

# 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.

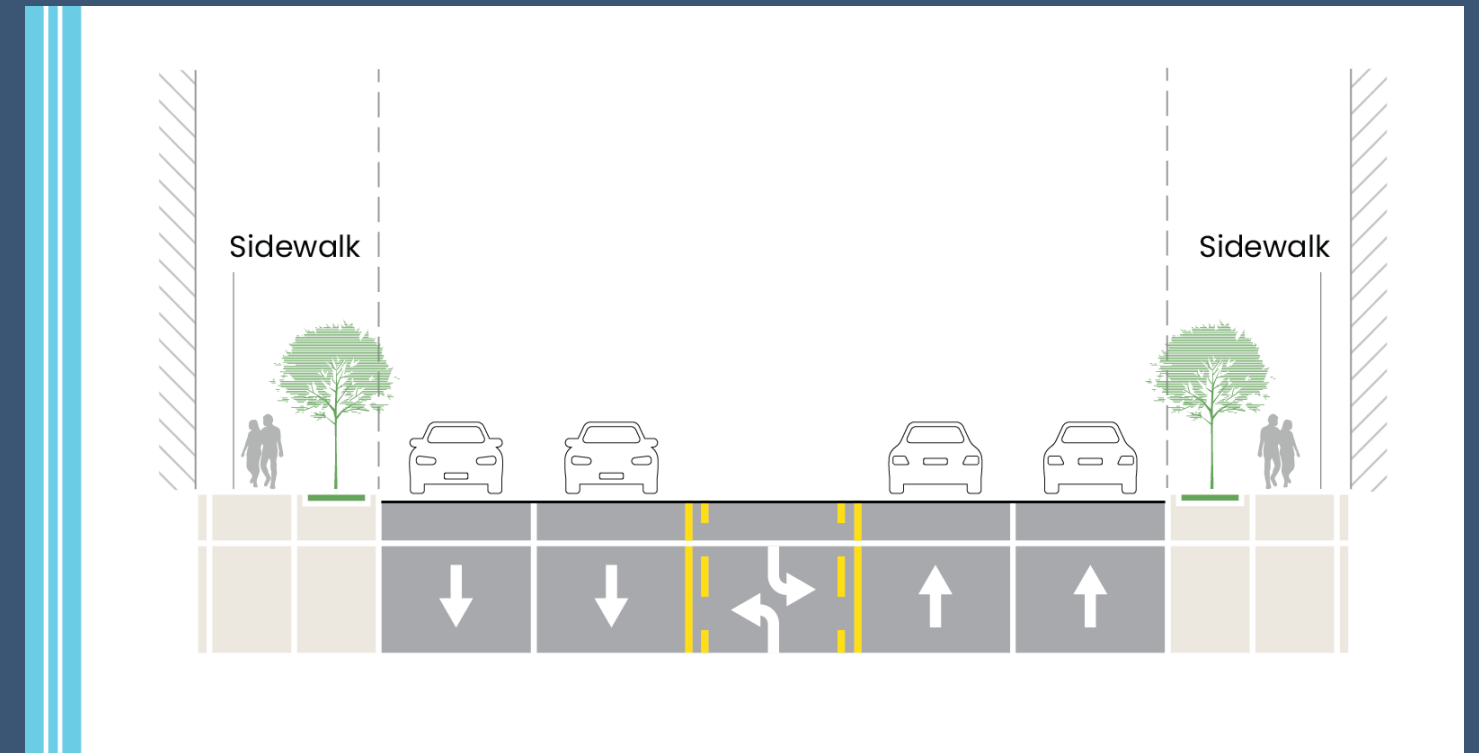
## THE GOALS WERE TO:

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

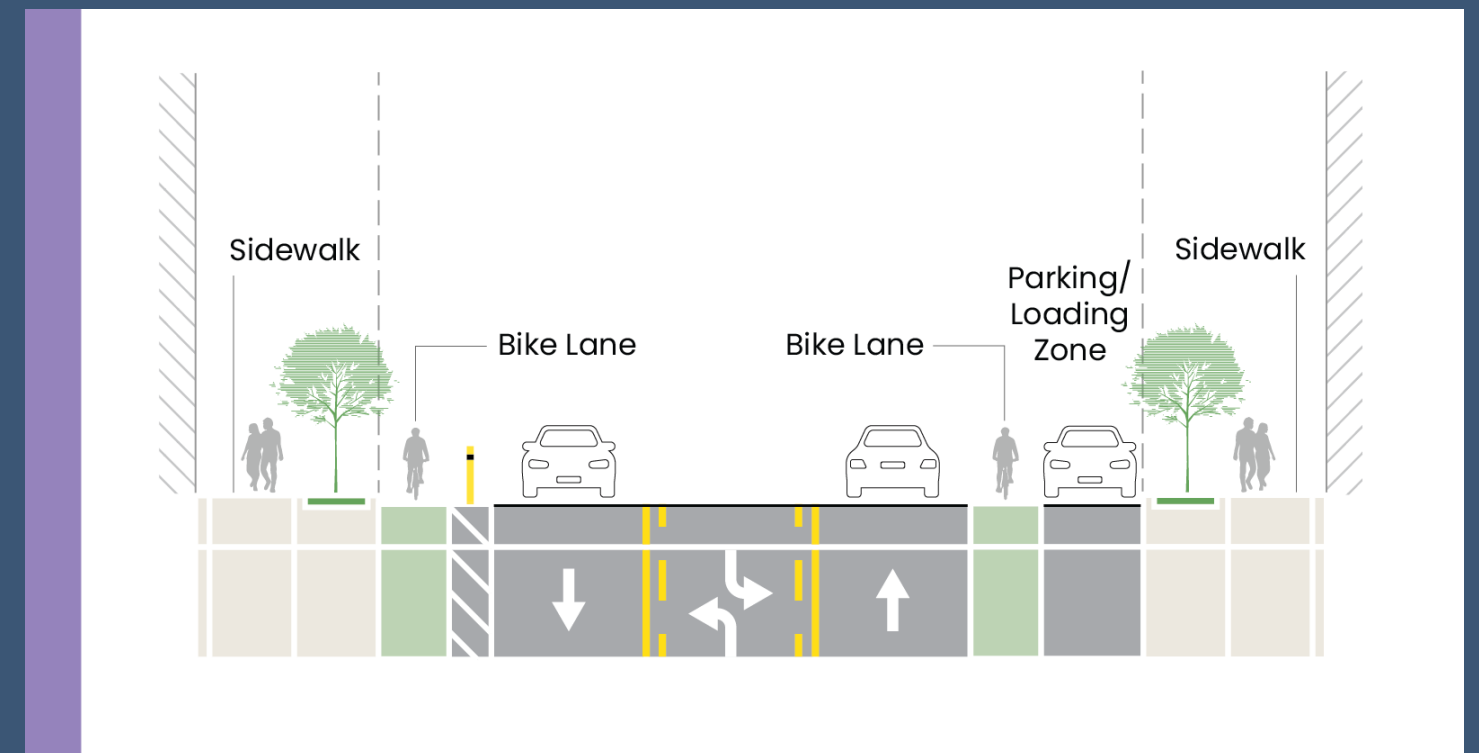
## SINCE THEN:

