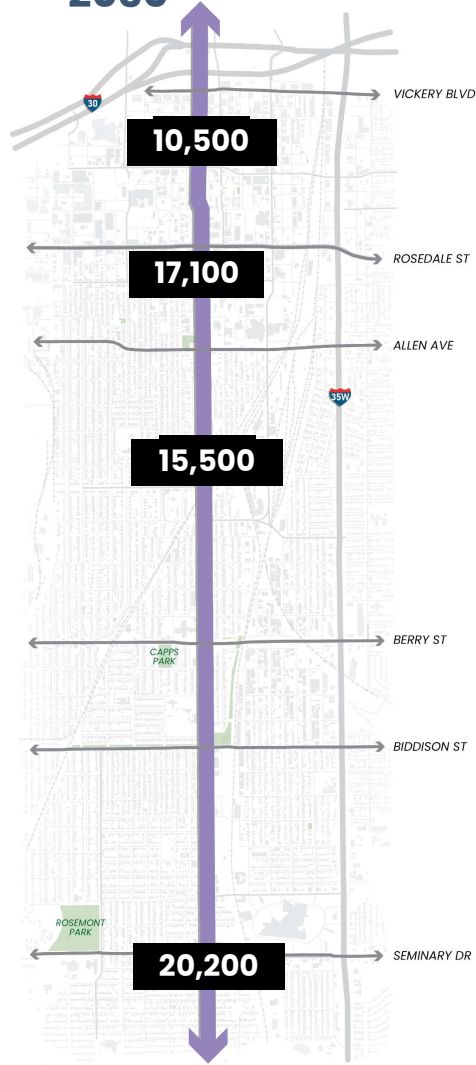


Corridor Daily Volumes Trend by Year

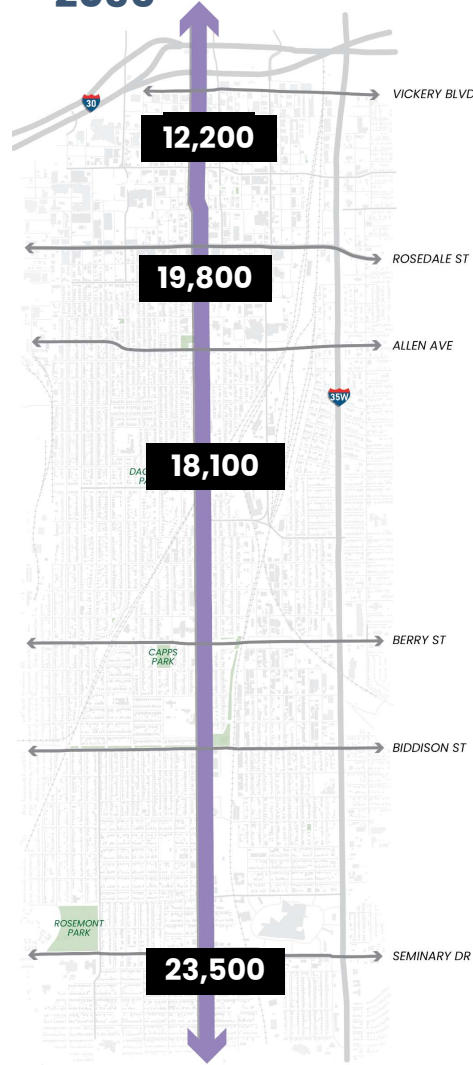
2025 Actual Counts



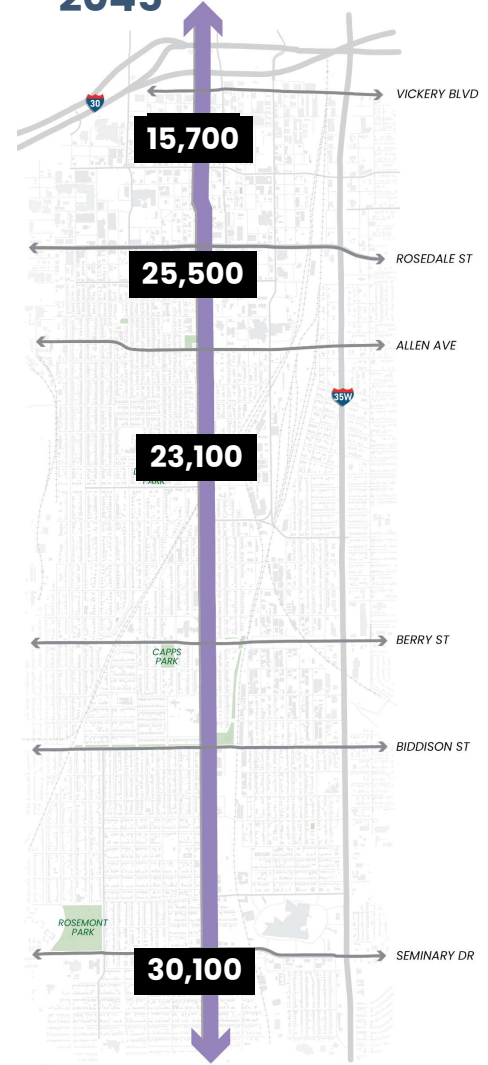
2030



2035



2045






What was studied?

Across three scenarios, we examined:

- Safety
- Traffic operations
- Travel times
- Bicycle access
- Parking and business access
- Transit operations

LEGEND

-  Five-Lane
-  Four-Lane
-  Three-Lane

01 No Change Scenario



02 Hybrid Scenario



03 Full Capacity Scenario



No-Change Scenario (3 lanes)

Today:

- Most segments operate acceptably
- South of Seminary Drive nearing capacity
- Peak-hour delays occurring at key intersections

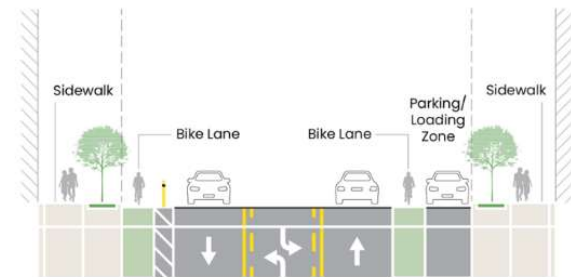
2030 - 2045:

- Multiple segments exceed capacity
- Increased congestion between Rosedale Street and Berry Street
- More intersections operate at Level of Service (LOS) E/F
