



Kimley»Horn

01/18/2024

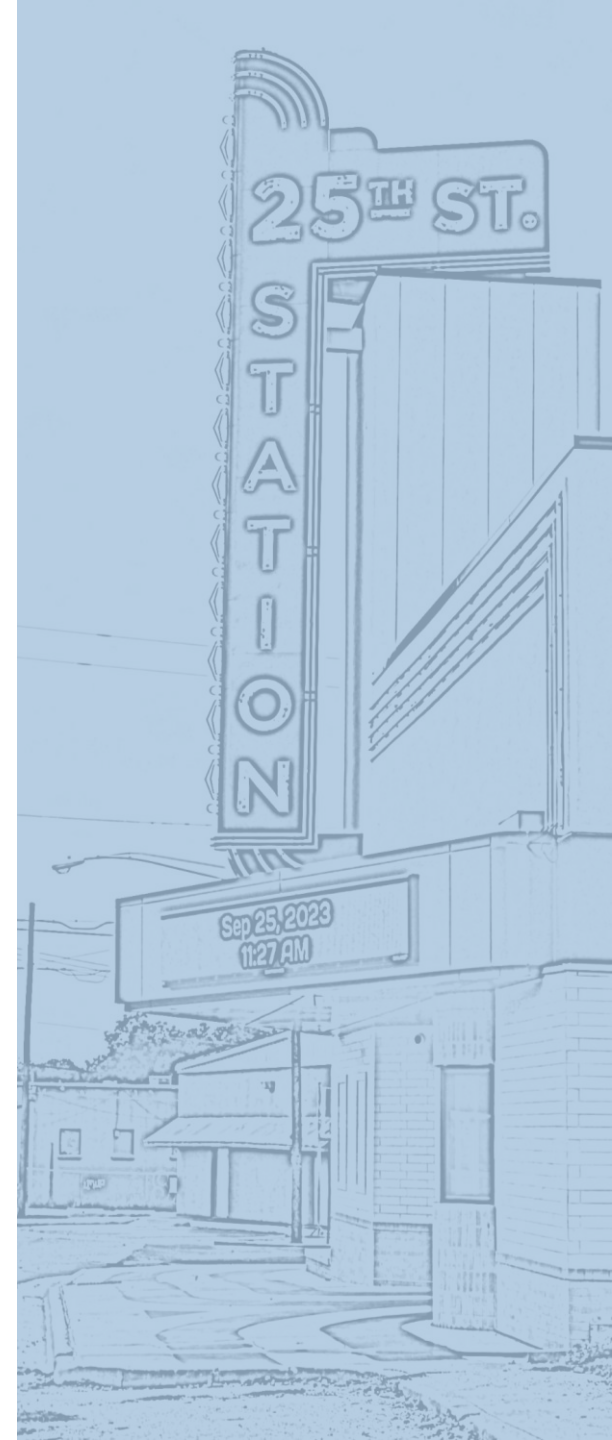
WACO

25TH STREET

CORRIDOR

# Agenda

- Project Overview
- Public Engagement
- Preferred Vision Statements (Draft)
- Preferred Corridor Theme (Draft)
- Mobility
- Next Steps



**preferred vision statement  
(draft)**

# Draft Vision Statement

Now and in the future, 25<sup>th</sup> Street will preserve and enhance our collective **heritage and culture** that defines this vibrant community. Through **thoughtful planning** and **engagement with the community**, we aim to create a corridor that **recognizes the significance of the corridor's history** as a foundation for shaping its future, including inspiration from **the Hispanic/Latino community, Victorian/Arts and Craft-style homes, mid-century architecture, and more**. By incorporating authentic elements of our culture into future designs, we will create a corridor that is a **source of pride for residents and business owners** and a **destination** that attracts visitors from near and far. By thoughtfully incorporating contextual architectural elements and multimodal infrastructure that **pay homage to the corridor's historical roots**, we will create a corridor that serves as a living testament to its past while safely and efficiently moving people through its robust, pedestrian-friendly street network.

**corridor theme recap**

# CULTURAL THEME | TEMA CULTURAL

## EXISTING CORRIDOR PRECEDENTS | EJEMPLOS EXISTENTES EN EL CORREDOR



## CONCEPTUAL IMAGERY | IMÁGENES CONCEPTUALES



# CULTURAL THEME STREET FURNITURE | TEMA CULTURAL: MOBILIARIO URBANO

## GATEWAYS | ENTRADAS



## SITE FURNISHINGS | MOBILIARIO URBANO



# CONTEXTUAL ARCHITECTURE THEME | TEMA DE ARQUITECTURA CONTEXTUAL

## EXISTING CORRIDOR PRECEDENTS | EJEMPLOS EXISTENTES EN EL CORREDOR



## CONCEPTUAL IMAGERY | IMÁGENES CONCEPTUALES



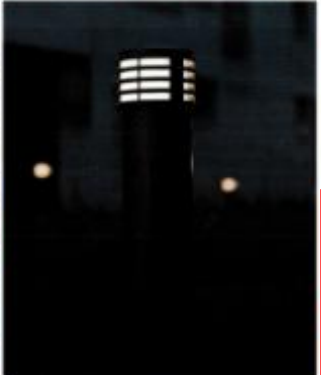


# CONTEXTUAL ARCHITECTURE THEME STREET FURNITURE | TEMA DE ARQUITECTURA CONTEXTUAL: MOBILIARIO URBANO

## GATEWAYS | ENTRADAS



## SITE FURNISHINGS | MOBILIARIO URBANO



# EXAMPLES OF COMPLETE STREET PROJECTS | EJEMPLOS DE PROYECTOS DE CALLES COMPLETAS



**preferred corridor theme**

# PREFERRED CONCEPTUAL IMAGERY AND PRECEDENTS | PRECEDENTES E IMAGENES CONCEPTUALES PREFERIDAS

## EXISTING CORRIDOR PRECEDENTS | EJEMPLOS EXISTENTES EN EL CORREDOR



## CONCEPTUAL IMAGERY | IMÁGENES CONCEPTUALES



## EXAMPLES OF COMPLETE STREET PROJECTS | EJEMPLOS DE PROYECTOS DE CALLES COMPLETAS



# PREFERRED GATEWAYS AND FURNITURE | ENTRADAS Y MOBILIARIO PREFERIDAS

## GATEWAYS | ENTRADAS



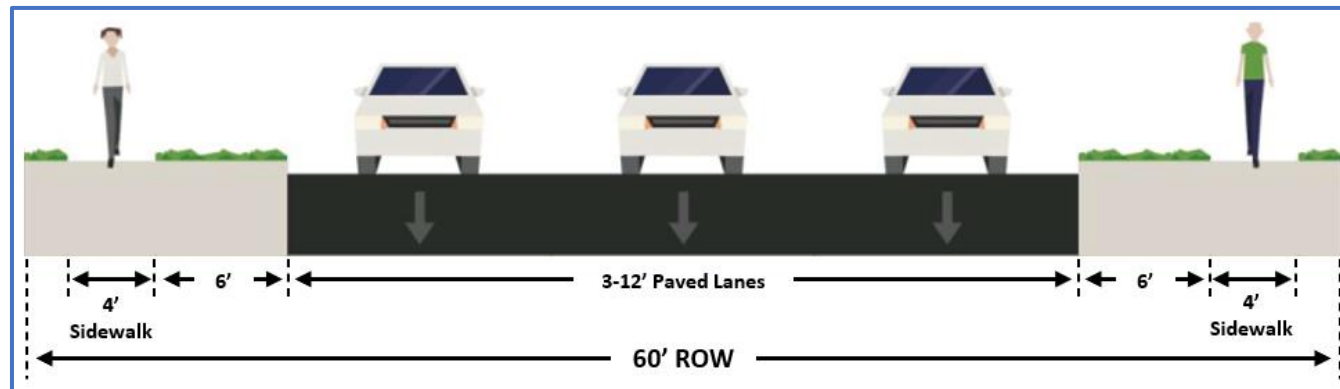
## SITE FURNISHINGS | MOBILIARIO URBANO



**mobility**

# Existing Conditions Overview

What does the corridor look like?



- Arterial on the 2012 Thoroughfare Plan
  - Functions closer to a Collector



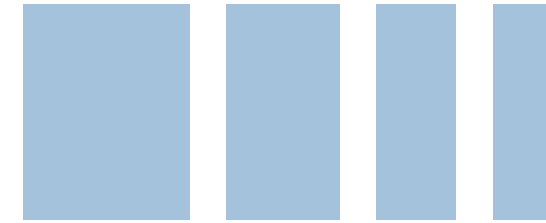
# How does the configuration change along the corridor?



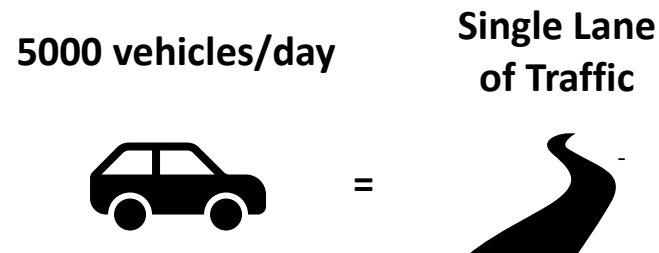
Sep 25, 2023  
11:27 AM



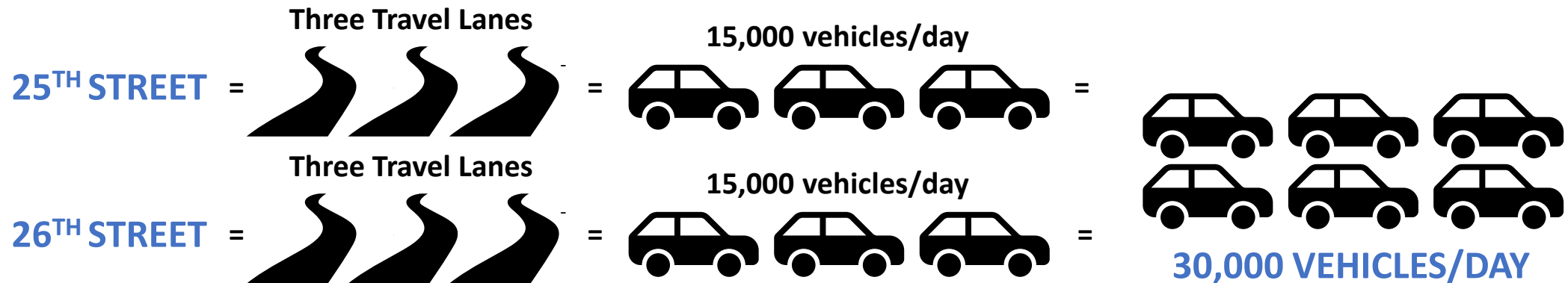
# How do existing volumes affect operations?



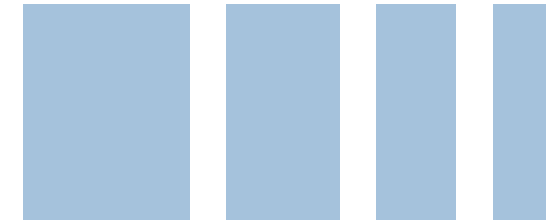
## STANDARD PRACTICE FOR COLLECTOR LANE CAPACITY



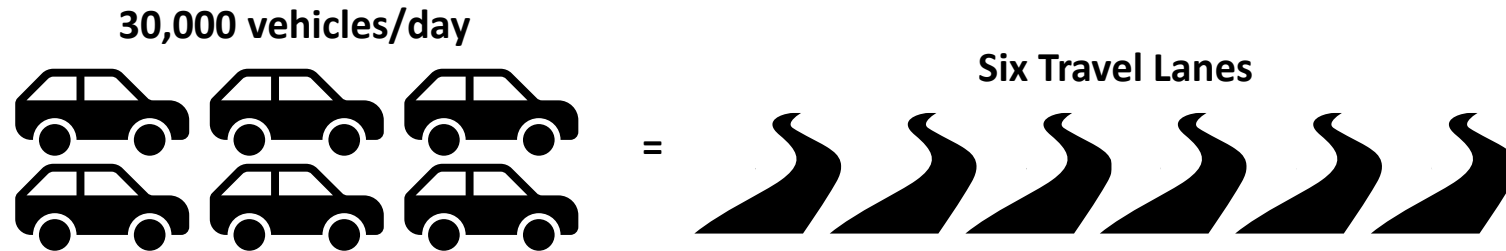
## 25<sup>TH</sup> STREET AND 26<sup>TH</sup> STREET MAXIMUM LANE CAPACITY



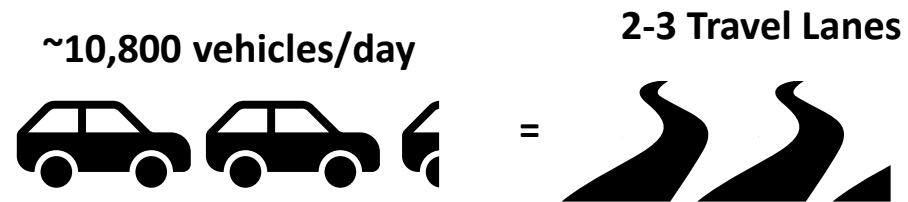
# How do existing volumes affect operations?



