



Lincoln Downtown **Master Plan Update**

May 2012

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Executive Summary

The Lincoln Downtown Master Plan was adopted in 2005. Since then, a number of projects have been built and more are currently underway. These projects have changed the downtown context and affect three main components of the Public Realm Framework identified within the 2005 Downtown Lincoln Master Plan—the east-west link between Antelope Valley and West Haymarket, identified as M Street in 2005; the pedestrian Promenade system on Centennial Mall, R, 11th, M Streets; and the emphasis on P Street as the primary retail street Downtown. In response to these changes, the City of Lincoln in conjunction with the Downtown Lincoln Association have requested that Crandall Arambula, the

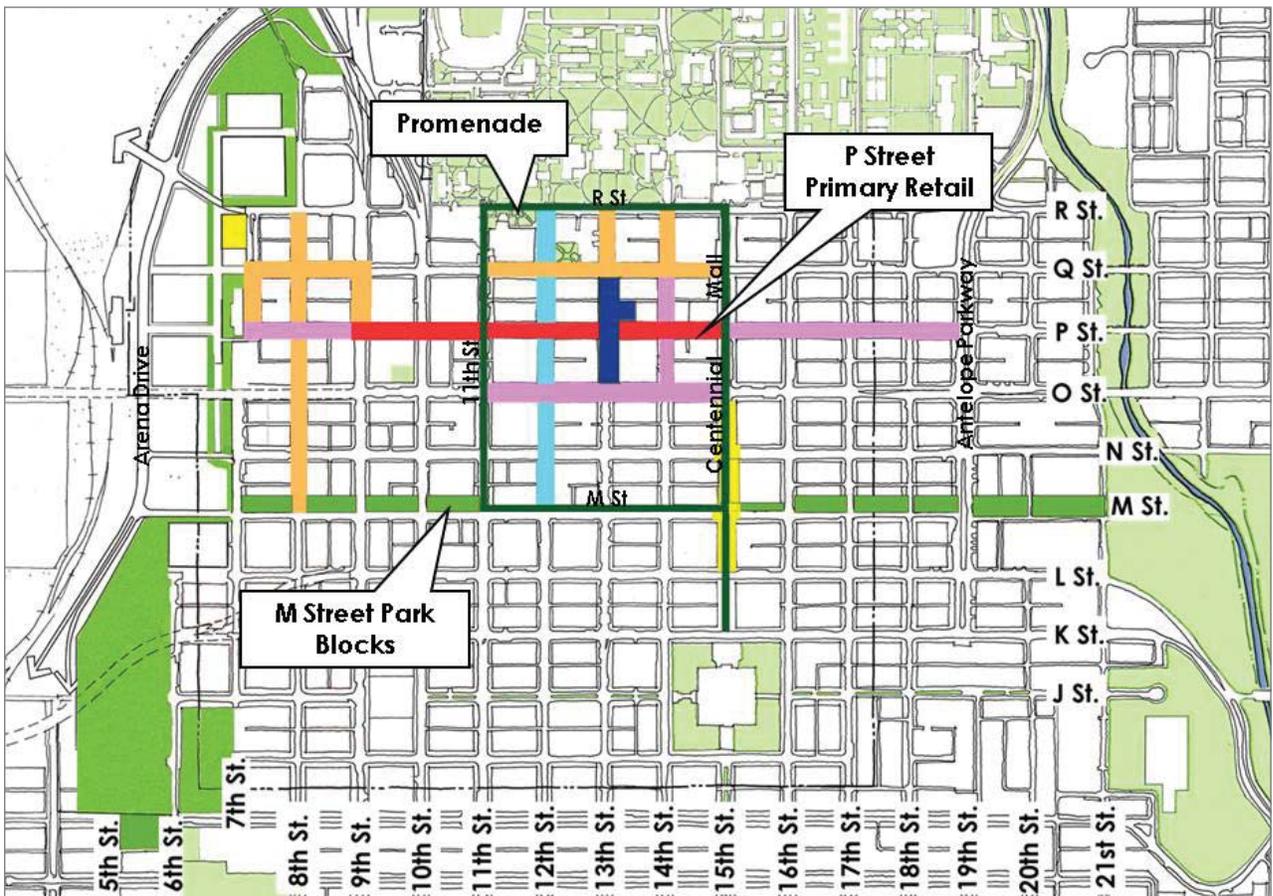
contractor which worked with the City and other stakeholders in preparing the 2005 Plan, revisit those specific plan elements and offer an assessment and update.

The recently adopted *Lincoln/Lancaster County 2040 Comprehensive Plan (LPlan 2040)* includes a strategy to support multiple means of mobility, including transit, walking, biking, and vehicular modes. Designing and operating the public right-of-way to support all modes of mobility is described as a “Complete Streets Policy” and that concept is applied throughout this update to the Downtown Master Plan.

LPlan 2040 also emphasizes the important role Downtown Lincoln

plays contributing to the vitality of the community. The Plan states “the community continues its commitment to a strong Downtown. A strong, vital Downtown provides a common center for all of Lincoln and Lancaster County and will be a catalyst for future growth. *LPlan 2040* acknowledges Downtown’s unique role and will guide decisions that will maintain Downtown’s vitality and enhance its contribution to the quality of life of all Lincoln and Lancaster County.” This emphasis on Downtown’s role in the community today and in the future is a guiding tenet of the update of the Downtown Master Plan.

