

# 1.0 EXECUTIVE SUMMARY

The 2018 City of Lincoln Downtown Master Plan Update identified potential two-way conversions of several downtown Lincoln streets (11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, M, N, Q and P streets) to simplify traffic operations, enhance multimodal opportunities, and promote economic activity. The plan identified a multi-phase process to convert one-way to two-way street operations for three different corridor groups. The purpose of this study was to identify whether converting existing one-way operations is feasible and the benefits and disadvantages of implementation.

Three scenarios were analyzed in this feasibility study to convert existing one-way operations and review the benefits/disadvantages of implementation. Scenario 1 is a no-action, existing street network, and the baseline used to compare expected future operations of Scenario 2 and 3. Scenario 2 assumes that all Group 1 and 2 corridors are converted in a short-term (within 5-years) timeframe. Scenario 3 assumes that all Group 1, 2 and 3 corridors are converted in a long-term (5-10 year) timeframe for complete conversion.

Evaluation of Scenario 2 included two possible conversion alternatives. The first alternative, Scenario 2A, would convert Group 1 and Group 2 streets to two-way operations with 3-lanes on most streets (one lane in each direction with a center two-way left-turn lane). The second alternative, Scenario 2B, would convert Group 1 and Group 2 streets to two-way operations with one lane in each direction and no turn lanes at intersections. Each alternative was analyzed for traffic operations, bicycle and pedestrian safety, on-street and garage parking impacts, and event operations.

Both Scenario 2A and Scenario 2B are expected to be feasible conversion alternatives. Scenario 2A conversion would cost more to both construct and operate on a yearly basis due to increased signalized intersections but would provide more capacity for vehicular operations. Street width limitations on some corridors are expected to prevent conversion of all streets to 3-lane cross sections.

Scenario 2B would have more limited vehicular capacity, primarily at intersections during peak hours of operations, with a conversion to 2-lane cross sections. Scenario 2B decreases the overall cost of construction and annual operations by eliminating unwarranted signals along M and N streets. A notable benefit of Scenario 2B is reduced pedestrian exposure and increased pedestrian safety at crossings.

## 2018 City of Lincoln Downtown Master Plan Update Street Corridor Groupings

<b>Corridor Group 1</b>
13 <sup>th</sup> Street
<b>Corridor Group 2</b>
11 <sup>th</sup> Street
12 <sup>th</sup> Street
14 <sup>th</sup> Street
N Street
M Street
<b>Corridor Group 3</b>
16 <sup>th</sup> Street
17 <sup>th</sup> Street
P Street
Q Street

The most likely implementations of Scenario 2 would be a mix of each alternative based on stakeholder input, community goals and guided discussions on the benefits and limitations of each alternative.

Scenario 3 conversions are expected to implement 3-lane cross sections on P, Q, 16<sup>th</sup>, and 17<sup>th</sup> streets. Longer delays are expected during peak demand due to the impact of lane reductions on vehicle capacity but are considered acceptable overall.

Figure 1 illustrates the corridor groups in downtown Lincoln.

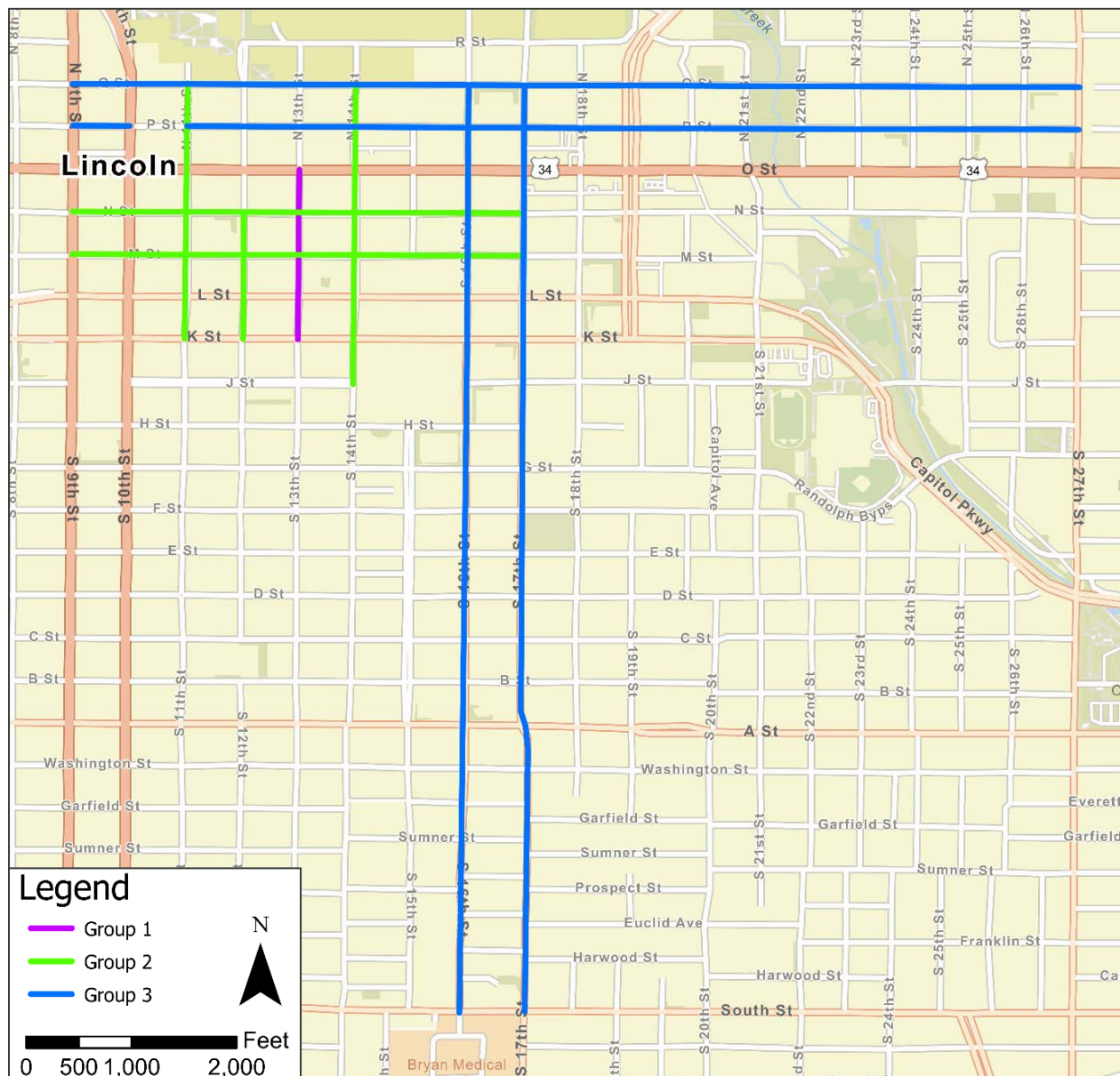


Figure 1. Corridor Group Location Map