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

FIVE-LANE CONFIGURATION



THREE-LANE CONFIGURATION



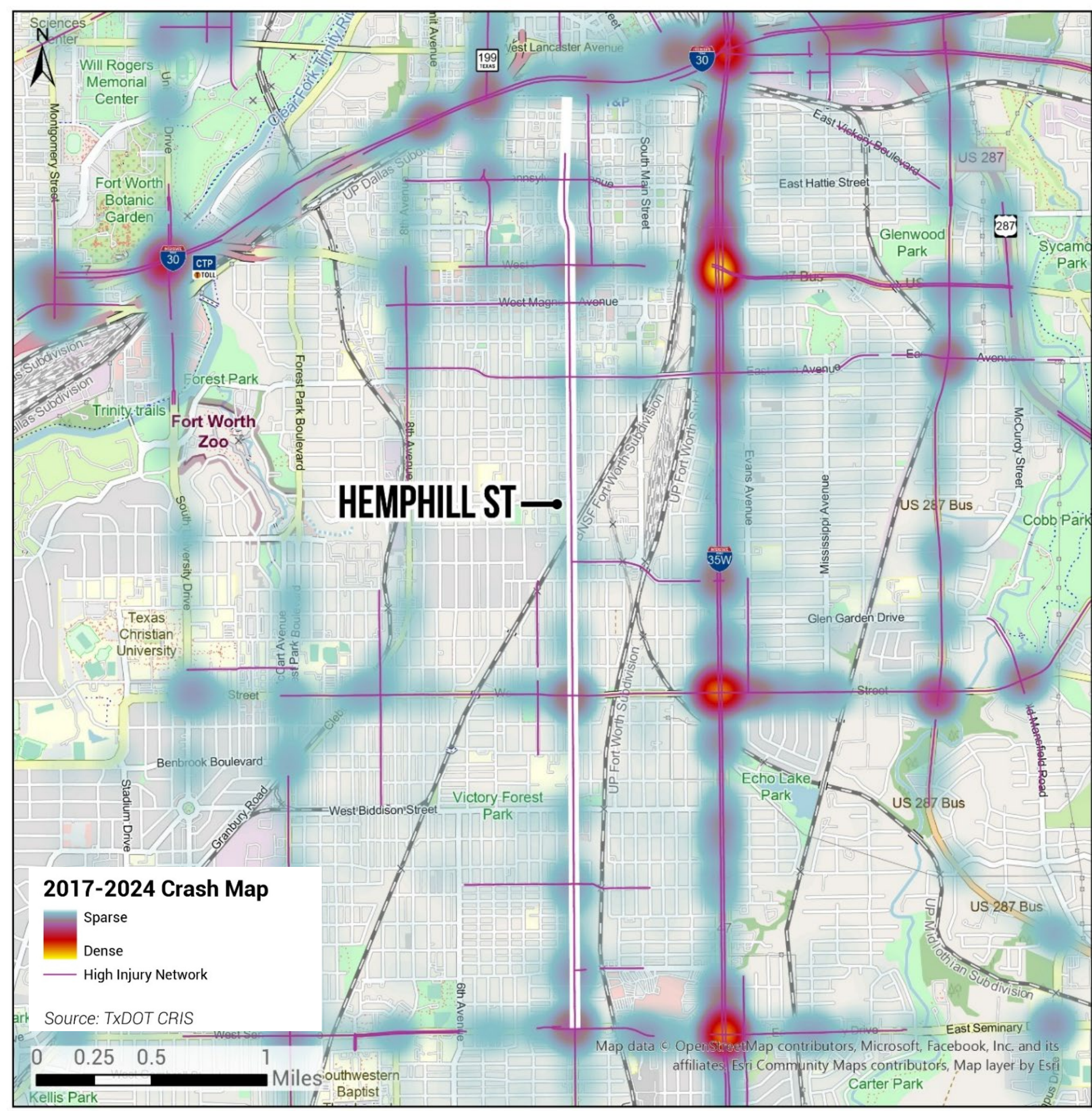
# Safety: What Changed?