Public Realm Framework from 2005 Downtown Master Plan, Identifying elements reviewed in 2012



This Update to the Lincoln Downtown Master Plan is intended to be used in conjunction with the adopted Plan of 2005, rather than completely replacing or supplanting that Plan. Where specific elements are described in this Update, they supersede elements of the 2005 Plan. Where this Update is silent on items in the 2005 Plan, those remain current.

In brief, this Update

- replaces the proposed Park Blocks, Promenade, and one-way bike

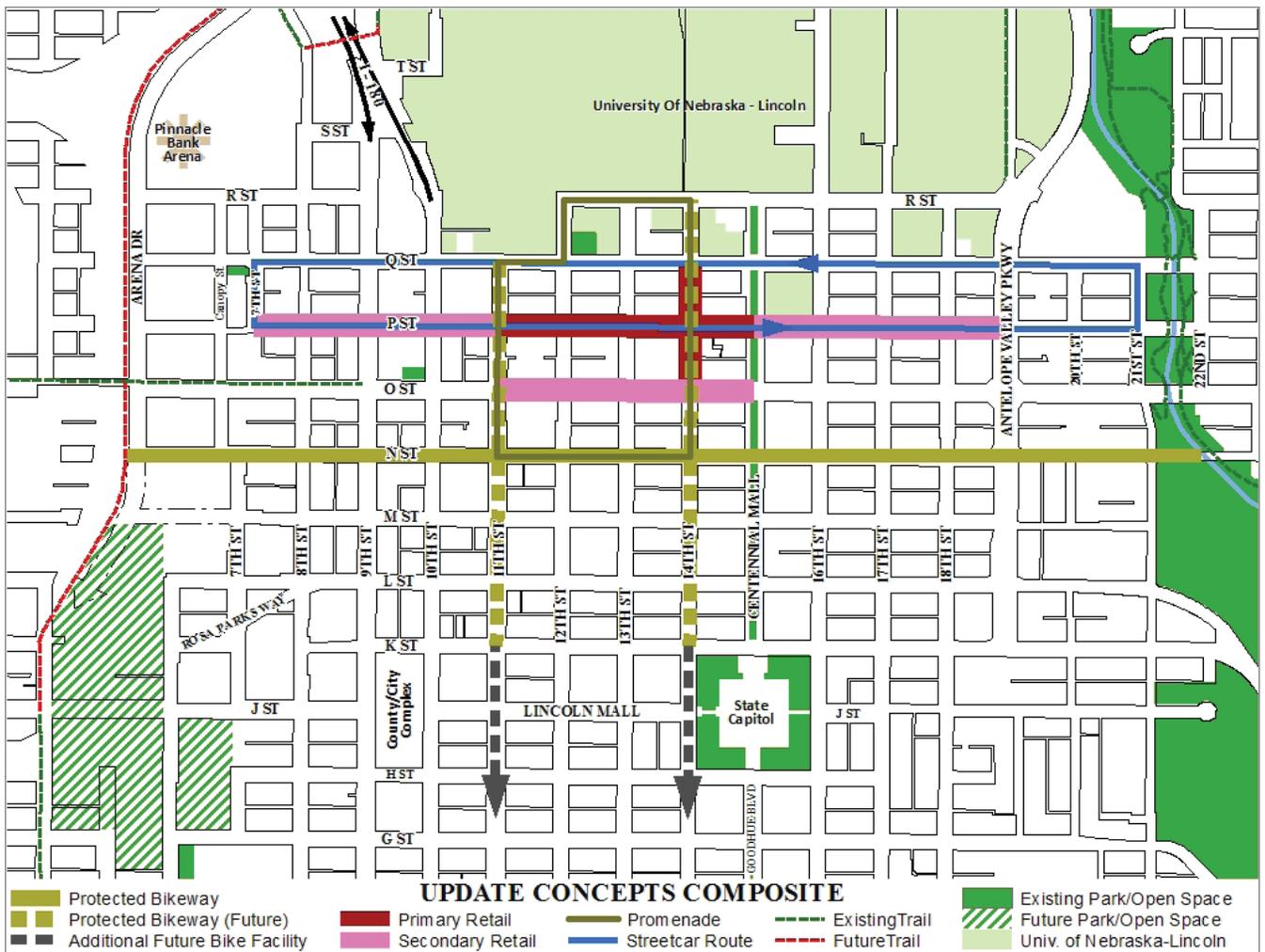
lane concept on M Street with improvements to N Street, from 7th to 21st Street, including a two-way protected bicycling facility in place of one vehicular lane and a one-way bike lane;

- modifies the Promenade concept to focus on N (not M) Street, 14th (not Centennial Mall), R Street and 11th Street, including proposed two-way protected bicycling facilities on 14th and 11th Streets; and
- refines the Primary Retail Corridor to

focus on P Street from 11th Street to Centennial Mall, and to encompass N. 14th Street from O to Q Streets.