- Travel times increase significantly



Big Takeaway:

The existing three-lane design becomes increasingly constrained as traffic demand grows, particularly south of Allen Avenue and Seminary Drive.



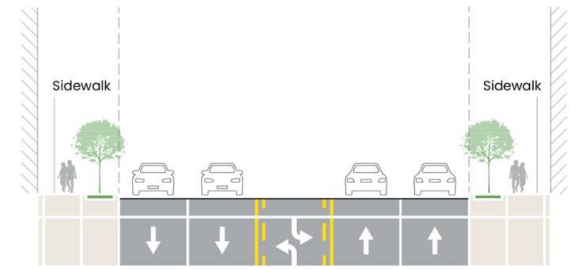
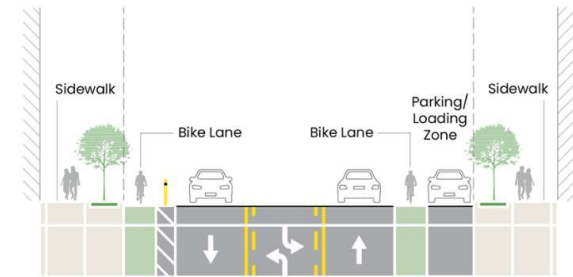
Hybrid Scenario (5 to 3 lanes transition)

Near-Term (2025 – 2030):

- Reduced delay at Berry Street, Biddison Street, and Seminary Street
- Improved travel times in southern corridor
- Better overall flow compared to No-Change

Long-Term (2035–2045):

- 3-lane section north of Allen Ave becomes congested
- Capacity exceeded between Rosedale Street and Allen Ave
- Travel time benefits diminish over time



Big Takeaway:

The Hybrid Scenario improves operations in the southern portion of the corridor but does not eliminate long-term congestion in the northern segment.