**Since 2020:**

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

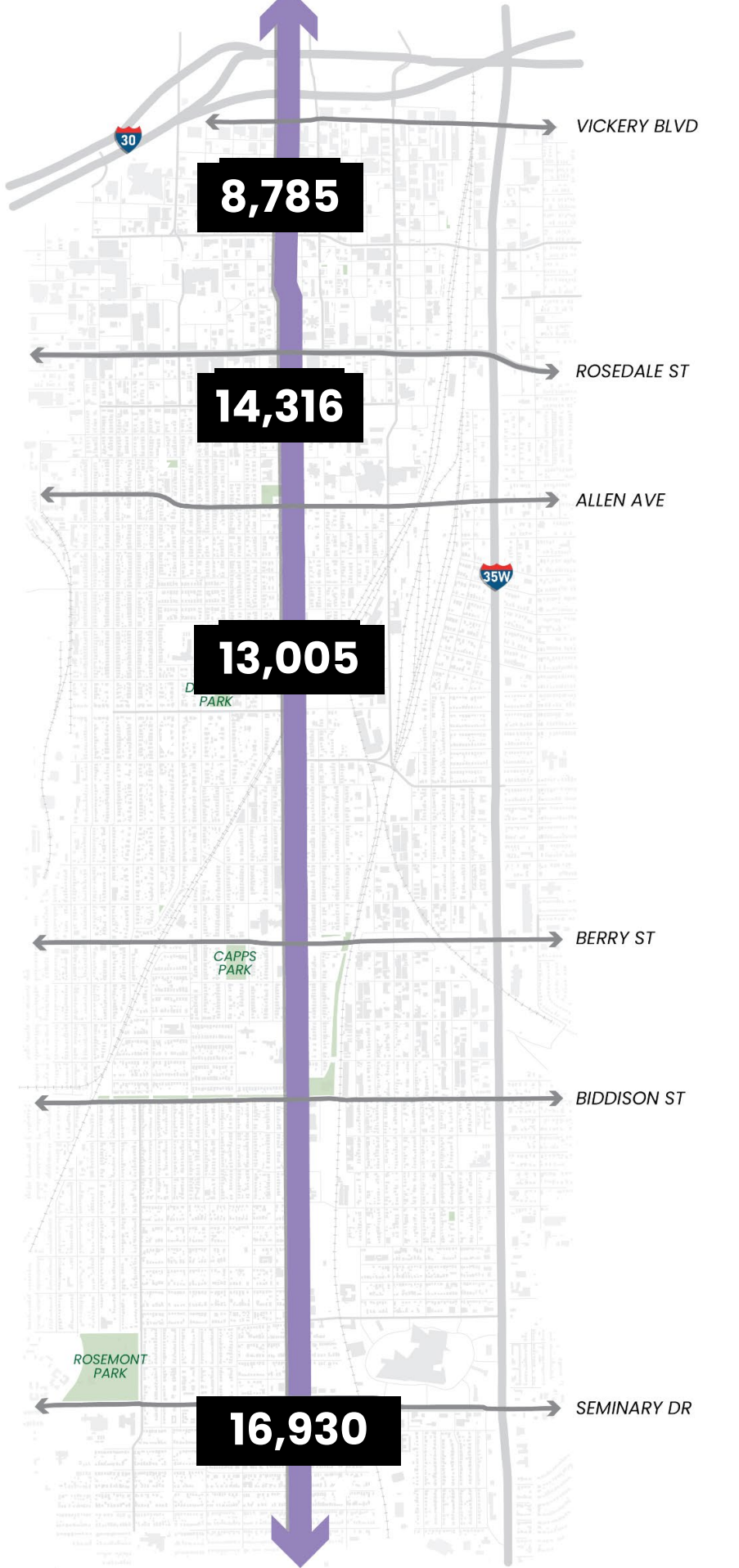
**Safety trends show marginal improvement.**