In addition, this Update refines the streetcar concept as well as providing a revised “Public Realm Framework” map to reflect Downtown developments that have occurred or are under construction since 2005, such as West Haymarket.

Concepts Composite from 2012 Update



Complete Streets Framework

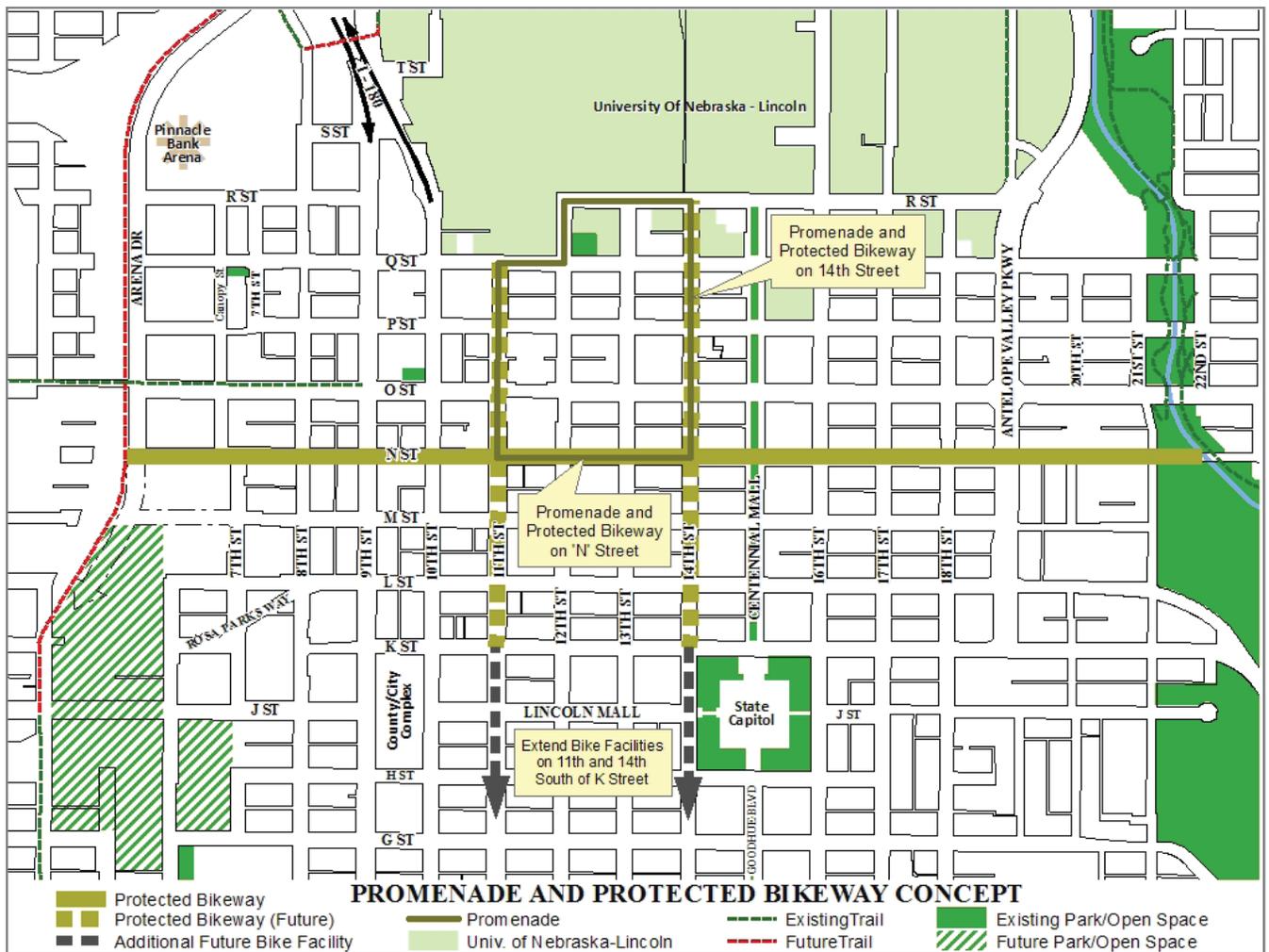
This Downtown Master Plan Update builds on the Complete Streets strategy of LPlan 2040 and strengthens that emphasis from the 2005 Downtown Master Plan, including the following elements:

- Promenade:** A safe, convenient and highly identifiable pedestrian and protected bikeway system within the downtown core, connecting the Centennial Mall, University and downtown retail uses and serving as an amenity for development.

- N Street 'Last Mile' Protected Bikeway:** The 'last mile' missing link to Lincoln's nationally acclaimed trail system providing a safe, direct, convenient, and highly recognizable pedestrian and protected bikeway connection linking Antelope Valley to the West Haymarket and serving as an amenity for development.

- Retail 'T' Streetscape Enhancements:** A consistent arrangement of sidewalks, intersection materials, and street furnishings enhancing and

strengthening the business and investment environment and ensuring that the P Street and 14th Street Retail 'T' is a destination and central gathering space for the community.