## 25<sup>TH</sup> STREET AND 26<sup>TH</sup> STREET MAXIMUM LANE CAPACITY



## 25<sup>TH</sup> STREET AND 26<sup>TH</sup> STREET EXISTING OPERATIONS



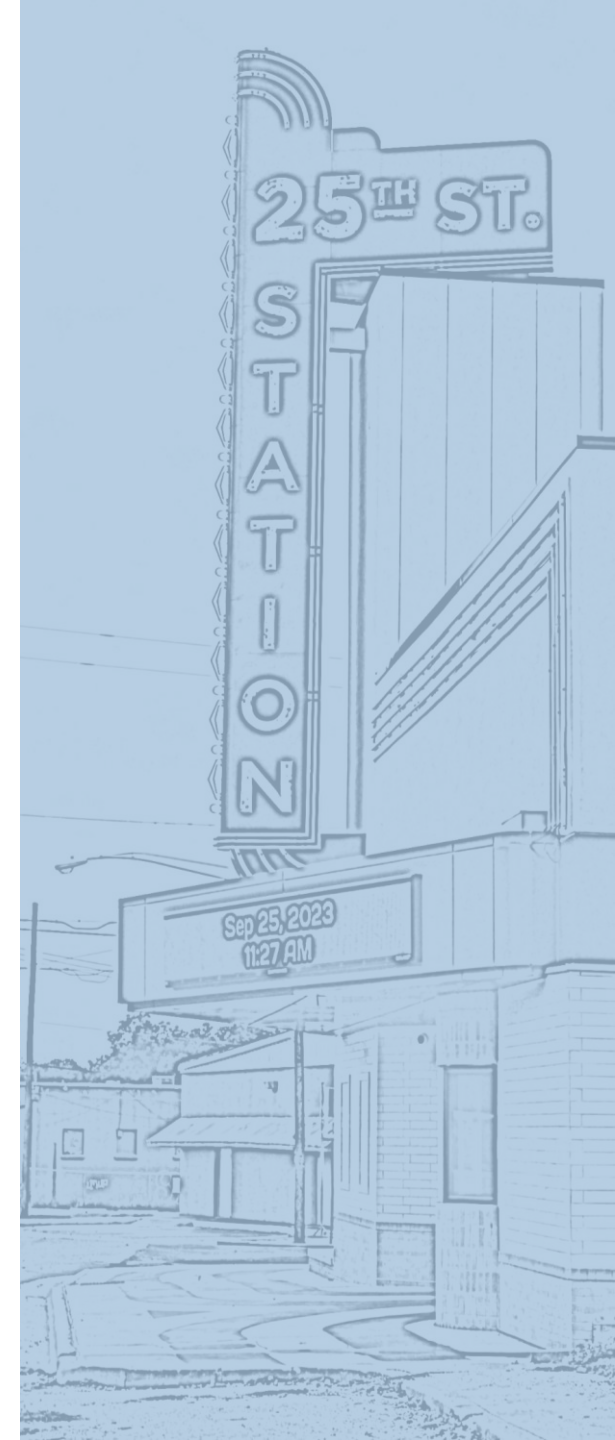
Existing demand is 10,800 veh/day.

# Intersection Level of Service

Capacity is defined in terms of **Level of Service (LOS)**. LOS is a qualitative term describing driver operating conditions along a specific street or highway during a specific time interval (typically a “peak” hour).

LEVEL OF SERVICE	AVERAGE TOTAL DELAY (PER VEHICLE)	
	UNSIGNALIZED INTERSECTIONS	SIGNALIZED INTERSECTIONS
A	0-10 sec	0-10 sec
B	> 10-15 sec	> 10-20 sec
C	> 15-25 sec	> 20-35 sec
D	> 25-35 sec	> 35-55 sec
E	> 35-50 sec	> 55-80 sec
F	> 50 sec	> 80 sec

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

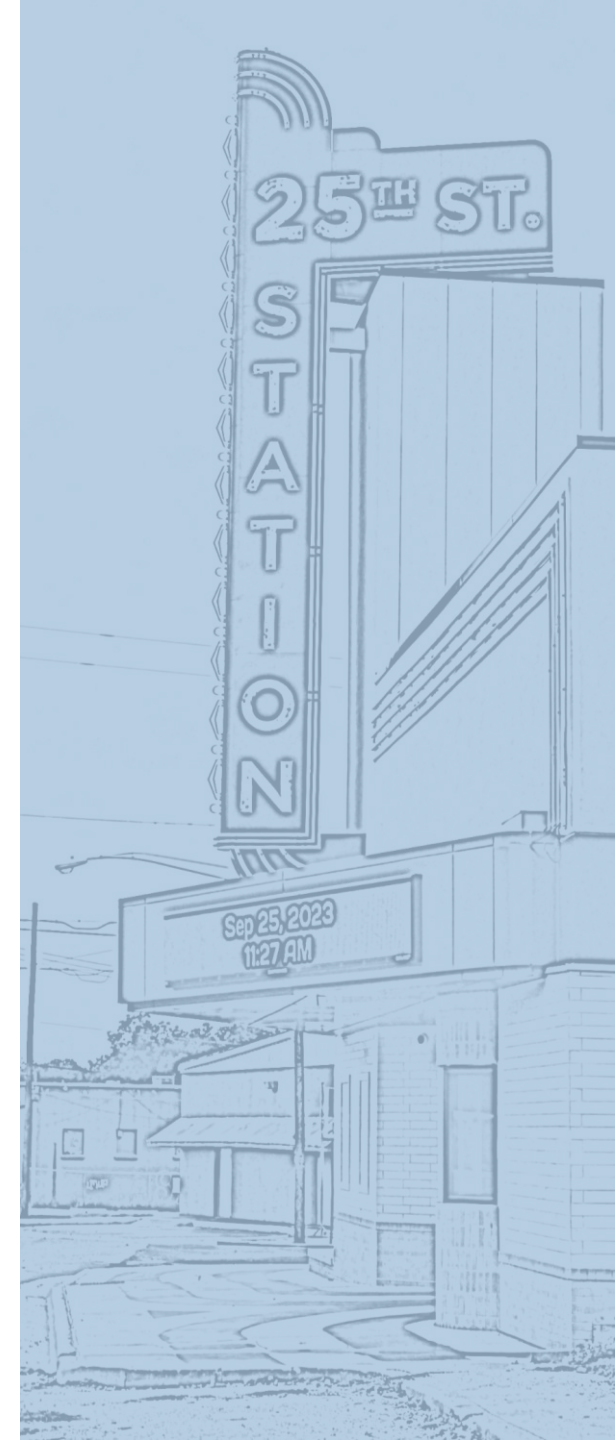


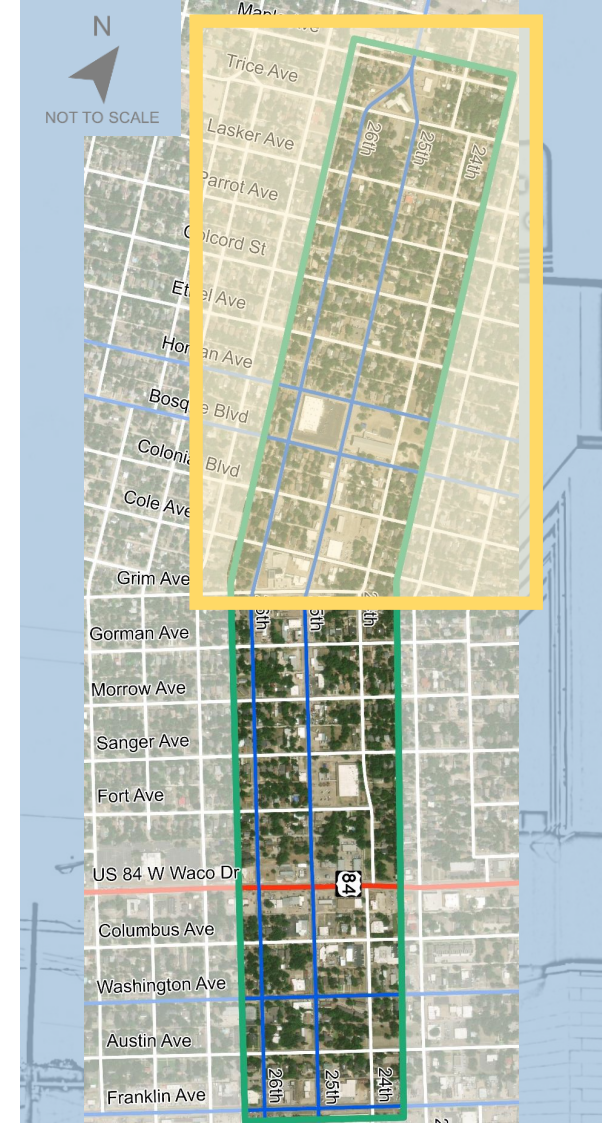
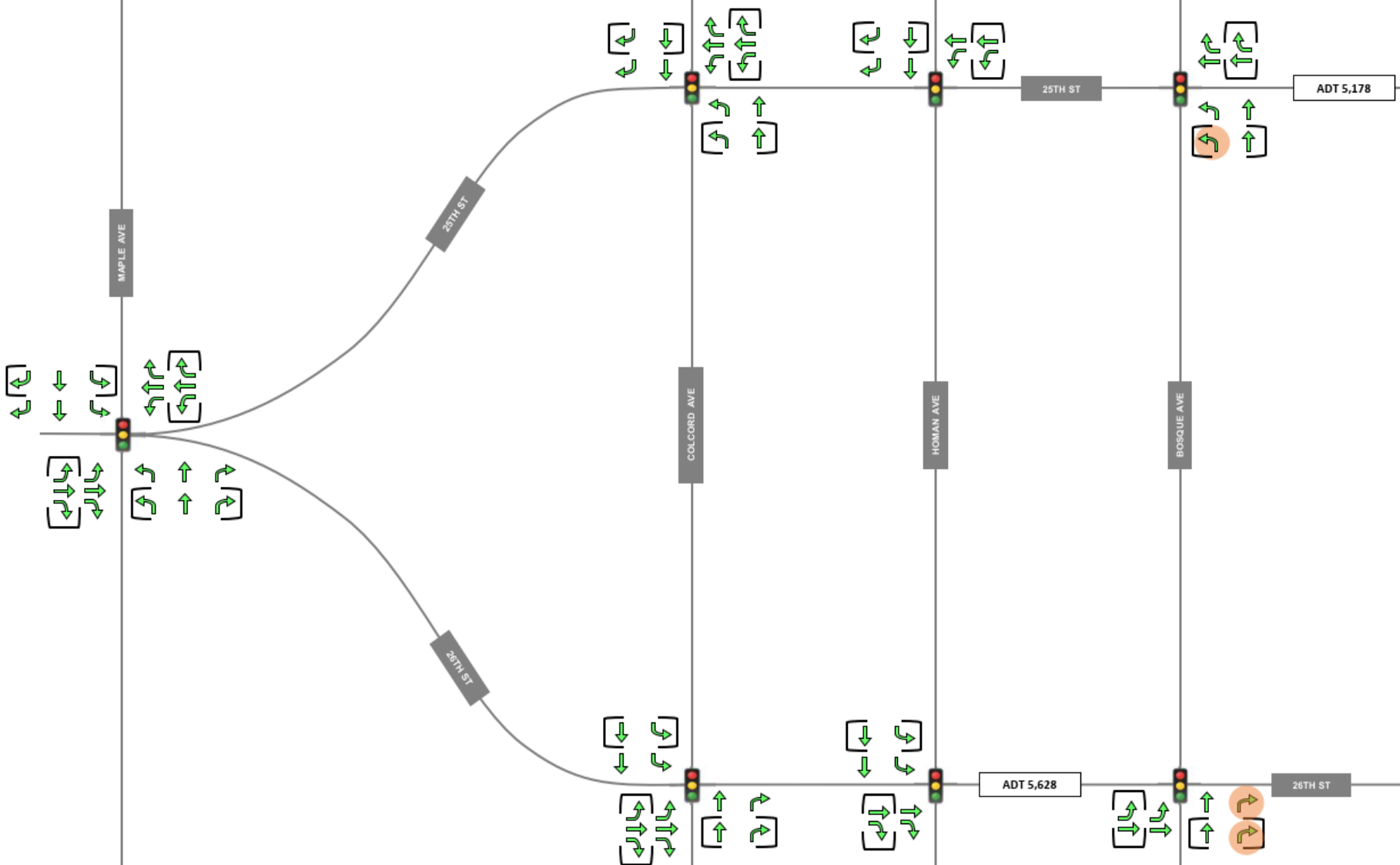
# Intersection Level of Service

Capacity is defined in terms of **Level of Service (LOS)**. LOS is a qualitative term describing driver operating conditions along a specific street or highway during a specific time interval (typically a “peak” hour).

LEVEL OF SERVICE	LEVEL OF SERVICE ACCEPTANCE
A	ACCEPTABLE
B	
C	
D	TOLERABLE
E	FAILING
F	

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.