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

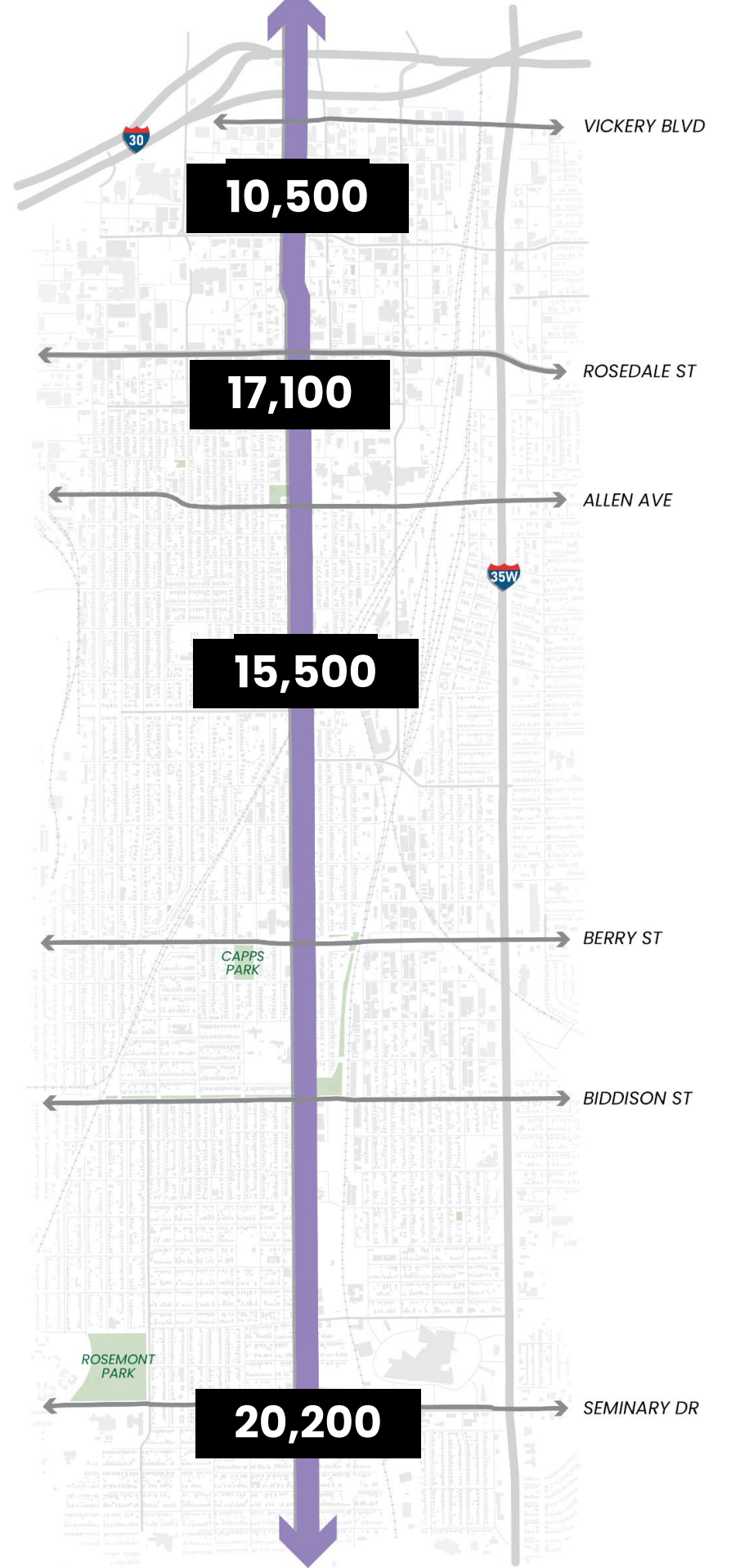


# Corridor Daily Volumes Trend by Year

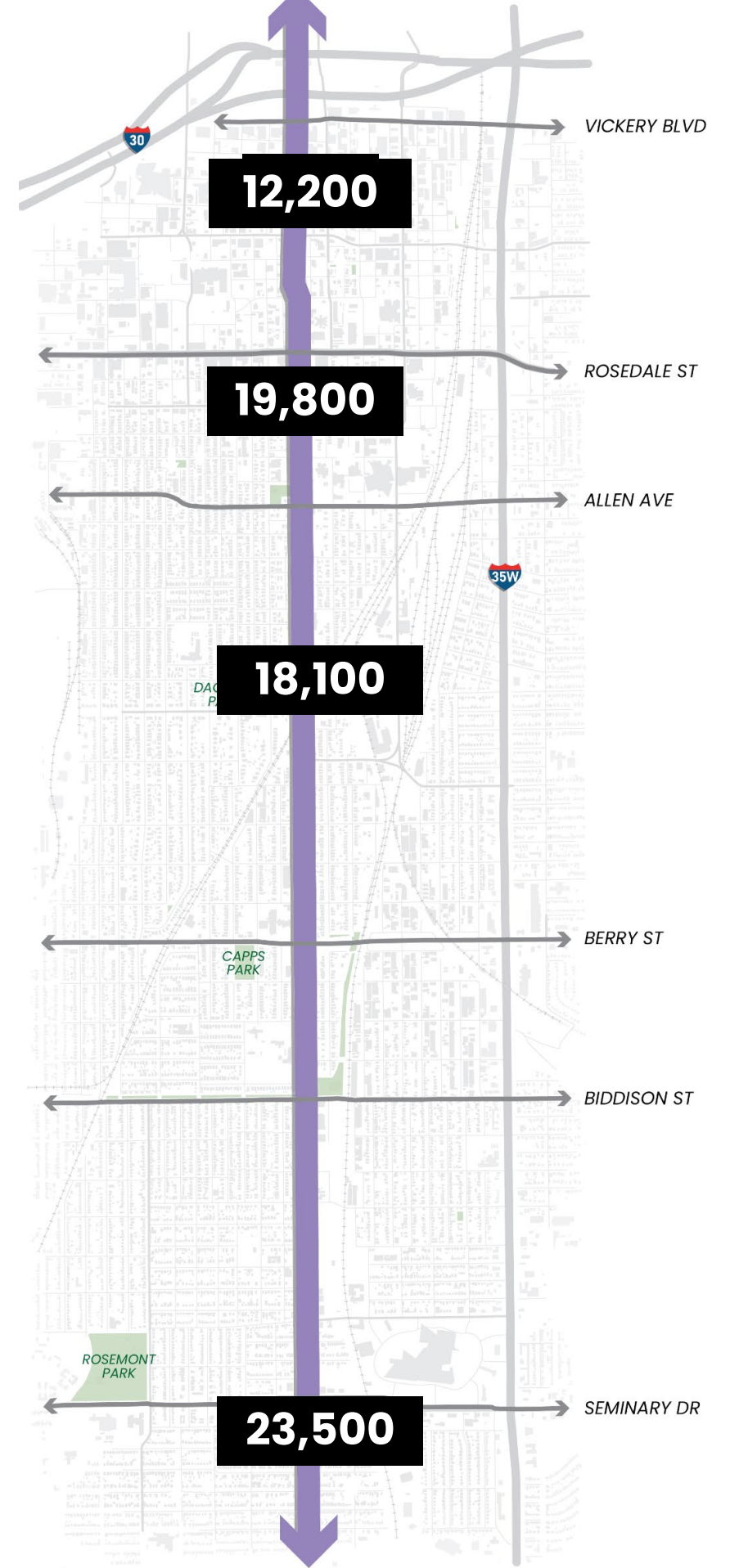