Promenade and Bikeway Concept

Promenade—Creating Safe and Convenient Pedestrian and Bicyclist Links

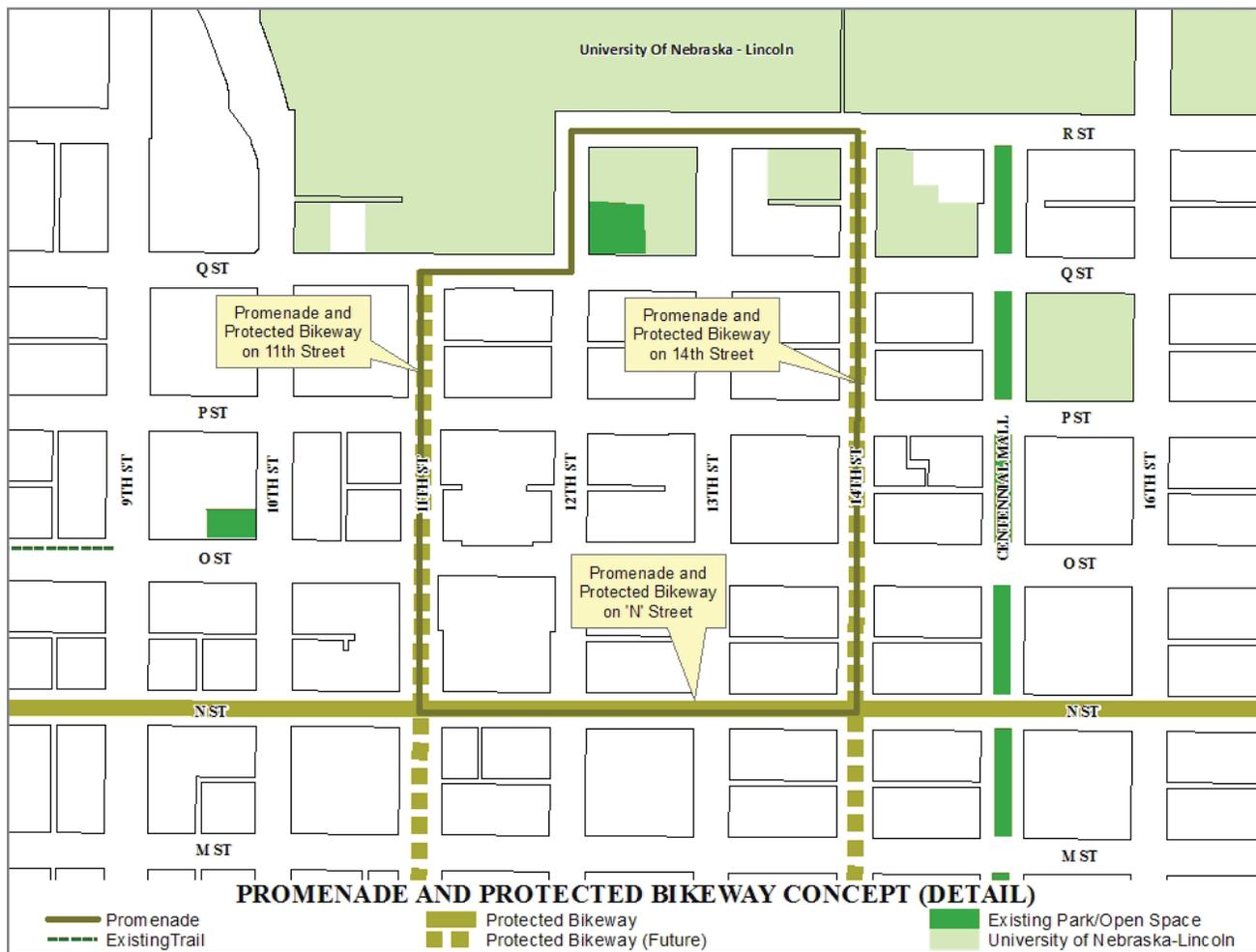
- Shift the Centennial Mall segment to 14th Street; 14th Street will accommodate, and is a preferred location for landscaping, sidewalk improvements, and a bi-directional protected bikeway that are consistent with the Promenade concept.
- While 11th Street remains a preferred segment of the Promenade, the design needs further refinement and review from City staff and Downtown stakeholders, but could accommodate

improved landscaping, sidewalk improvements, and a bi-directional protected bikeway on the east side of the street that maintains the existing segment identified in the original Promenade concept.

- Q Street is not suitable for the northern east-west protected bikeway and landscape improvements, with the exception of one block of enhanced pedestrian streetscape from 11th Street to 12th Street to complete the link, due to parking impacts and anticipated lane reductions with a protected bikeway.
- R Street remains a high pedestrian and bike use area along the southern border of the University

(with 12th & Q Streets adjacent to Lied Center) and completes the Promenade within the downtown. The City should further engage the University in discussion of bicycle and pedestrian improvements along R Street to determine the type of facility agreeable to the University that serves both pedestrians and cyclists.

- Extend the protected bikeway on 11th and 14th Streets to K Street; study improvements to provide continuous north/south bicycle and pedestrian connections linking residential neighborhoods to downtown.