### LEGEND

#### LEVEL OF SERVICE

- Acceptable
- Tolerable
- Failing

#### LEFT & RIGHT TURNING MOVEMENT VOLUMES

- Volume > 100 vehicles
- Volume > 200 vehicles

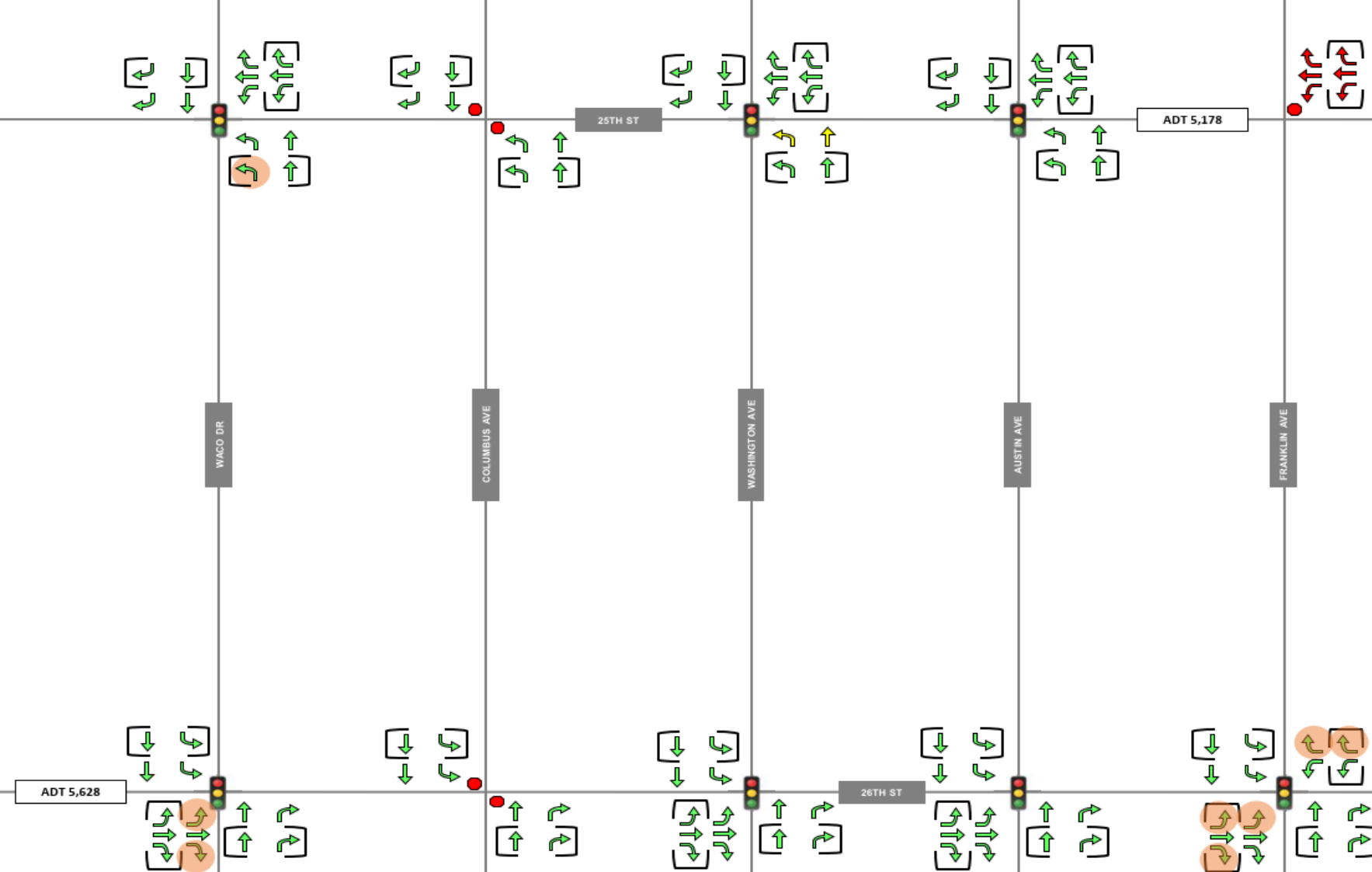
#### INTERSECTION PEAK HOUR

- AM Peak Hour
- PM Peak Hour

- Stop-Controlled Approach

#### Existing Facility

- Signalized Intersection



### LEGEND

#### LEVEL OF SERVICE

- Acceptable
- Tolerable
- Failing

#### LEFT & RIGHT TURNING MOVEMENT VOLUMES

- Volume > 100 vehicles
- Volume > 200 vehicles

#### INTERSECTION PEAK HOUR

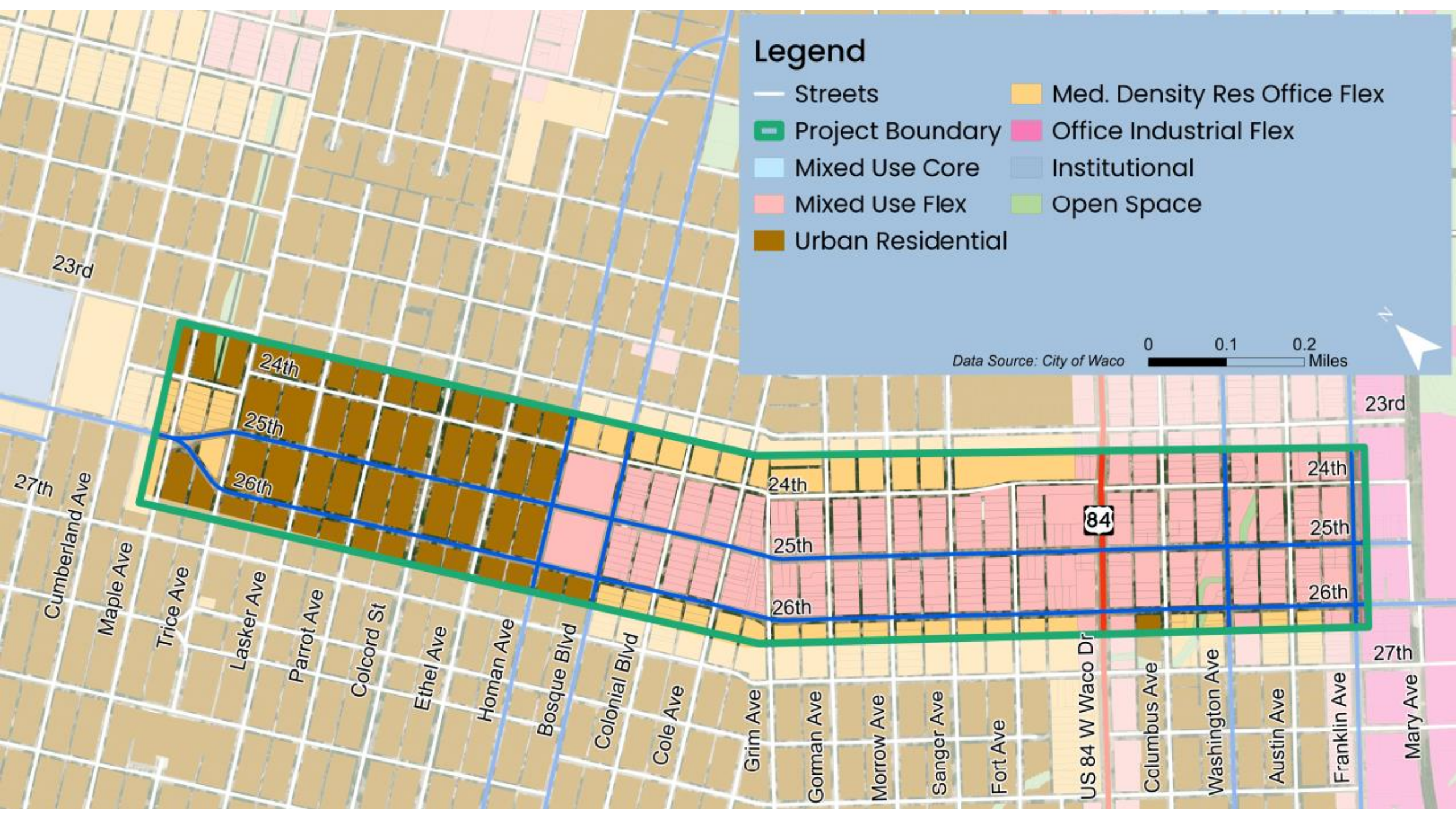
- AM Peak Hour
- PM Peak Hour

- Stop-Controlled Approach

#### Existing Facility

- Signalized Intersection

# alternative corridor options



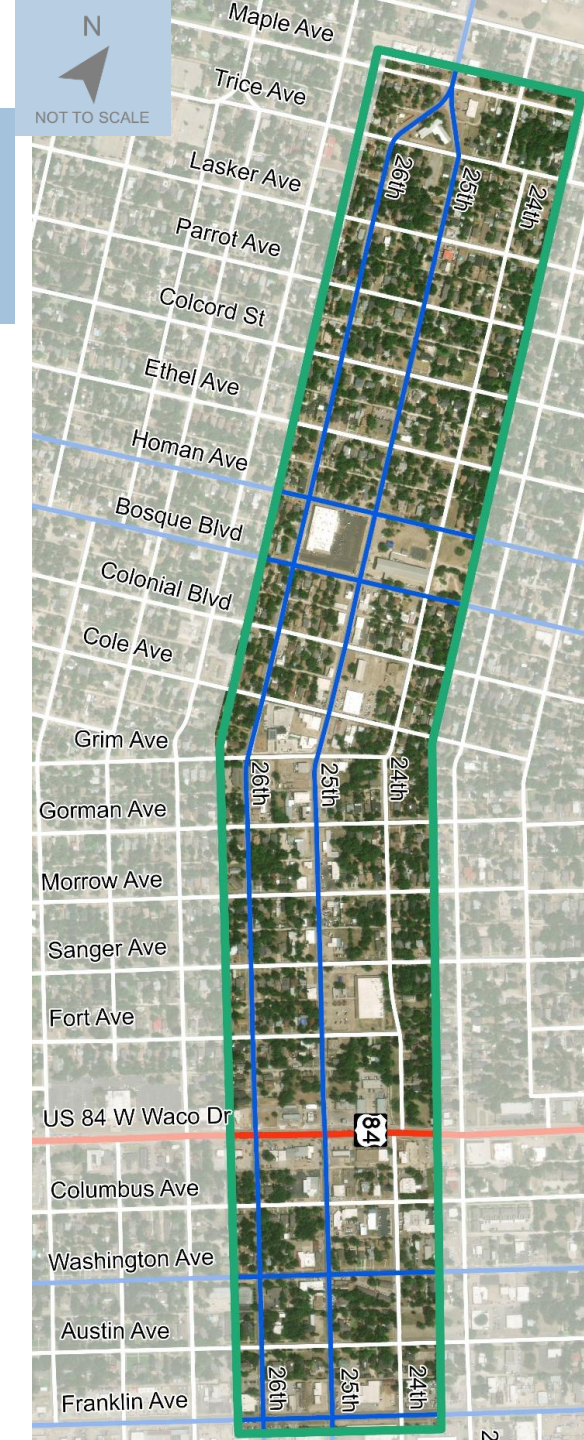


# Preliminary Considerations

## Alternative Corridor Options

- Key Issues

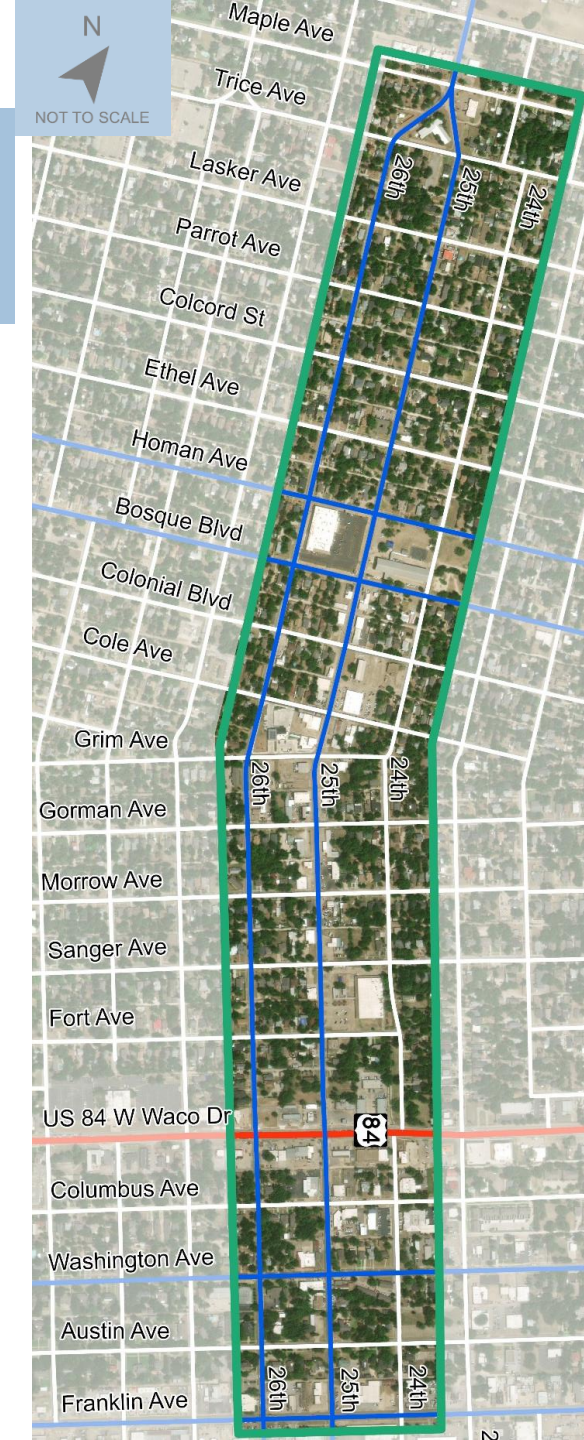
- Speeding Concerns
- Intersection Congestion and Delay
- Opportunities for Commercial Parking
- Improved Connectivity
- Enhanced Pedestrian and Bicycle Experience
- Transit Assessment and Evaluation



# Preliminary Considerations

## Alternative Corridor Options

- Reduce to Two Lanes of Traffic Along 25<sup>th</sup>?
- Incorporate Two-Way Traffic Along 25<sup>th</sup>?
- Should 26<sup>th</sup> Street Be Disconnected?

