



Hemphill Street Corridor Study

Balancing Safety, Access, and Long-Term Capacity

In 2020, Hemphill Street was reconfigured to support safety and multimodal access. As traffic volumes have grown, the corridor is experiencing increasing congestion and operational constraints, prompting this evaluation of future configurations.

CORRIDOR CONDITIONS

The 2020 reconfiguration reduced Hemphill Street from five to three vehicular lanes and introduced buffered bike lanes, on-street parking, and bus pull-offs.

WHAT WE STUDIED

This study assesses how the corridor performs under three scenarios by evaluating safety outcomes, intersection operations, travel times, multimodal access, and long-term capacity.



SAFETY



OPERATIONS



CAPACITY

SCENARIOS EVALUATED

Three scenarios were evaluated to understand how different configurations perform under current and future conditions.

No Change (3-Lane)

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

1

- Maintains bike lanes, on-street parking, and bus pull-offs
- Operates acceptably today
- Increasing congestion and capacity constraints over time

Hybrid (5 to 3 Lane Transition)

Five lanes south of Allen Avenue transitioning to three lanes north of Allen Avenue.

2

- Improves near-term operations and reduce delay at key intersection south of Allen Avenue.
- Removes bike lanes, on-street parking, and bus pull-offs south of Allen Avenue

Full Capacity (5 lanes*)

Restores a five-lane cross section with a center turn lane, with a four-lane segment where constrained.

3

- Best corridor-wide performance and decreases travel time
- Accommodates projected growth through 2045
- Requires removal of bike lanes, on-street parking, and bus pull-offs

*4 lanes where constrained

Corridor Snapshot

- Reconfigured from 5 to 3 lanes (2020)
- Traffic volumes increasing
- Congestion and delay increasing
- Study evaluates alternative configurations

2030

Multiple segments exceed capacity under existing configuration



2045

Corridor-wide congestion under existing configuration



KEY TAKEAWAYS

No-Build: Increasingly reduced performance over time

Hybrid: Near-term operational improvement, not sustainable

Full Capacity: Strongest long-term performance