Promenade Concept

N Street Promenade and “Last Mile” Protected Bikeway—*Connecting West Haymarket with Antelope Valley*

- M Street is not supported as a preferred location for the pedestrian improvements and protected bikeway as it does not provide full connections to Arena Drive on the west and to Antelope Valley (and beyond) to the east.
- One-way bike lanes on M and N Streets as depicted in the 2005 Downtown Master Plan will not meet the needs of all bicyclists; a

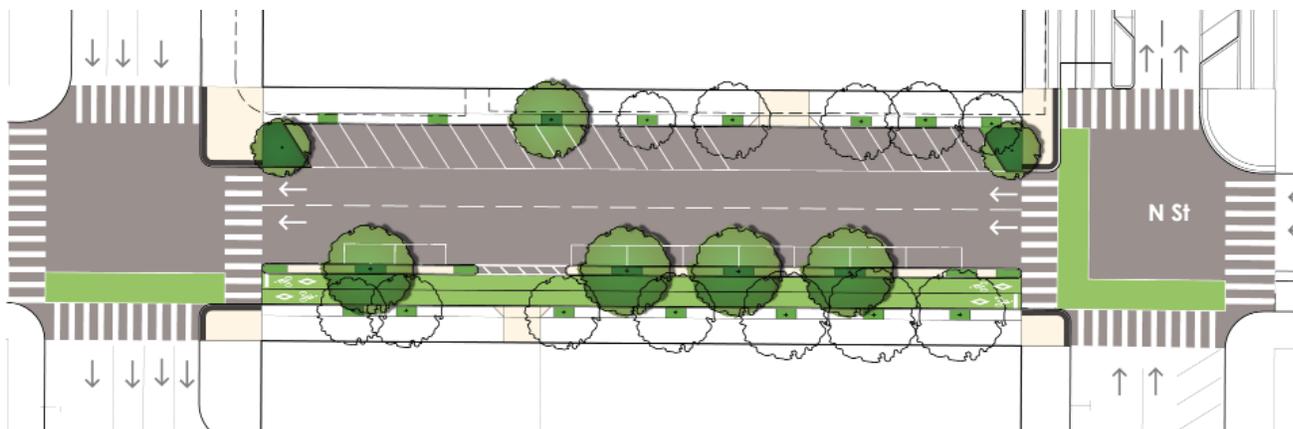
bi-directional protected bikeway on N Street is preferred.

- N Street can accommodate, and is a preferred location for a bi-directional protected bikeway; the bikeway is proposed adjacent to the south-side sidewalk and should include pedestrian landscape improvements consistent with the promenade concept.
- Ensure visibility and minimize conflicts for bicyclists, pedestrians and motorists at intersections.
- Coordinate with West Haymarket improvements on N Street between Arena Drive and 9th Street.

- Further analysis is required to mitigate on-street parking impacts.
- Design of bikeway should emphasize safety for motorists and bicyclists; retention of on-street parking, and sustainable streetscape improvements.



Protected Bikeway- Vancouver, B.C.



Typical N Street Condition

14th Street Promenade and Protected Bikeway

A continuous bi-directional protected bike facility should run from R Street to K Street with bicycle facilities continuing further south as needed and feasible.

- A protected bikeway along the west side of the street separated from parking or travel lanes and landscape median
- Bicycle signals for bikes travelling each direction at intersections as needed

The preferred alternative for the 14th Street promenade is located between R Street and N Street and should include streetscape enhancements such as:

- A scored concrete sidewalk with landscape planters or tree wells located between the sidewalk and the curb
- Landscaped curb extensions at intersections
- Parallel parking, where feasible, along the west side of the street
- Angled parking, where feasible, on the east side of the street
- Reduced corner radii at intersections where feasible (10-ft max. preferred)
- Lay-down corner curbs with continuous truncated dome warning devices wrapping the corners to the outer edge of the crosswalks
- Scored concrete crosswalks at P and O Street intersections