## 2025 Actual Counts



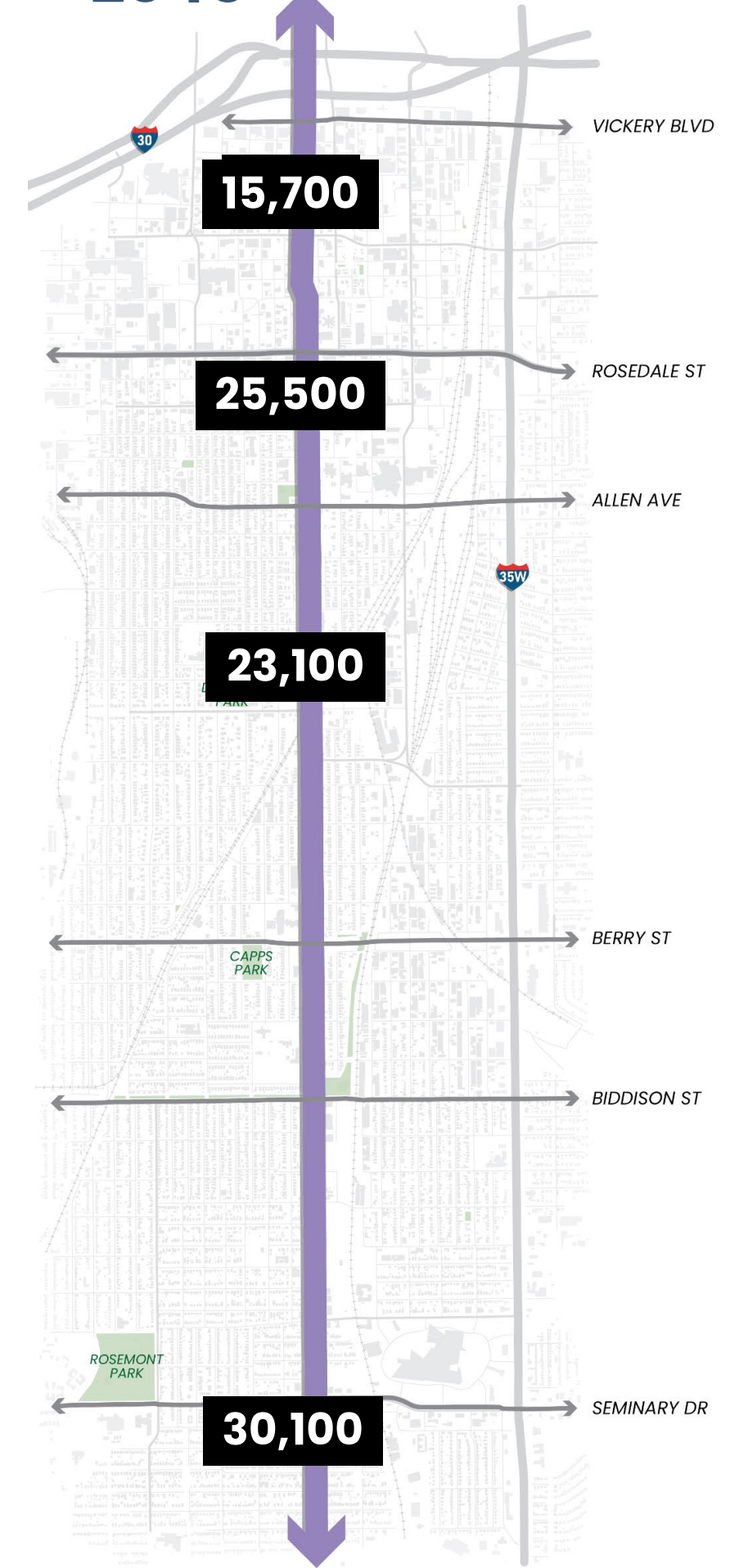
## 2030



## 2035



## 2045






# What was studied?

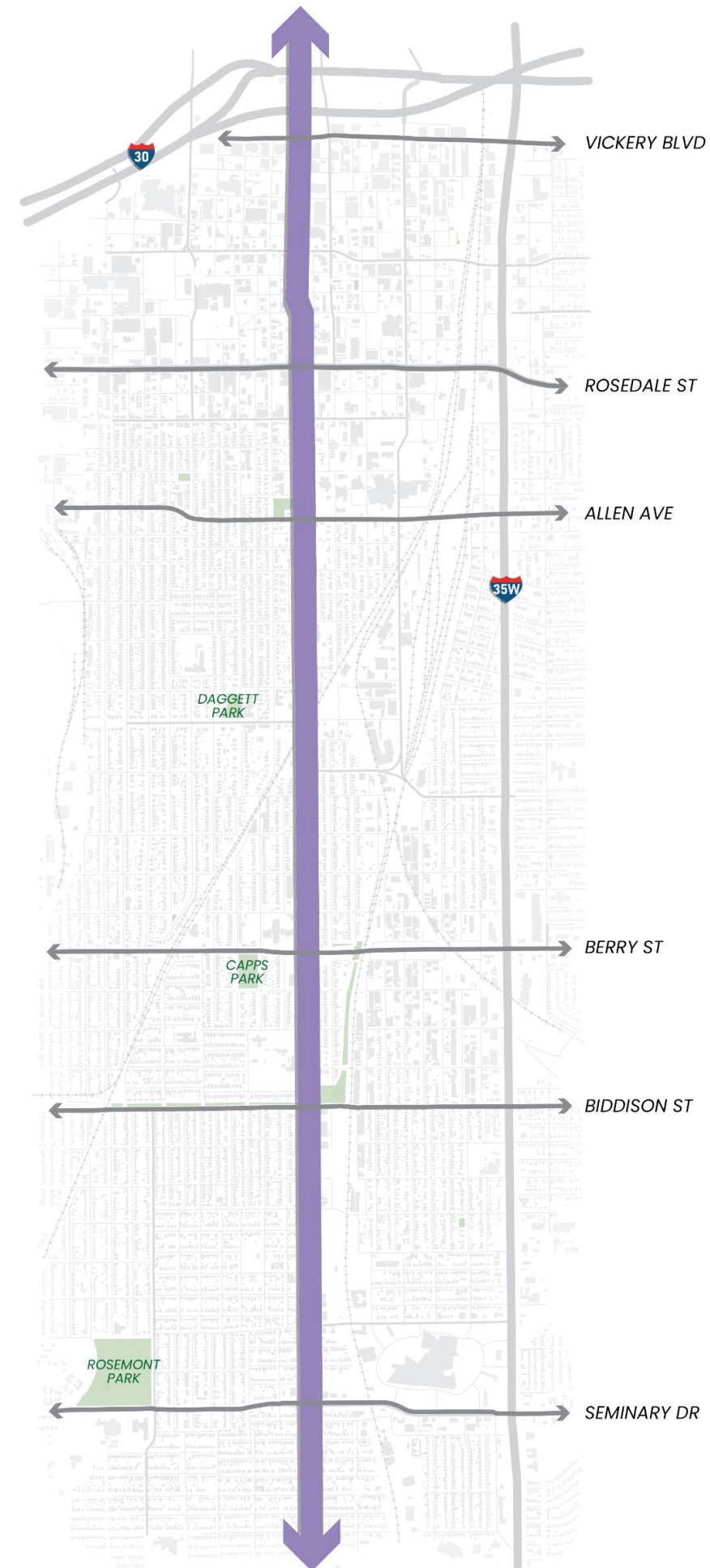
Across three scenarios, we examined:

- 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

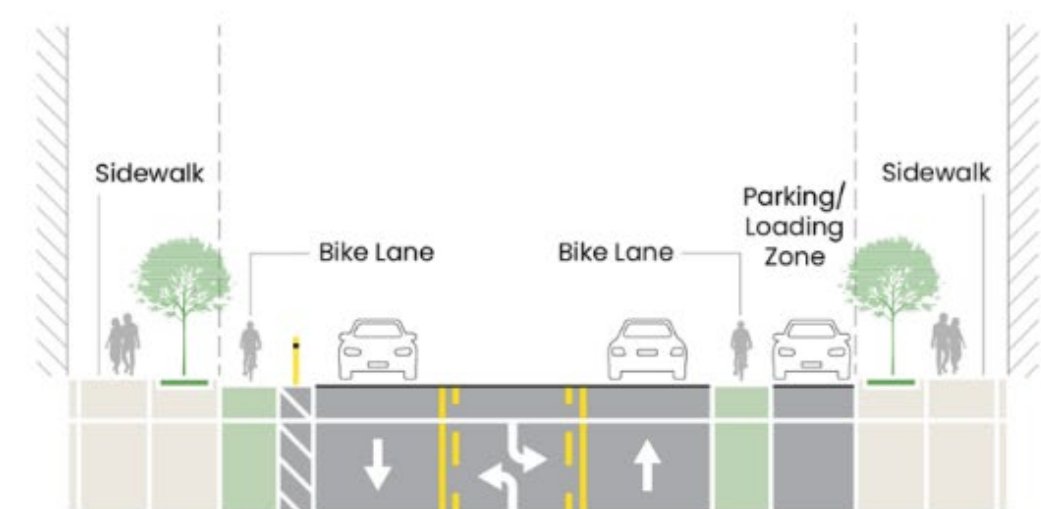
## 2030 - 2045:

- 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.*



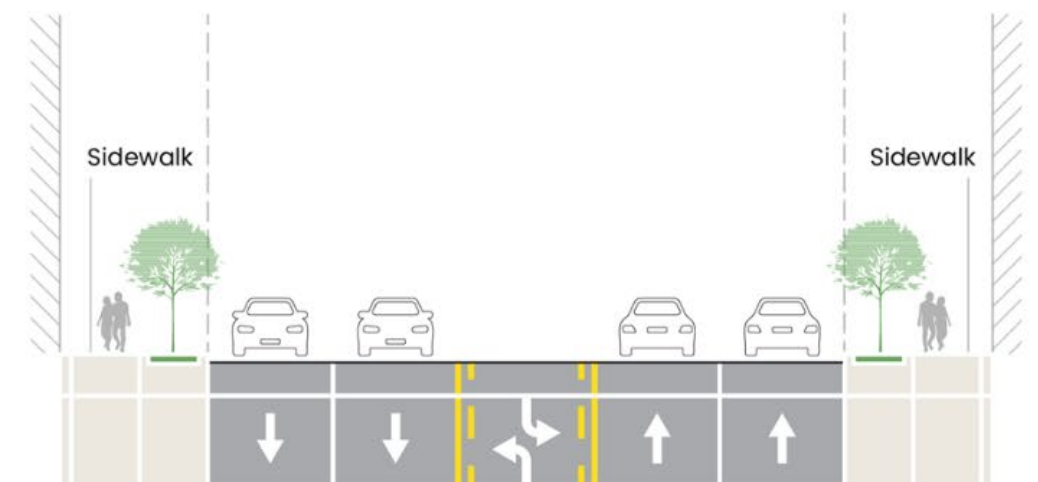
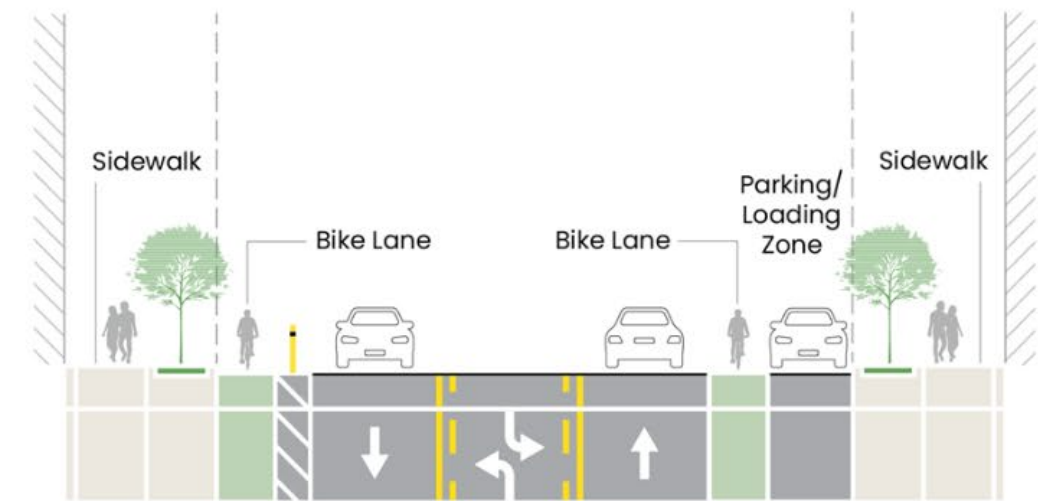
# Hybrid Scenario (5 to 3 lanes transition)