Full Capacity Scenario (5 lanes*)

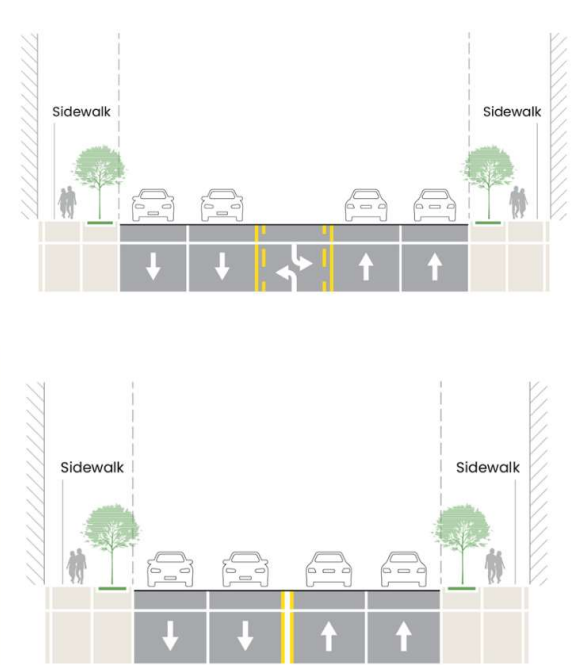
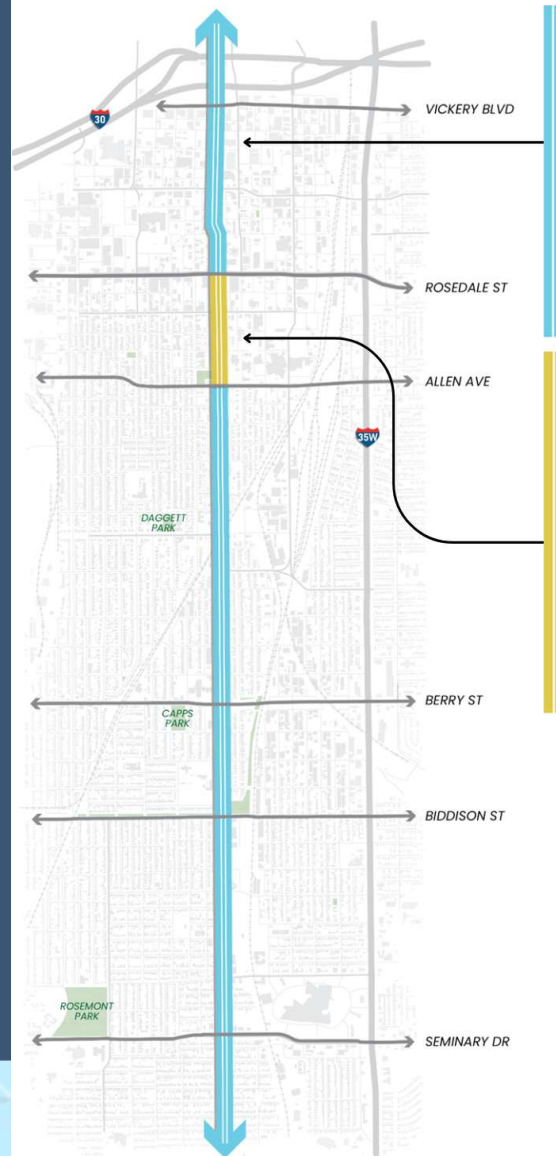
Near-Term (2025 – 2030):

- Reduced intersection delays
- Improved traffic flow corridor-wide
- Shorter travel times than other scenarios

Long-Term (2035–2045):

- All monitored segments remain within capacity
- Fewer intersections operate at LOS E/F
- Most consistent and decrease in travel times

* 4 lanes where constrained



Big Takeaway:

The Full Capacity Scenario provides the strongest long-term operational performance and accommodates projected growth through 2045.