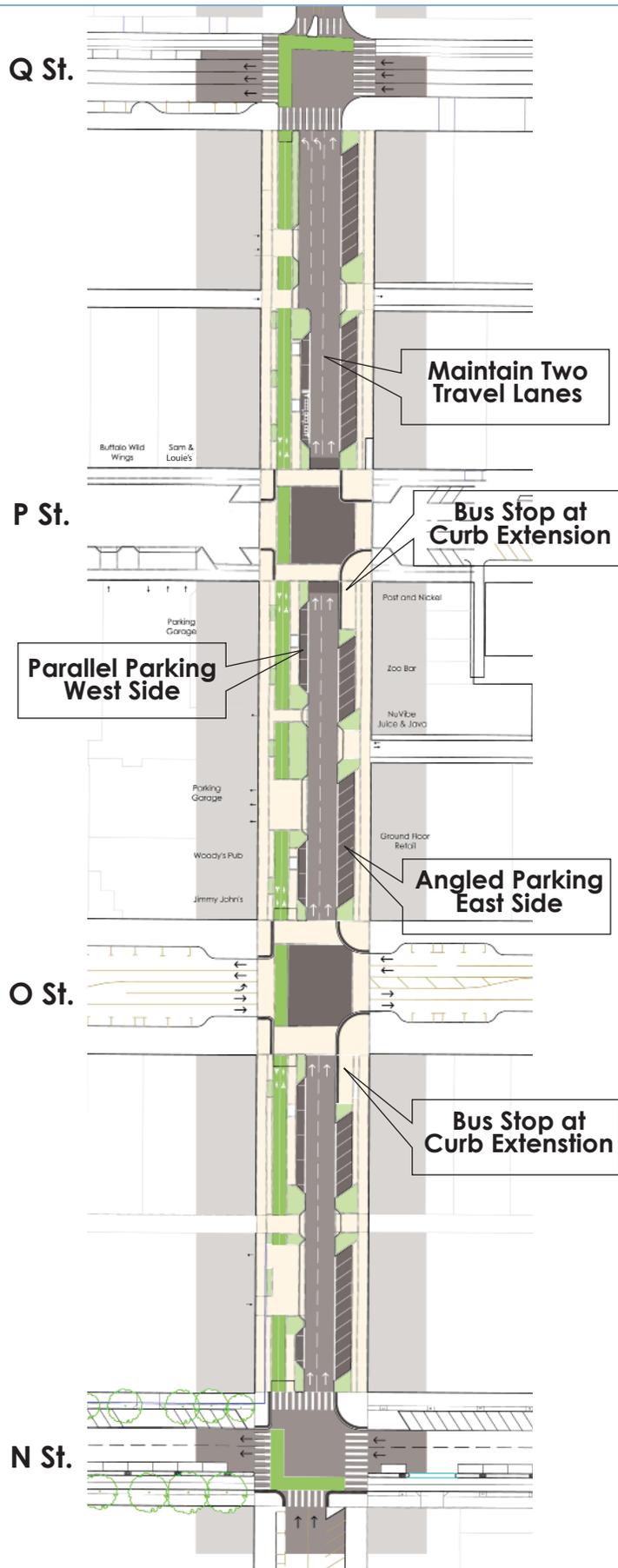
- Highly visible crosswalks except at P Street which will be designed in conjunction with planned street improvements
- Tinted concrete at intersections between crosswalks
- Bus stops located at curb extensions at P and O Streets



14th Street Existing



14th Street Illustration



Preferred 14th Street Promenade Plan

11th Street Promenade and Protected Bikeway

A continuous bi-directional protected bike facility should run from Q Street to K Street with bicycle facilities continuing further south as needed and feasible.

The design of 11th Street would be similar to the preferred alternative identified on 14th Street; further design refinement should determine the ability to provide:

- Landscape enhancements including continuous landscape planters and street trees on both sides of the street
- Landscaped curb extensions at intersections
- Parking at corners set back 30-ft. from the edge of the crosswalk to improve visibility of cyclists in the protected bikeway
- Reduced corner radii at intersections where feasible (10-ft max. preferred)
- Lay-down corner curbs

- Highly visible crosswalks, except at P Street which will be designed in conjunction with planned P Street improvements
- A continuous bi-directional protected bikeway along the east side of the street separated from parking or travel lanes by a raised curb with landscaping
- Bicycle signals for bikes travelling each direction at intersections as needed



11th Street Existing-North of P Street Looking South



11th Street Illustration-North of P Street Looking South

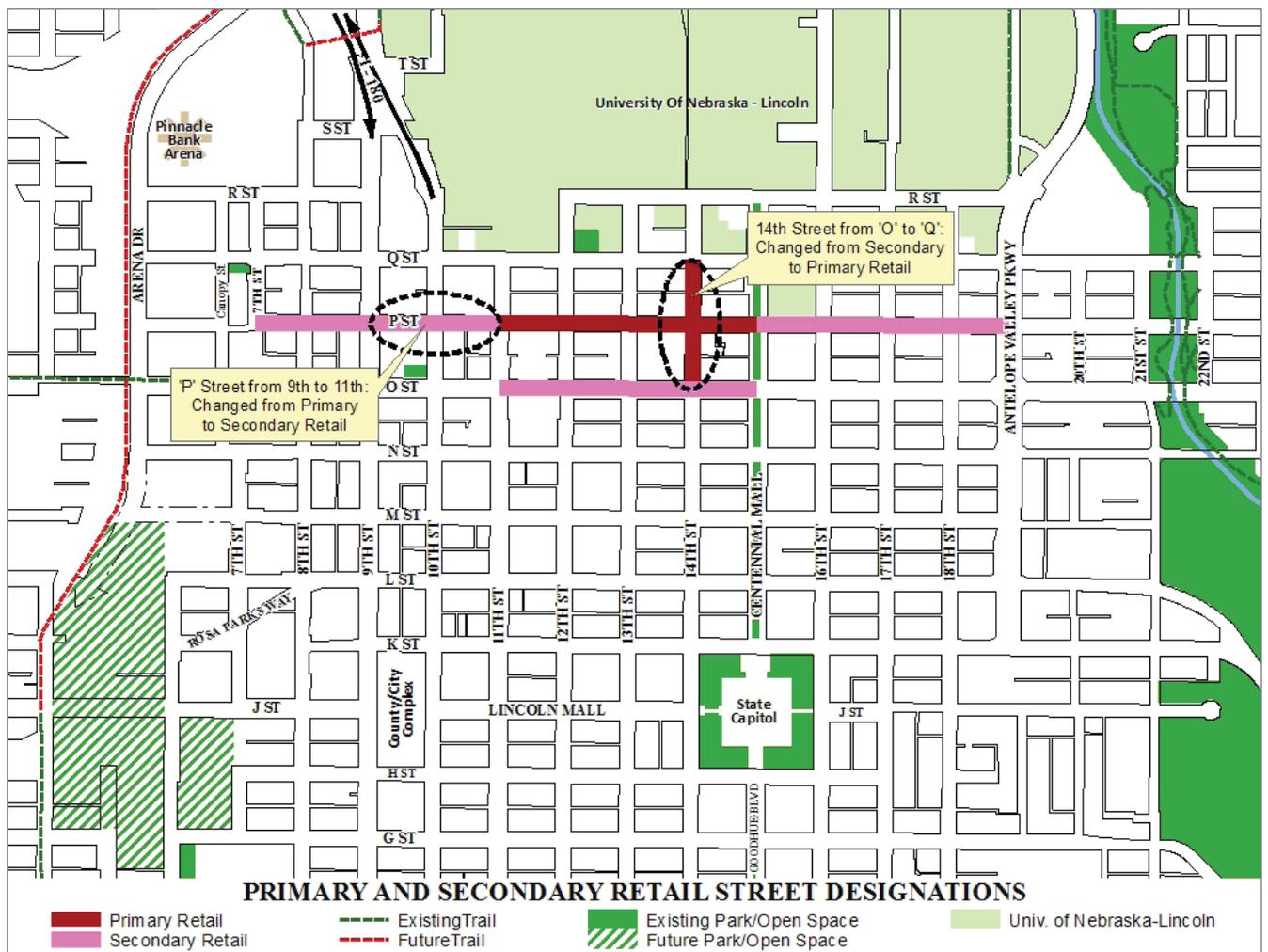
Retail Focus on P Street and North 14th Street