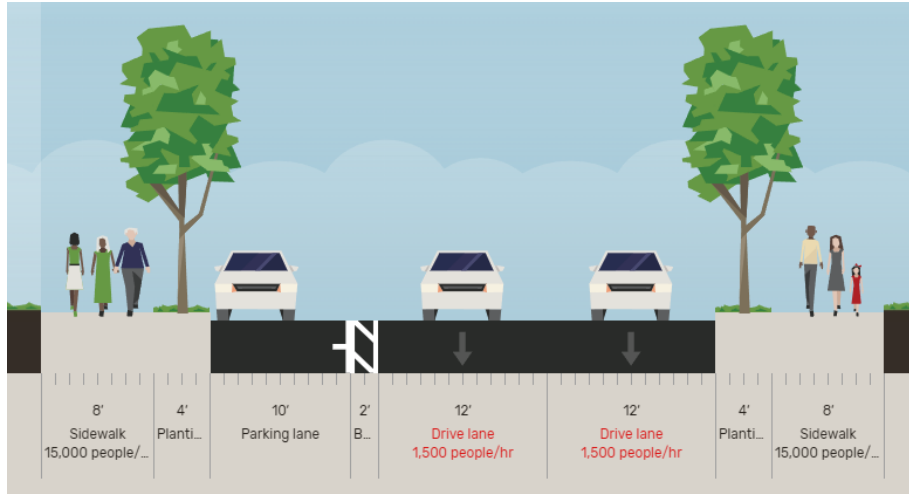


**alternative corridor options:  
traffic lane reduction**

# Alternative Corridor Options

## Option 1: Traffic Lane Reduction with Parallel Parking

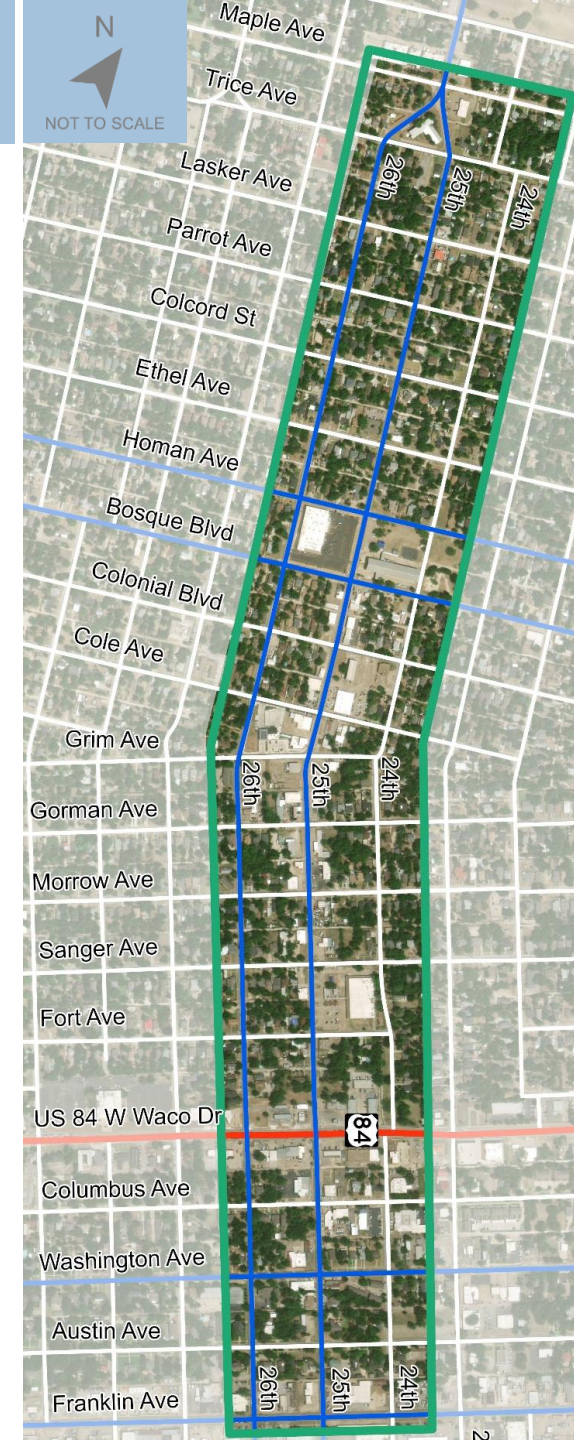
### PROPOSED CROSS SECTION OPTION:



### WHAT'S CHANGED ALONG 25<sup>TH</sup>?

- TWO LANES FOR VEHICULAR TRAFFIC
- ONE LANE FOR PARALLEL PARKING

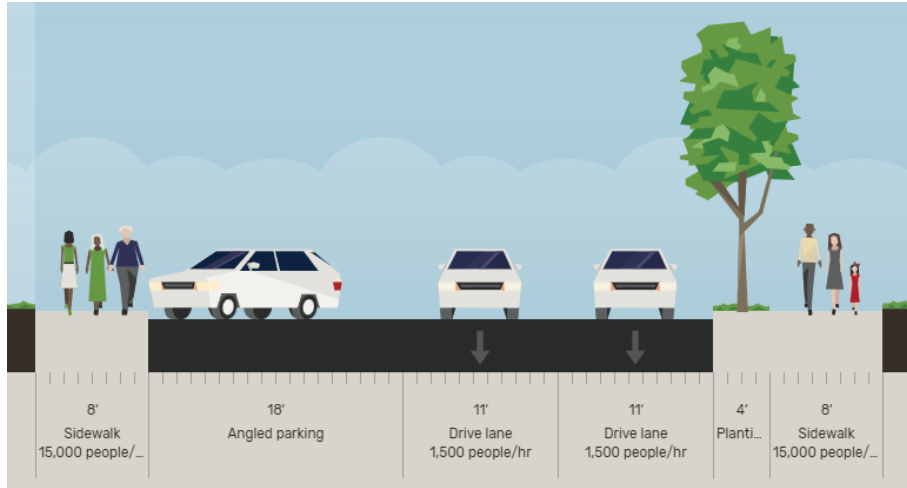
### 12<sup>TH</sup> STREET – FORT WORTH, TX



# Alternative Corridor Options

## Option 2: Traffic Lane Reduction with Angled Parking

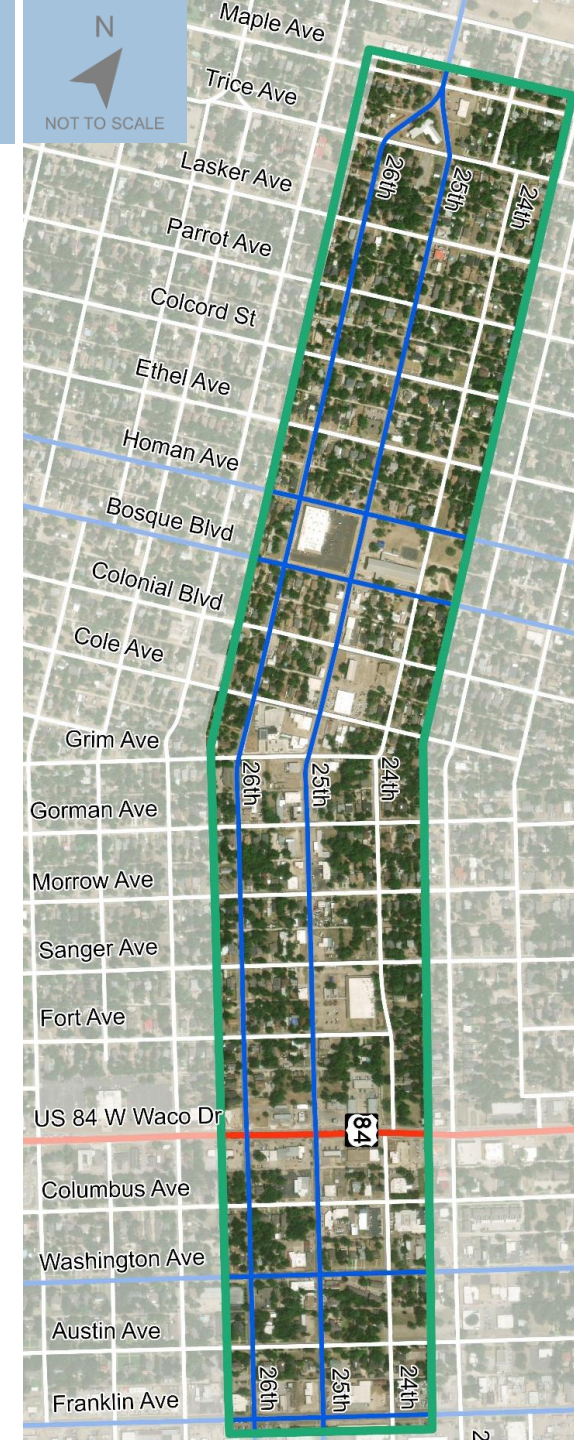
### PROPOSED CROSS SECTION OPTION:

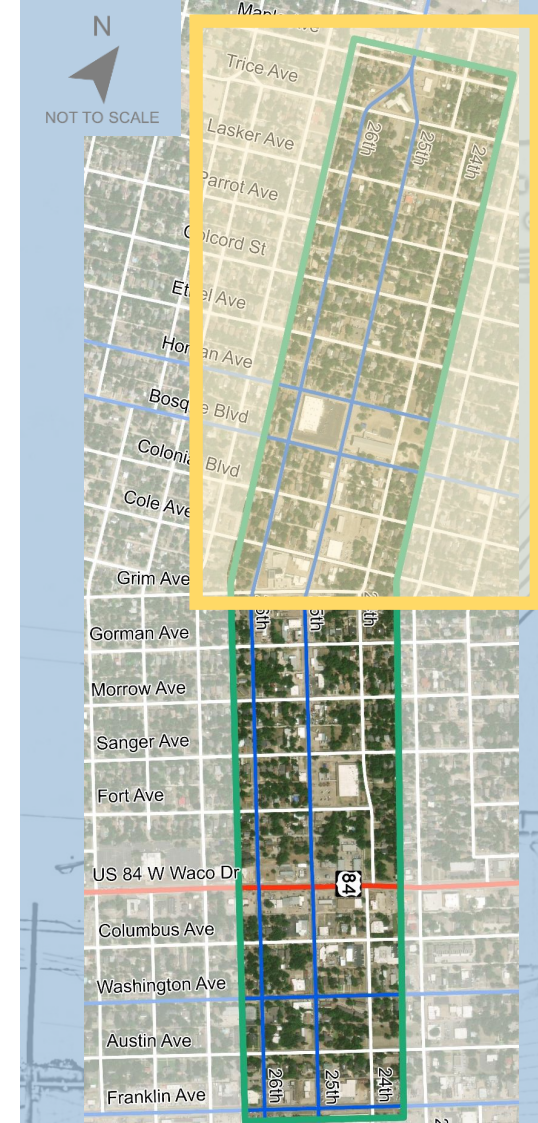
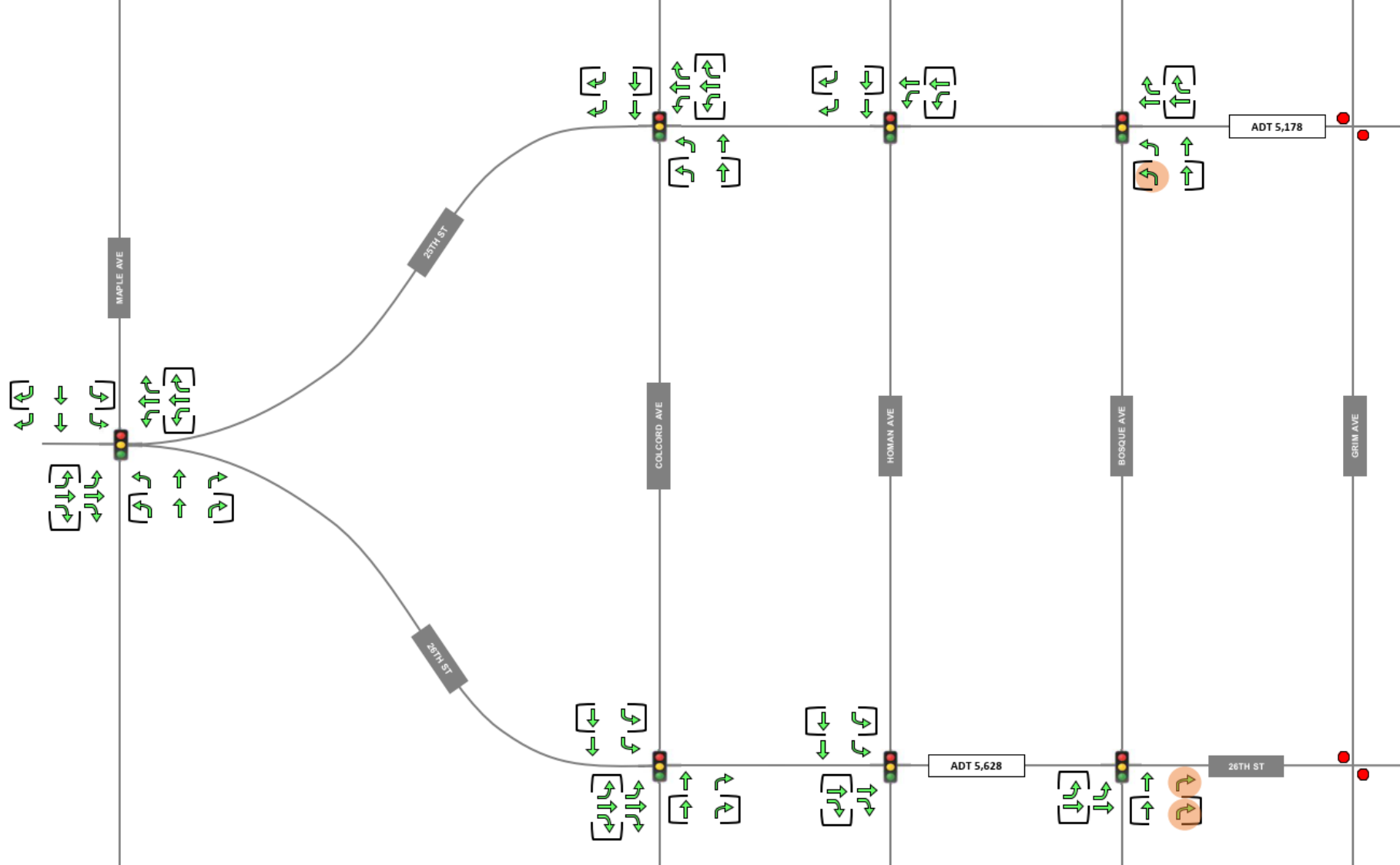