## 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\*)

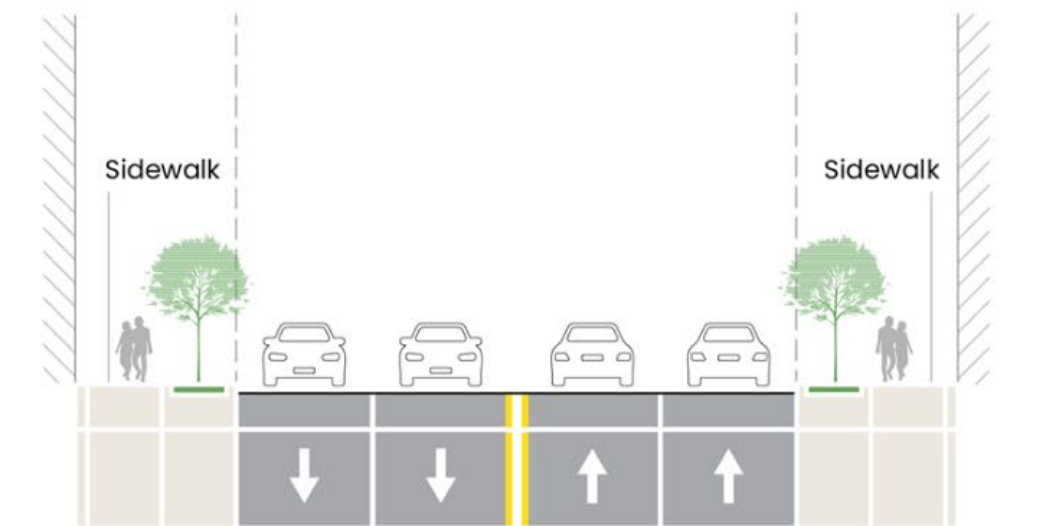
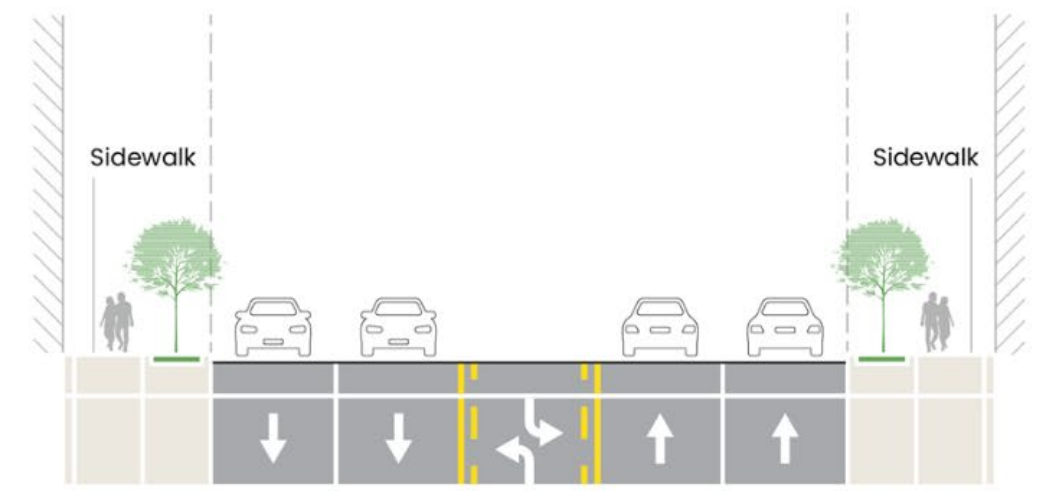
## Near-Term (2025 – 2030):

- 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.*

# 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



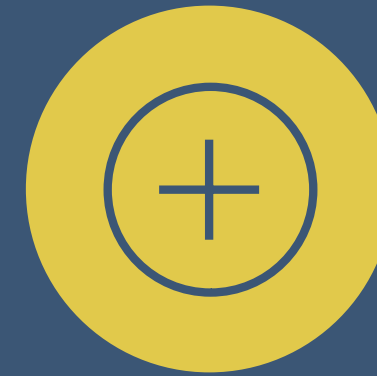
## HYBRID SCENARIO

### 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?*



### Corridor Character & Access

- Multimodal accommodations
- Curbside parking and business visibility
- Neighborhood context



### Corridor Performance & Reliability

- Long-term traffic flow
- Travel time predictability
- Capacity to accommodate growth