Review of the general retail concepts of the 2005 Downtown Master Plan found them still current and valid. The following amendments adjust, not supplant, the 2005 Plan.

- Reconfigure the “Primary Retail” designation to include the concentration of P Street Retail between 11th Street and Centennial Mall and include 14th Street from O Street to Q Street, forming a Primary Retail ‘T’.

- Change the Primary Retail segment between 11th and 9th Streets to Secondary Retail
- Develop a design for streetscape enhancements that addresses the issues that persist along P Street. Issues to address include worn and inconsistent paving materials, landscape areas, and lighting fixtures, numerous obstacles within the sidewalk areas, and auto and pedestrian conflicts at driveway entries to parking structures. Recommended improvements include:
 - A scored concrete sidewalk that includes square concrete paver tree wells and street furniture landings on both sides of the street
 - New street trees
 - New signal and pedestrian street lighting
 - Landscaped curb extensions at intersections
 - Reduced corner radii at intersections where feasible (10-ft. max. preferred)

- A scored concrete sidewalk that includes square concrete paver tree wells and street furniture landings on both sides of the street
- New street trees
- New signal and pedestrian street lighting
- Landscaped curb extensions at intersections
- Reduced corner radii at intersections where feasible (10-ft. max. preferred)



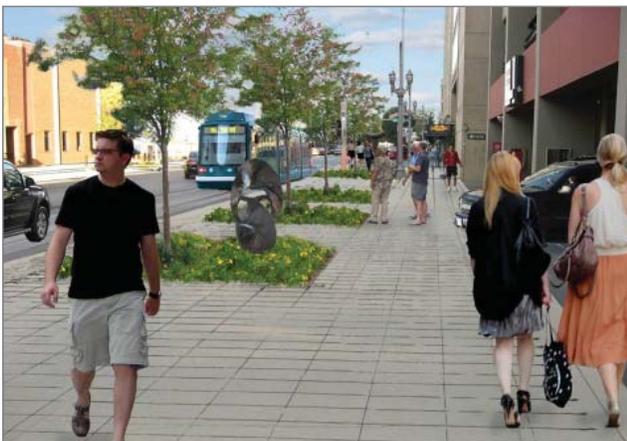
Primary Retail 'T' Designation

- Lay-down corner curbs
- Scored concrete crosswalks at intersections
- Tinted concrete at intersections between crosswalks
- Maximize on-street parking opportunities with angled parking on both sides of the street where feasible.
- Maintain the existing one-way circulation.
- Ensure a streetscape design that is integrated with the planned Civic Plaza.
- Accommodate a future streetcar concept
- Accommodate on-street bicycle parking adjacent to the sidewalk at intersections

Secondary and entertainment retail areas in downtown, including portions of O Street, Q Street, and Haymarket, would benefit from similar improvements.