### WHAT'S CHANGED ALONG 25<sup>TH</sup>?

- TWO LANES FOR VEHICULAR TRAFFIC
- ONE LANE FOR ANGLED PARKING

### INDIA ST – SAN DIEGO, CA





### LEGEND

#### LEVEL OF SERVICE

- Acceptable
- Tolerable
- Failing

#### LEFT & RIGHT TURNING MOVEMENT VOLUMES

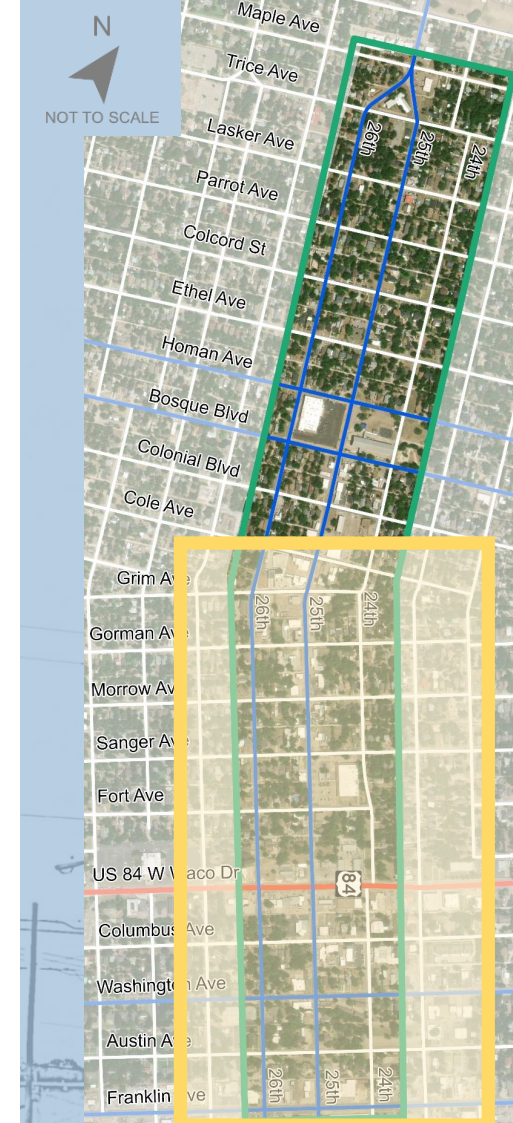
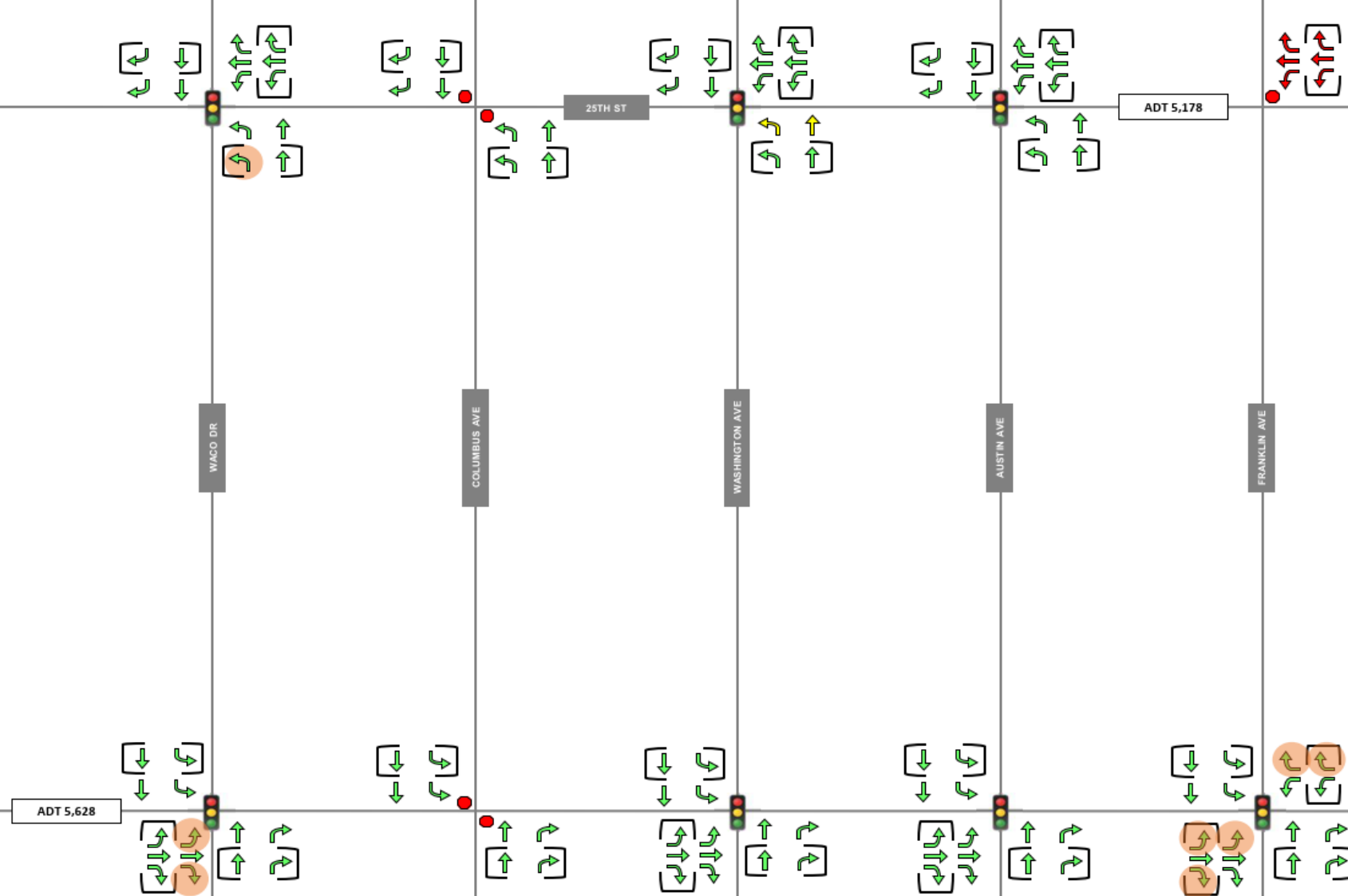
- Volume > 100 vehicles
- Volume > 200 vehicles

#### INTERSECTION PEAK HOUR

- AM Peak Hour
- PM Peak Hour

- Stop-Controlled Approach

- Existing Facility  
Signalized Intersection



### LEGEND

#### LEVEL OF SERVICE

- Acceptable
- Tolerable
- Failing

#### LEFT & RIGHT TURNING MOVEMENT VOLUMES

- Volume > 100 vehicles
- Volume > 200 vehicles

#### INTERSECTION PEAK HOUR

- AM Peak Hour
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- Stop-Controlled Approach

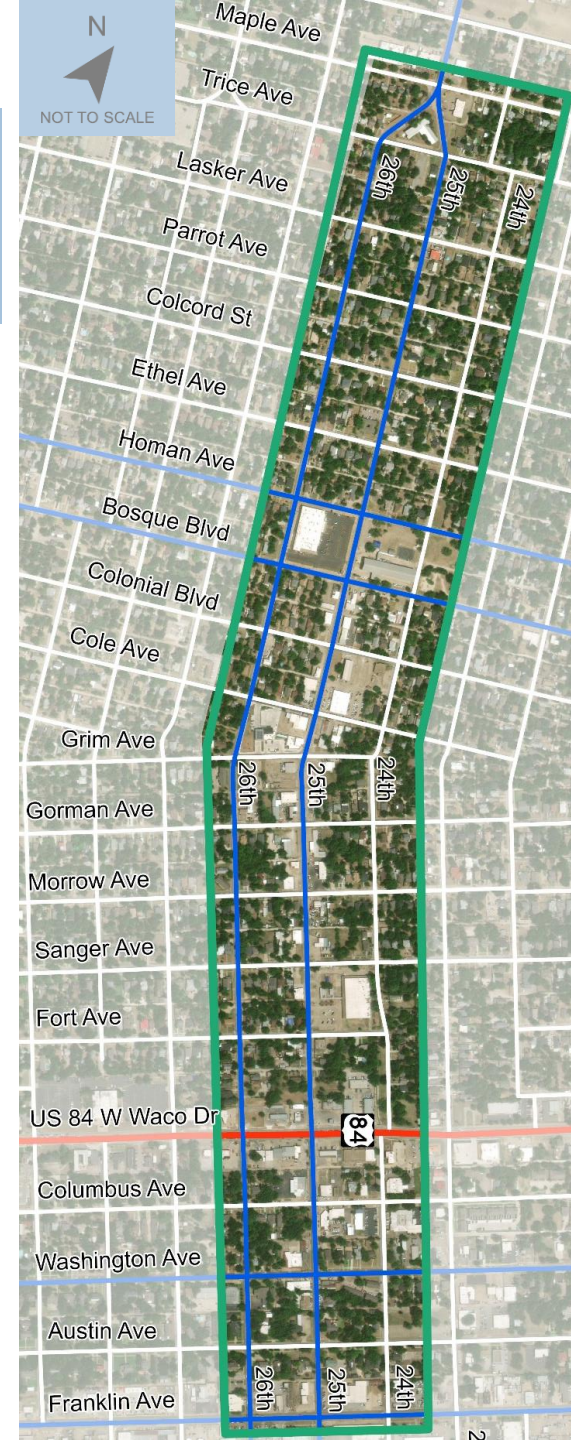
#### Existing Facility

- Signalized Intersection

# Alternative Corridor Options

## Traffic Lane Reduction – Additional Considerations

- **Pros:**
  - Reduction of multiple crash types
  - Fewer lanes encourage drivers to slow down
  - Promotes walkability by reducing pedestrian crossing times
  - Opportunities to allocate additional pavement for multimodal purposes
- **Cons:**
  - Wider lanes can encourage speeding
  - Can create maneuverability issues for larger vehicles