## Feedback on Scenarios:

- **No Change (3 lanes)**

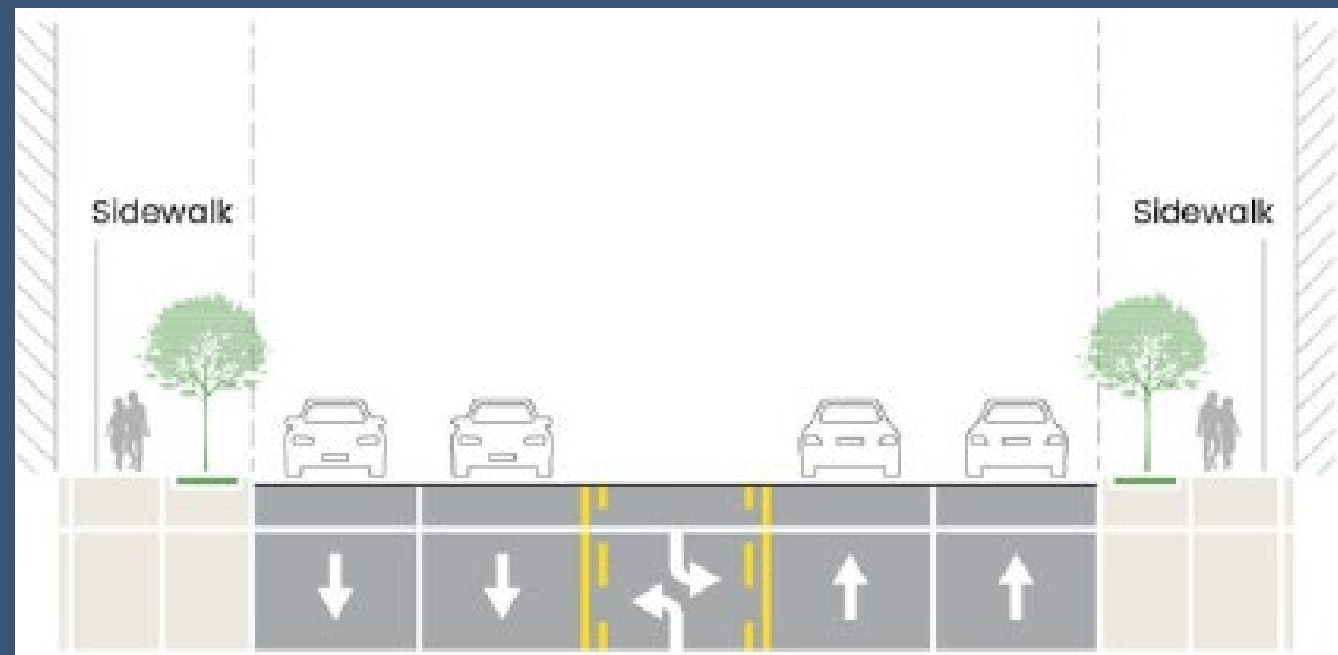
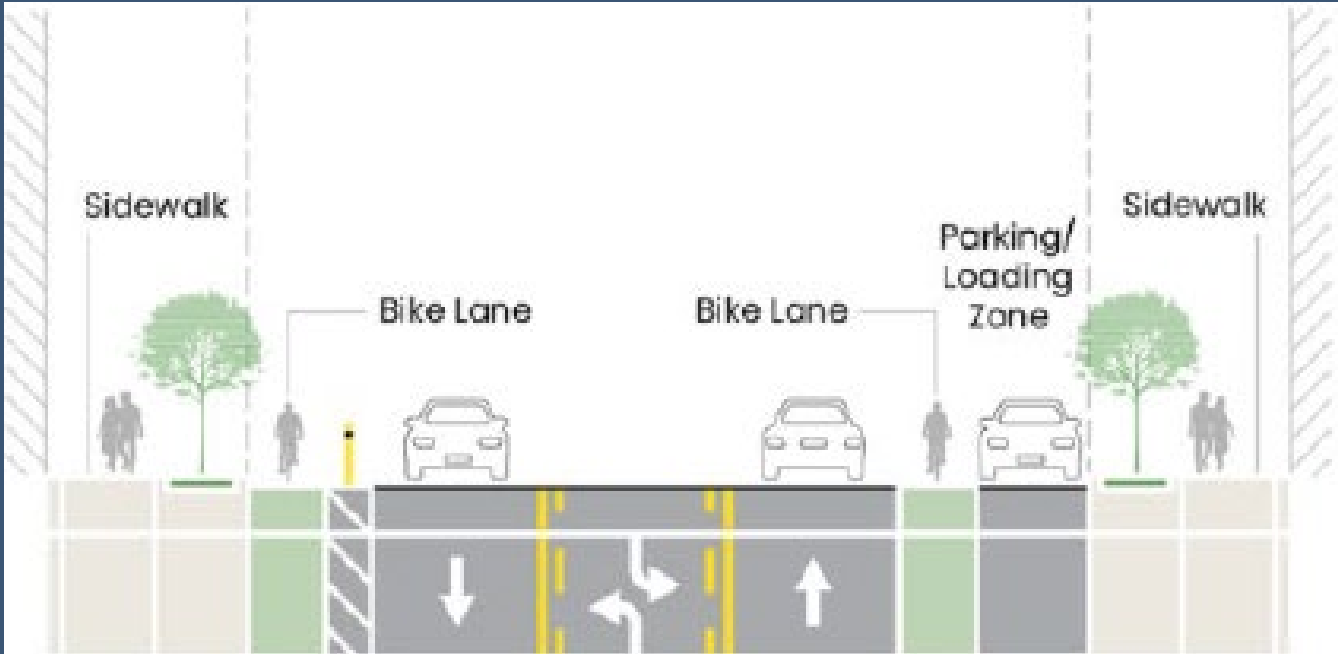
- Existing configuration with one travel lane in each direction and a center turn lane.

- **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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