

6.0 PHASING

It was not within the scope of this project to develop a detailed construction phasing plan for the Scenario 2 or Scenario 3 two-way conversion. Overall, phasing of the project is dependent on many factors that require a level of coordination beyond what was evaluated with this study. There are many projects that occur annually within the downtown area that restrict vehicular or pedestrian movement or access and can vary in the length of time. Coordinating these private development plans and public maintenance projects with potential two-way conversion projects will be evaluated in greater detail during the design phase.

A solid plan for moving forward with the two-way conversions is great first step. This allows the city the ability to coordinate potential conversions with upcoming development and street rehabilitation projects in downtown that could reduce construction costs and minimize construction impacts on all modes of transportation. However, the key to the success of a two-way conversion is establishing logical project termini and minimizing driver confusion throughout construction. Past downtown projects that have struggled in these two areas have been viewed as unsuccessful by Lincoln leadership and/or citizens.

6.1 13th Street Corridor

The 13th Street corridor from K to O streets was identified in the *2018 City of Lincoln Downtown Master Plan Update* as the initial corridor for conversion. By prioritizing construction of this corridor, it allows the city to capitalize on recent corridor changes south of downtown and also allow for implementation of the *Lincoln Bike Plan* recommendations for 13th Street at the same time. It should be noted that recommendations for any 13th Street corridor conversion include restriping from O to R streets so the full vision of 13th Street buffered bike lanes can be completed.

The 13th Street corridor will be one of the key components to the successful implementation of downtown Lincoln street conversions. The 13th Street corridor will need to be converted before 11th and 14th streets to provide north-south connection for bicycle facilities. It is necessary to have the buffered bike lanes open and functioning before the existing northbound bike lane on 14th Street is removed and southbound bike lane on 11th Street is removed.

6.2 Project Coordination

Given that 13th Street will be converted before 11th and 14th streets, the number of other corridors able to be converted in the first program will be constrained. The only other corridors in the Scenario 2 plan are 12th, N, and M streets. Converting one-way pairs would create consistency in where construction activities are occurring due to this conversion project and eliminate some of the imbalance on directional travel. If a single one-way street was converted, that entire direction of travel would be constricted to a single through lane or be forced to find alternative routing since an opposite one-way street would not have two-way operations to relieve this demand.

Depending on the number of construction seasons for Scenario 2, picking pairs of streets to convert is rather inflexible. 13th Street must be completed before 11th and 14th streets which leaves 12th Street to convert at the same time as 13th Street. Since these two streets currently flow in opposite directions, this pair is a great fit from a mobility standpoint. The only other north/south streets being converted are 11th and 14th streets which also flow in opposite directions. M and N streets are the only east/west pair being converted in Scenario 2 and could be converted in any combination between the north/south pairs.

Another key item when evaluating an ideal construction timeline for Scenario 2 is coordination with upcoming private development projects. These projects often require significant coordination of adjacent parking, driveway access and other amenities that need to be thoroughly vetted against street conversion designs. If done properly, this coordination can have significant benefits to the success of both projects.

During the concept development phase, all attempts were made to coordinate with future Downtown Streetscape Master Plan concepts on M, 11th, and 14th streets. Concept 2A currently allows for an easier, and less intrusive, streetscape improvement project to be added on these streets if it were to come after the two-way conversion of the corridor. While it would be ideal to program funds for joint construction along the streets it is understood that due to available funding sources this may not be possible. Flexibility in design and increased coordination throughout design will be required to ensure that continuity can be maintained as streetscape projects are implemented potentially block by block.

Assuming multiple construction seasons to complete Scenario 2, a multi-year vision of potential projects and expected closures should be weighed into the schedule. A definitive project list would be difficult to consider with multiple years of construction. Best practices and interagency coordination will be key to successful implementation, as well as seeking input from private entities on potential overlapping construction activities.

Other phasing issues to consider when planning construction schedules relates to parking limitations, event planning, and seasonal limitations. Construction schedules should be coordinated verifying that adequate parking is available for potential changes to employment, business, or event parking. Finding alternative parking situations or special access to facilities during construction may need to be reviewed when schedules and design are being proposed.