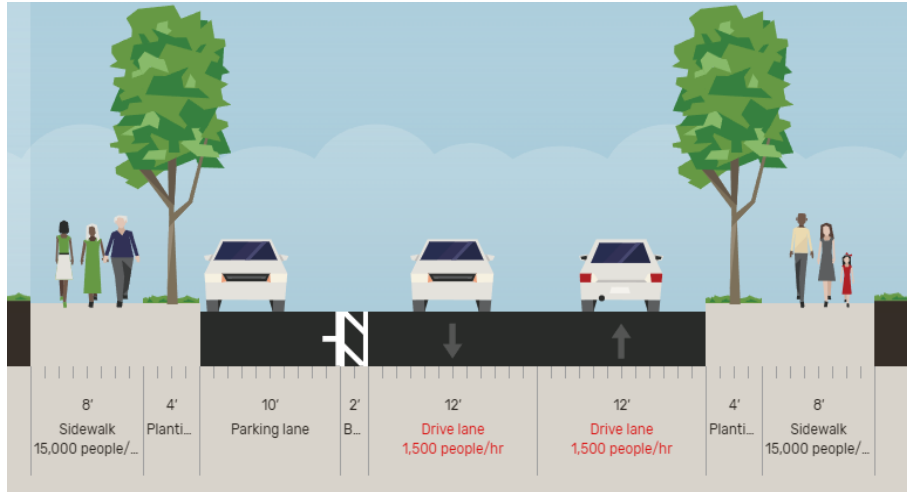


**alternative corridor options:  
opposing traffic lanes**

# Alternative Corridor Options

## Option 3: Opposing Traffic Lanes with Parallel Parking

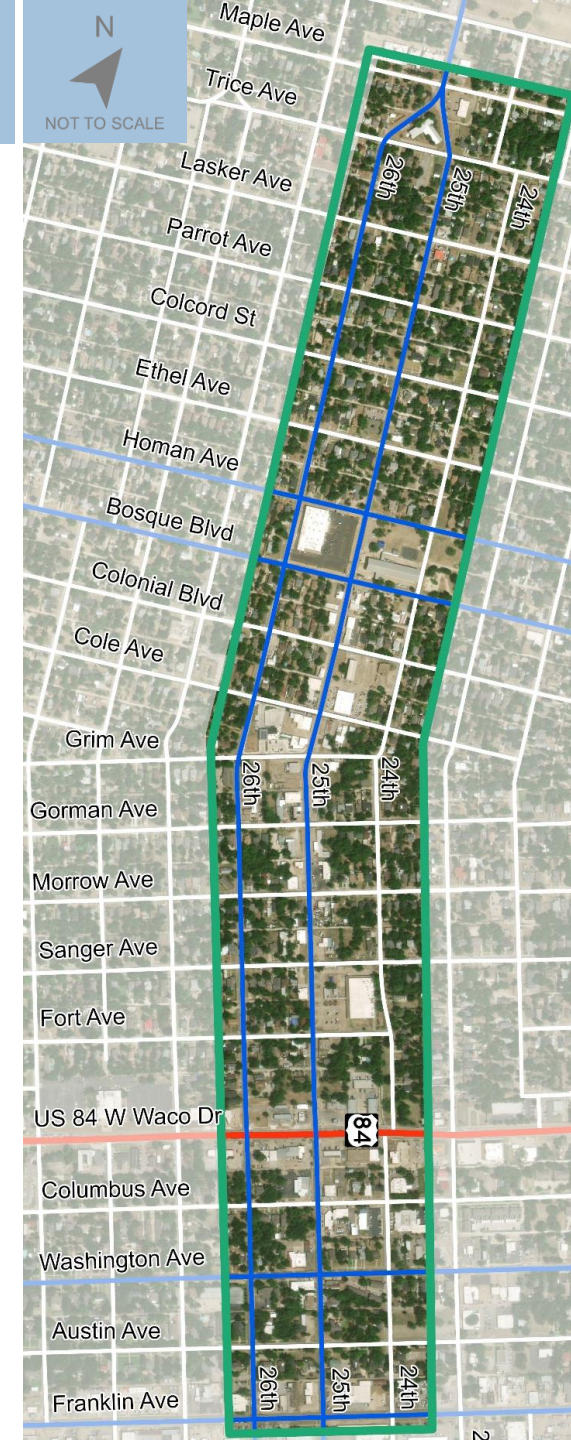
### PROPOSED CROSS SECTION OPTION:



### WHAT'S CHANGED ALONG 25<sup>TH</sup>?

- TWO-WAY TRAFFIC OPERATIONS
- ONE LANE FOR PARALLEL PARKING

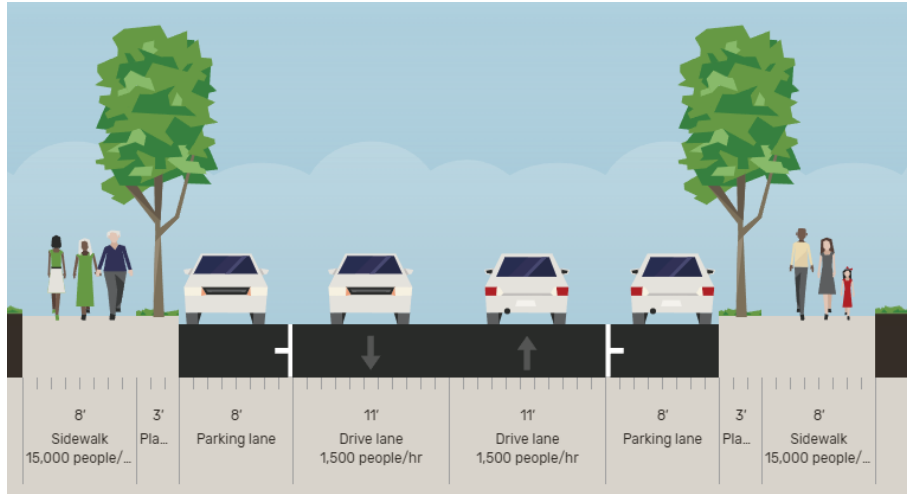
### FARMERS MARKET WAY – FRISCO, TX



# Alternative Corridor Options

## Option 4: Opposing Traffic Lanes with Dual Parallel Parking

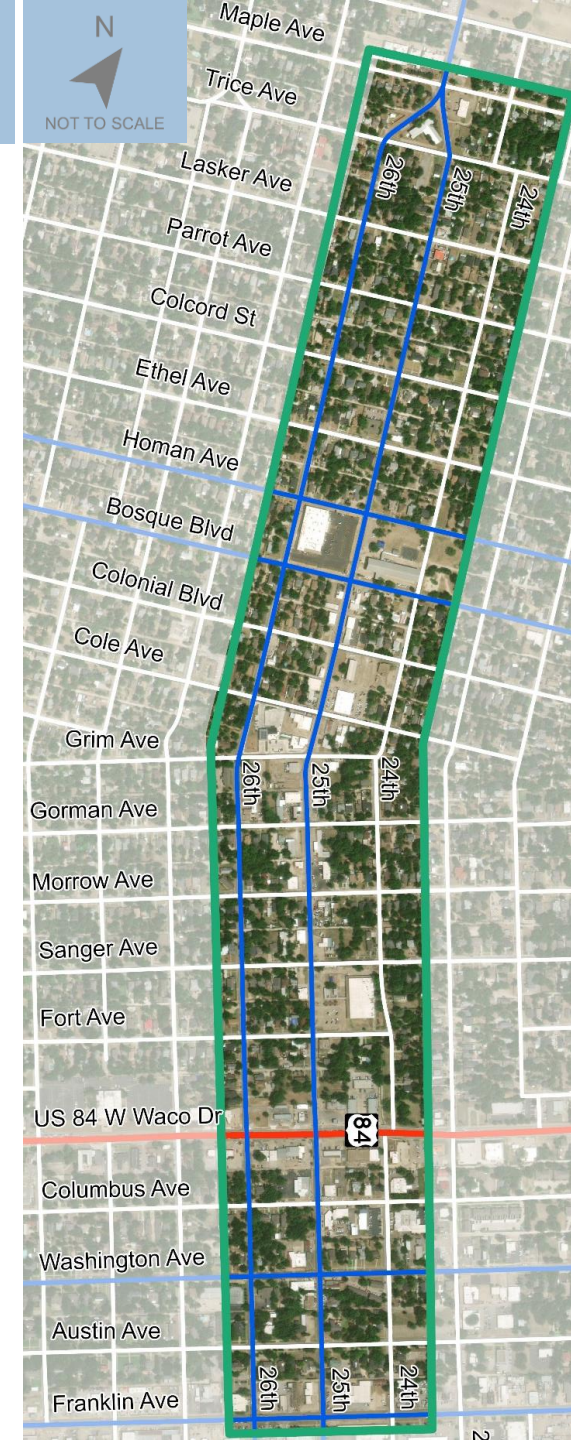
### PROPOSED CROSS SECTION OPTION:



### WHAT'S CHANGED ALONG 25<sup>TH</sup>?

- TWO-WAY TRAFFIC OPERATIONS
- TWO LANES FOR PARALLEL PARKING

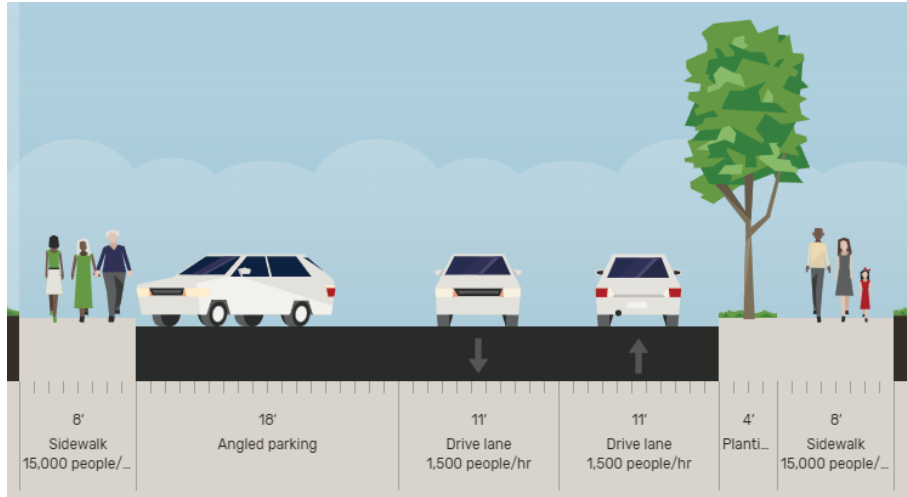
### 14<sup>TH</sup> STREET – FORT WORTH, TX



# Alternative Corridor Options

## Option 5: Opposing Traffic Lanes with Angled Parking

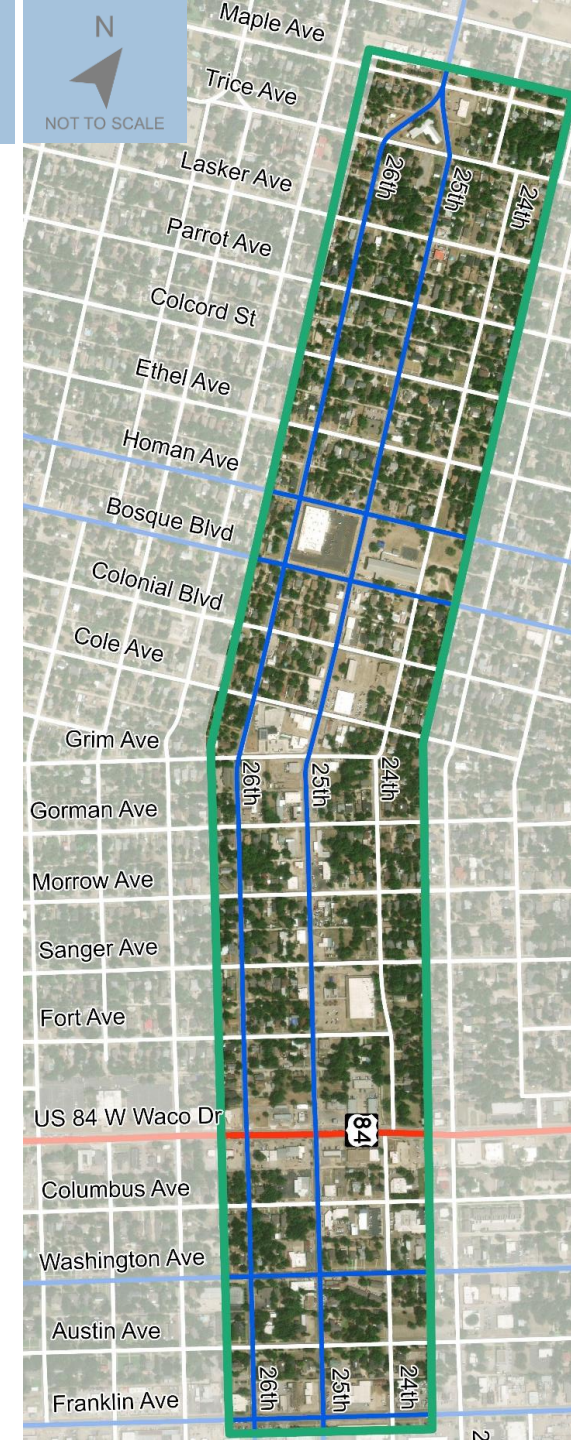
### PROPOSED CROSS SECTION OPTION:

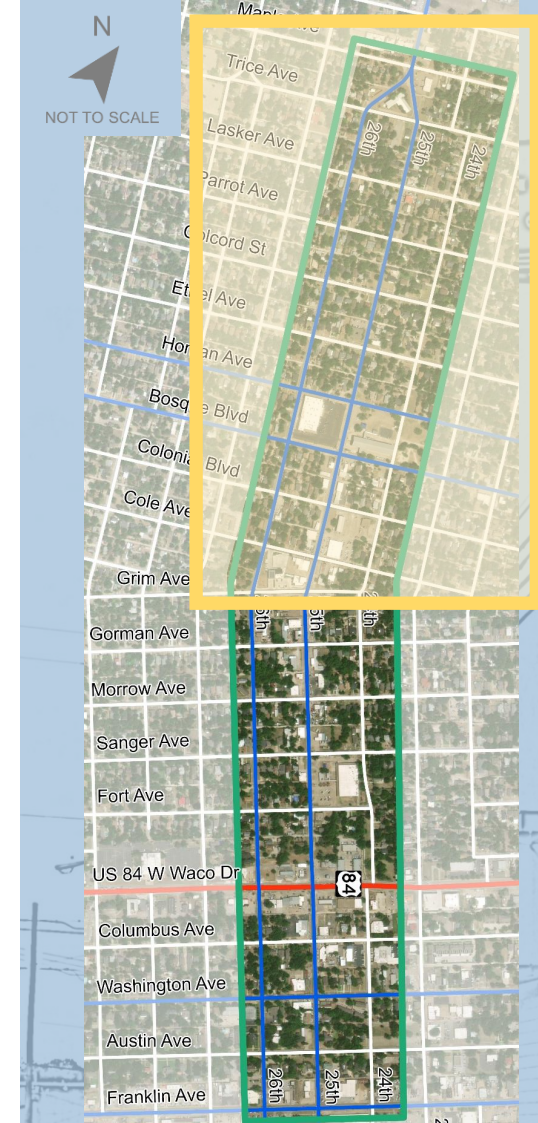
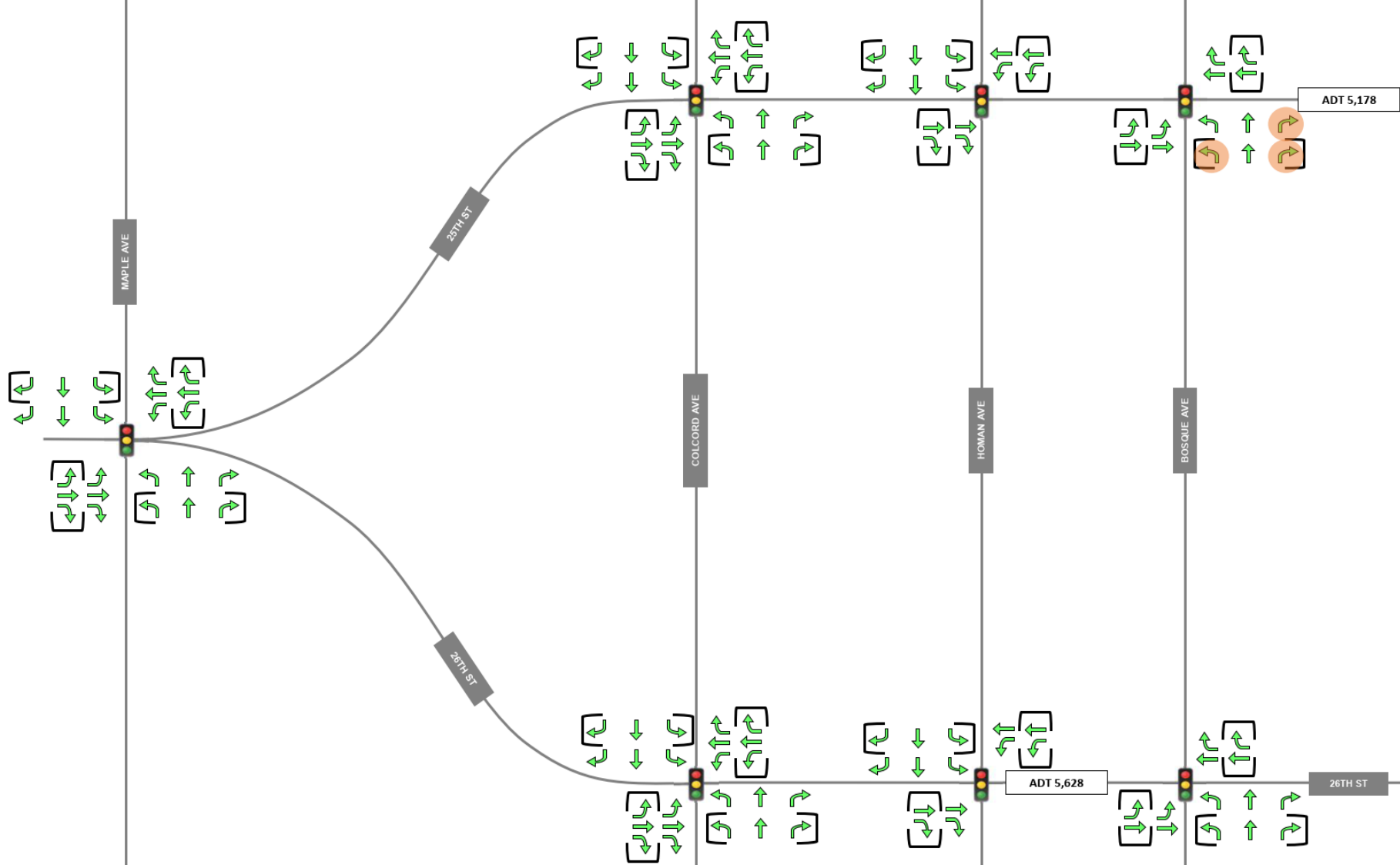


### WHAT'S CHANGED ALONG 25<sup>TH</sup>?

- TWO-WAY TRAFFIC OPERATIONS
- ONE LANE FOR ANGLED PARKING

### GREENVILLE AVENUE – DALLAS, TX





### LEGEND

#### LEVEL OF SERVICE

- Acceptable
- Tolerable
- Failing

#### LEFT & RIGHT TURNING MOVEMENT VOLUMES

- Volume > 100 vehicles
- Volume > 200 vehicles

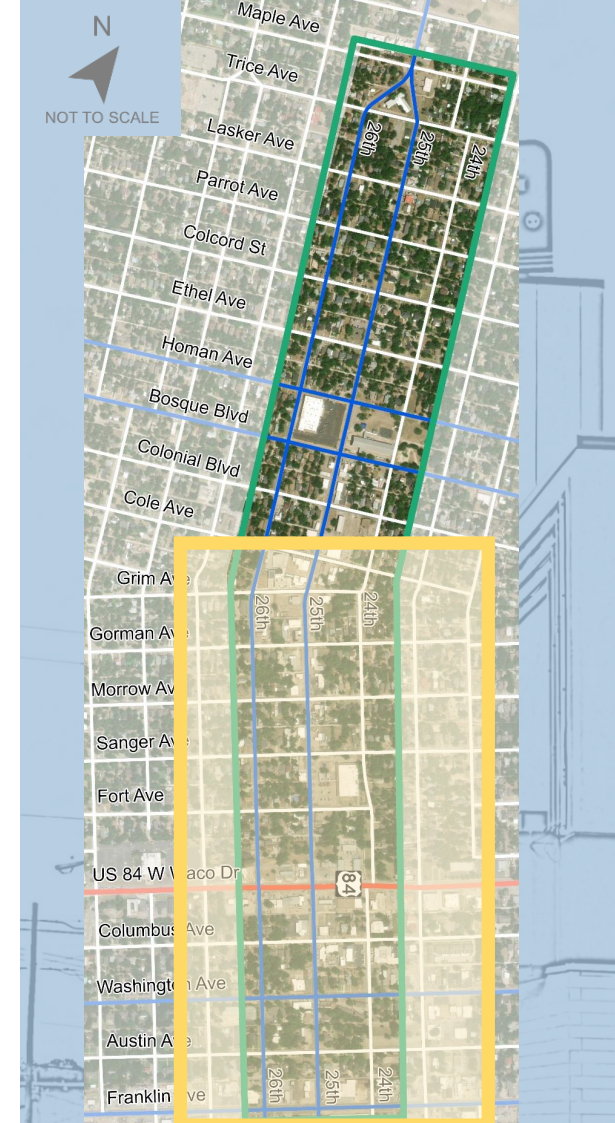
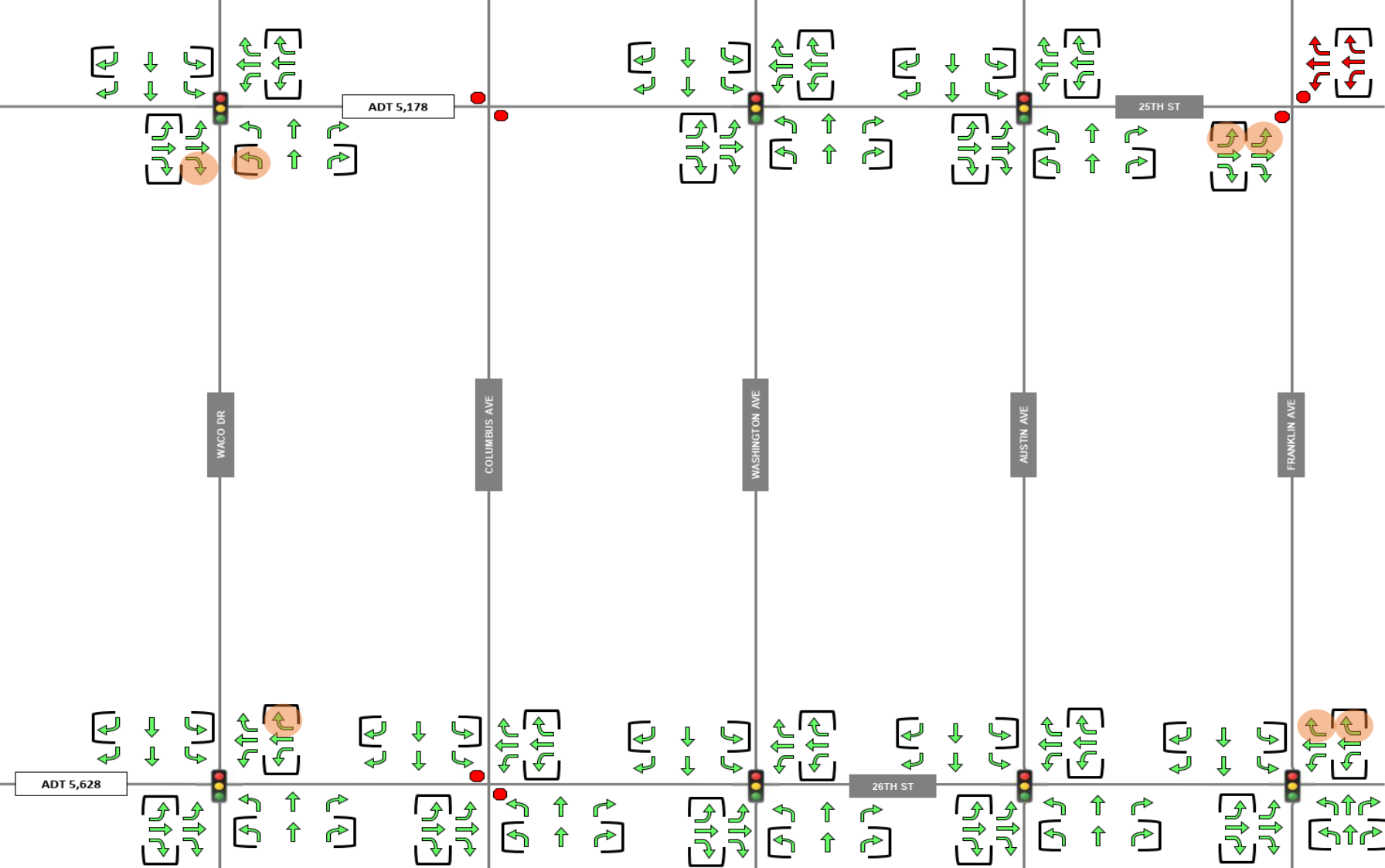
#### INTERSECTION PEAK HOUR