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What Is Gained and What Is Lost?



NO CHANGE SCENARIO

KEEPS:

- Buffered bike lanes
- On-street parking
- Bus pull-offs

BUT:

- Increasing congestion after 2030
- Corridor-wide capacity limits by 2035



HYBRID SCENARIO

IMPROVES:

- Traffic flow south of Allen Ave.
- Near-term travel times

BUT:

- Long-term congestion persists north of Allen Ave.
- Removes bike lanes, on-street parking, and bus pull-offs south of Allen Ave.



FULL CAPACITY SCENARIO

PROVIDES:

- Best long-term traffic performance
- Decreases travel times
- Capacity through 2045

BUT REMOVES:

- Buffered bike lanes
- On-street parking
- Bus pull-offs



What Have we Learned?

- The three-lane configuration marginally improved safety outcomes but did not substantially reduce total crashes.
- Traffic demand continues to grow, placing increasing pressure on corridor capacity.
- The Hybrid Scenario provides targeted improvement.
- The Full Capacity Scenario provides the most consistent operational performance.
- Each scenario reflects different priorities for how Hemphill Street functions.

THE CORE QUESTION

How should Hemphill Street balance the following priorities?

- | | |
|---|---|
|  <h4>Corridor Character & Access</h4> <ul style="list-style-type: none">• Multimodal accommodations• Curbside parking and business visibility• Neighborhood context |  <h4>Corridor Performance & Reliability</h4> <ul style="list-style-type: none">• Long-term traffic flow• Travel time predictability• Capacity to accommodate growth |
|---|---|



Feedback on Scenarios:

- **No Change (3 lanes)**

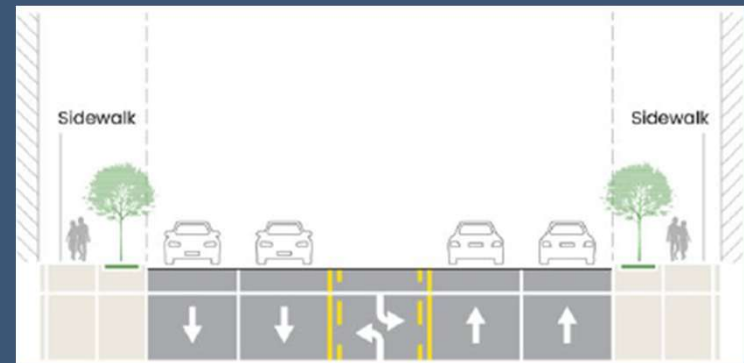
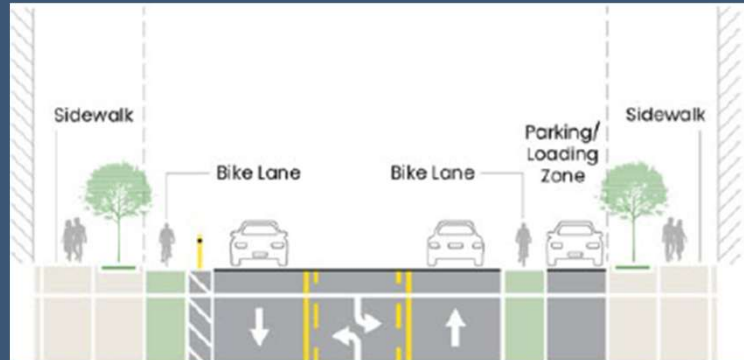
- Existing configuration with one travel lane in each direction and a center turn lane.

- **Hybrid (5 to 3 lanes transition)**

- Five lanes south of Allen Ave transitioning to three lanes north of Allen Ave.

- **Full Capacity (5 lanes)**

- Restores a five-lane segment with a four-lane segment where constrained.



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