- AM Peak Hour
- PM Peak Hour

- Stop-Controlled Approach




#### Existing Facility

- Signalized Intersection





### LEGEND

#### LEVEL OF SERVICE


- Acceptable 
- Tolerable 
- Failing 

#### LEFT & RIGHT TURNING MOVEMENT VOLUMES

-  Volume > 100 vehicles
-  Volume > 200 vehicles

#### INTERSECTION PEAK HOUR

-  AM Peak Hour
-  PM Peak Hour

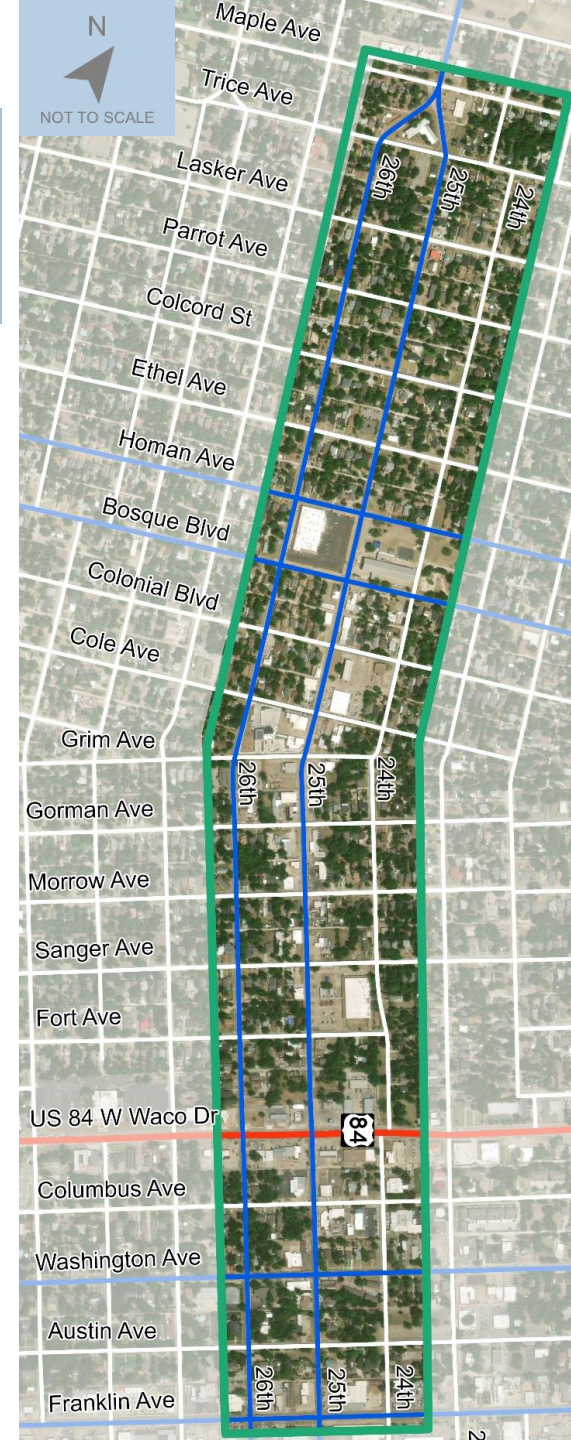
-  Stop-Controlled Approach

-  Existing Facility
-  Signalized Intersection

# Alternative Corridor Options

## Opposing Traffic Lanes – Additional Considerations

- **Pros:**
  - Reduction of multiple crash types
  - Two-ways tend to have lower speeds than one-ways
  - More comfortable pedestrian crossing experience
- **Cons:**
  - Can lead to increased travel times
  - Can create maneuverability issues for larger vehicles



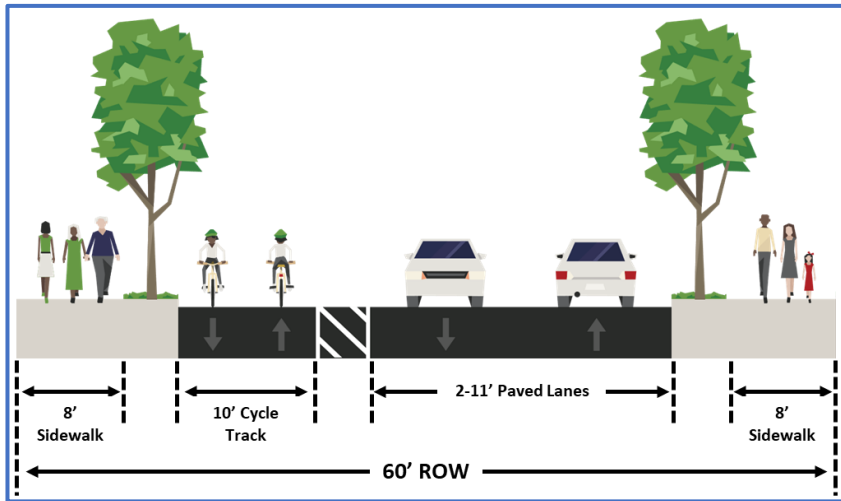
**alternative corridor options:  
what about 26<sup>th</sup> street?**



# Alternative Corridor Options

## 26<sup>th</sup> Street Option 1: Residential Context with Cycle Track

### PROPOSED CROSS SECTION OPTION:



### WHAT'S CHANGED ALONG 26<sup>TH</sup>?

- TWO LANES FOR VEHICULAR TRAFFIC
- ONE TWO-WAY CYCLE TRACK

### RUGGLES ST- BOSTON, MA



# Alternative Corridor Options

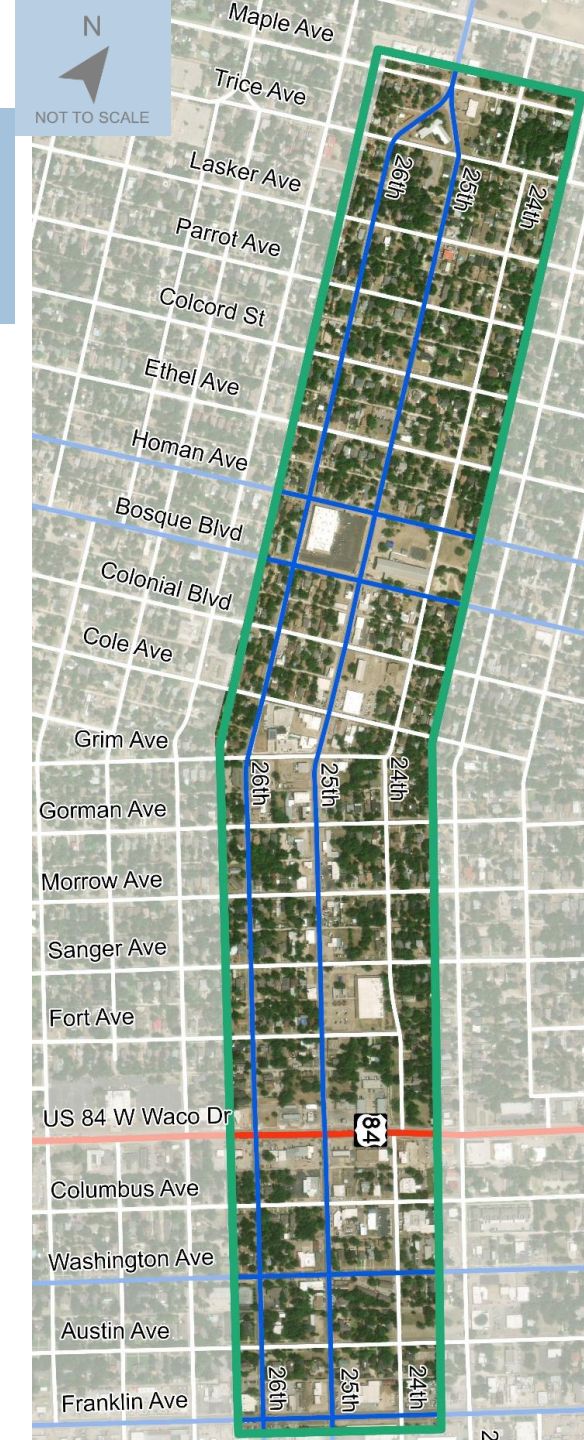
## Residential Context with Cycle Track – Additional Considerations

- **Pros:**

- Improved pedestrian and bicycle safety
- Encourages more types of multimodal travel
- Opportunities for enhanced landscaping that can attract customers to businesses along 25<sup>th</sup> Street

- **Cons:**

- Users will need time to adapt to new operations
- May increase vehicle commute times
- Potential for safety issues if bike lanes are used by motorbikes

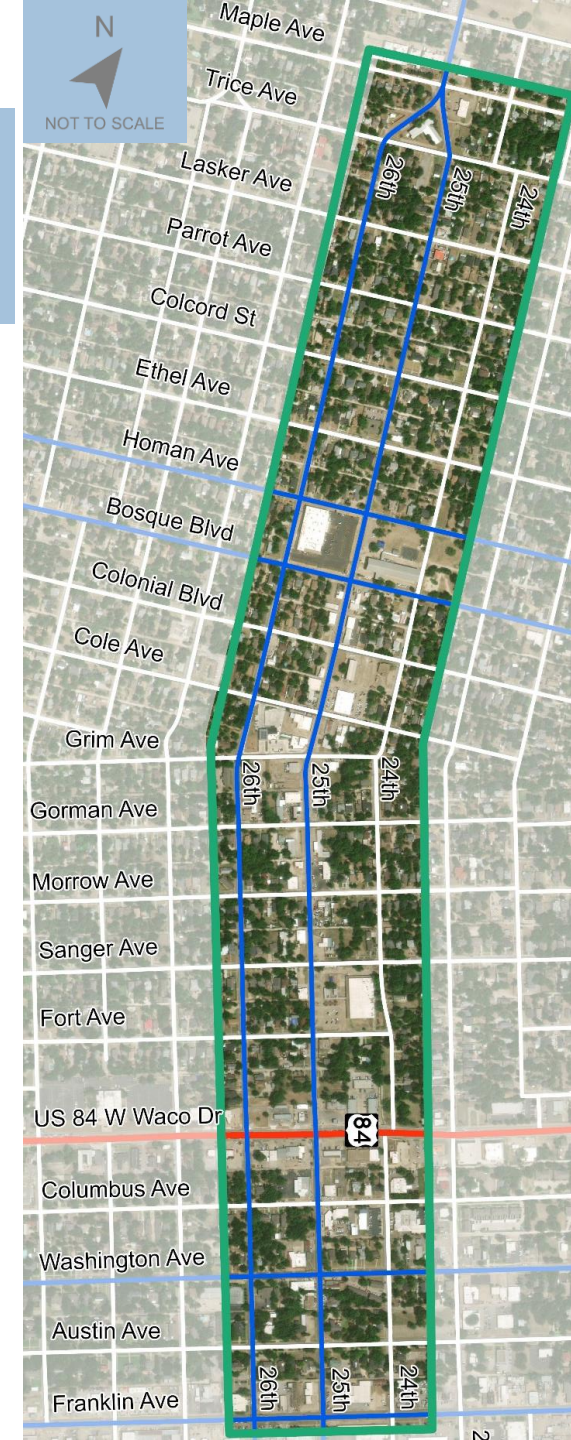


**additional considerations**

# Additional Considerations

## Intersection-Specific Observations

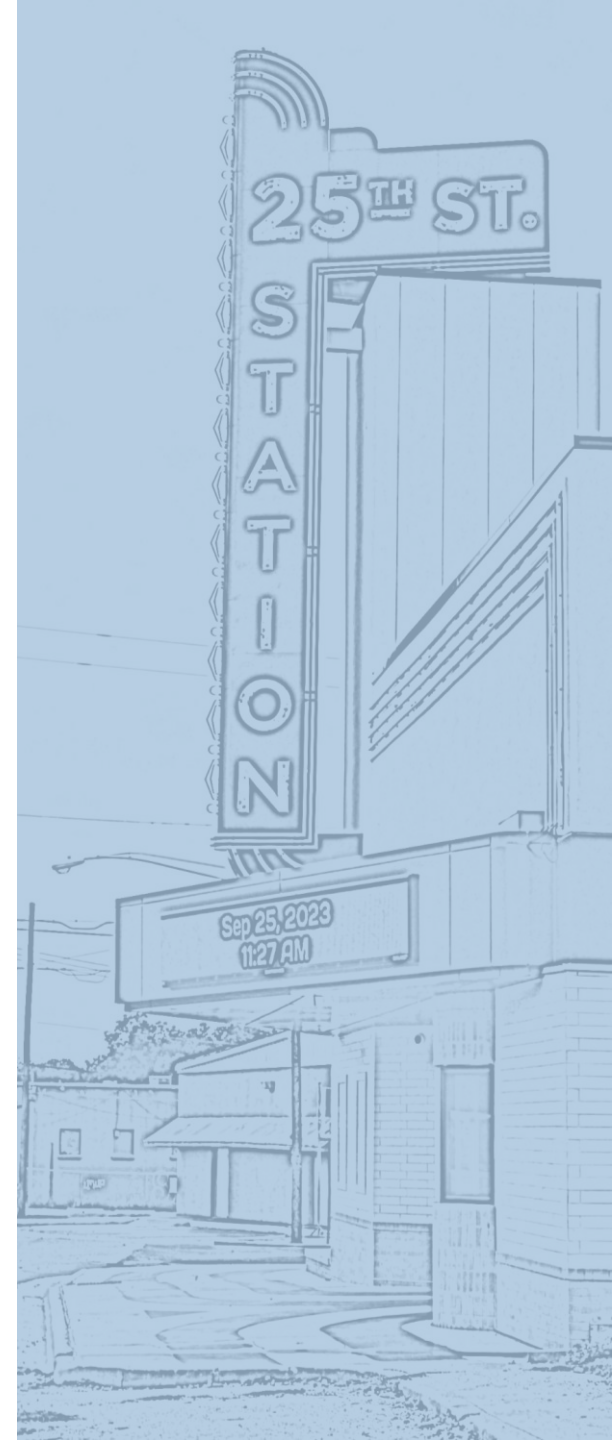
- Traffic signal at Franklin Avenue & 25<sup>th</sup> Street
  - Coordinated with existing 26<sup>th</sup> Street signal
- Roundabout at Maple Avenue & 25<sup>th</sup>/26<sup>th</sup> Street
  - Reconfiguration will be needed to support lane adjustments implemented along the 25<sup>th</sup> and 26<sup>th</sup> corridors.



**next steps**

# Next Steps

- Neighborhood Workshop #2
  - Mural Unveiling 9:30 - Tortilleria Bustos (25th and Colonial)
  - Public Meeting 10:00 - 12:00 - El Pueblo Boutique (2500 Gorman Ave.)
- Stakeholder Committee Meeting #4 - February 12, 2024
- Project Summary Document February-March





Kimley»Horn

01/18/2024

WACO

25TH STREET

CORRIDOR