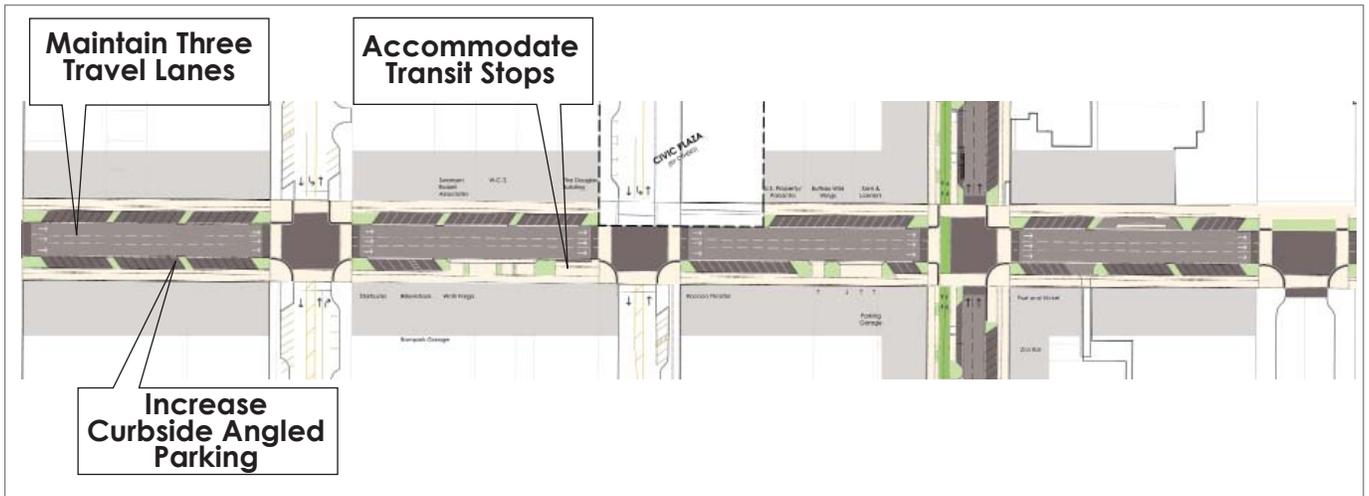
Existing P Street



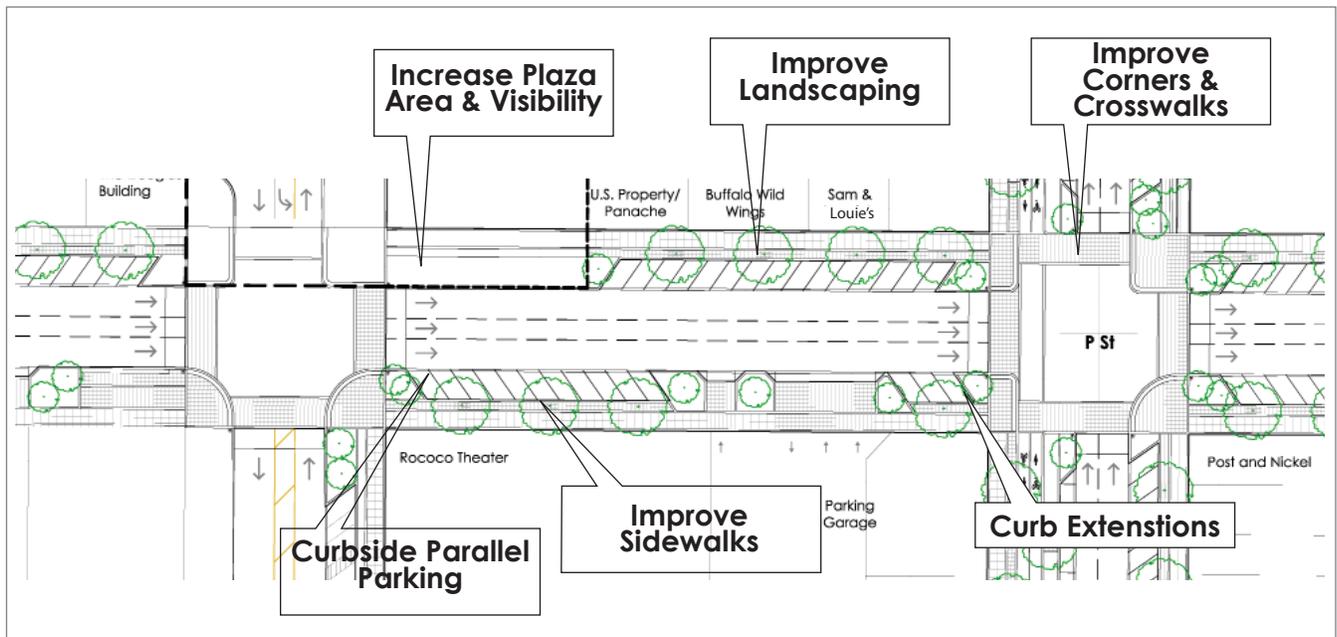
P Street Sidewalk at Driveway Illustration



P Street Illustration



Preferred P Street Plan- 11th St to Centennial Mall



Preferred Typical P Street Block Plan- Between 13th and 14th Streets

Revised Streetcar Framework

The 2005 Downtown Master Plan included a streetcar concept for a rail circulator in the long term. This concept is re-emphasized in the Update with a revised and simplified initial route that incorporates updated physical realities.

The benefits of a streetcar include:

- A premium form of transit that attract patrons who will not ride buses.
- A fixed infrastructure and public commitment that attracts private

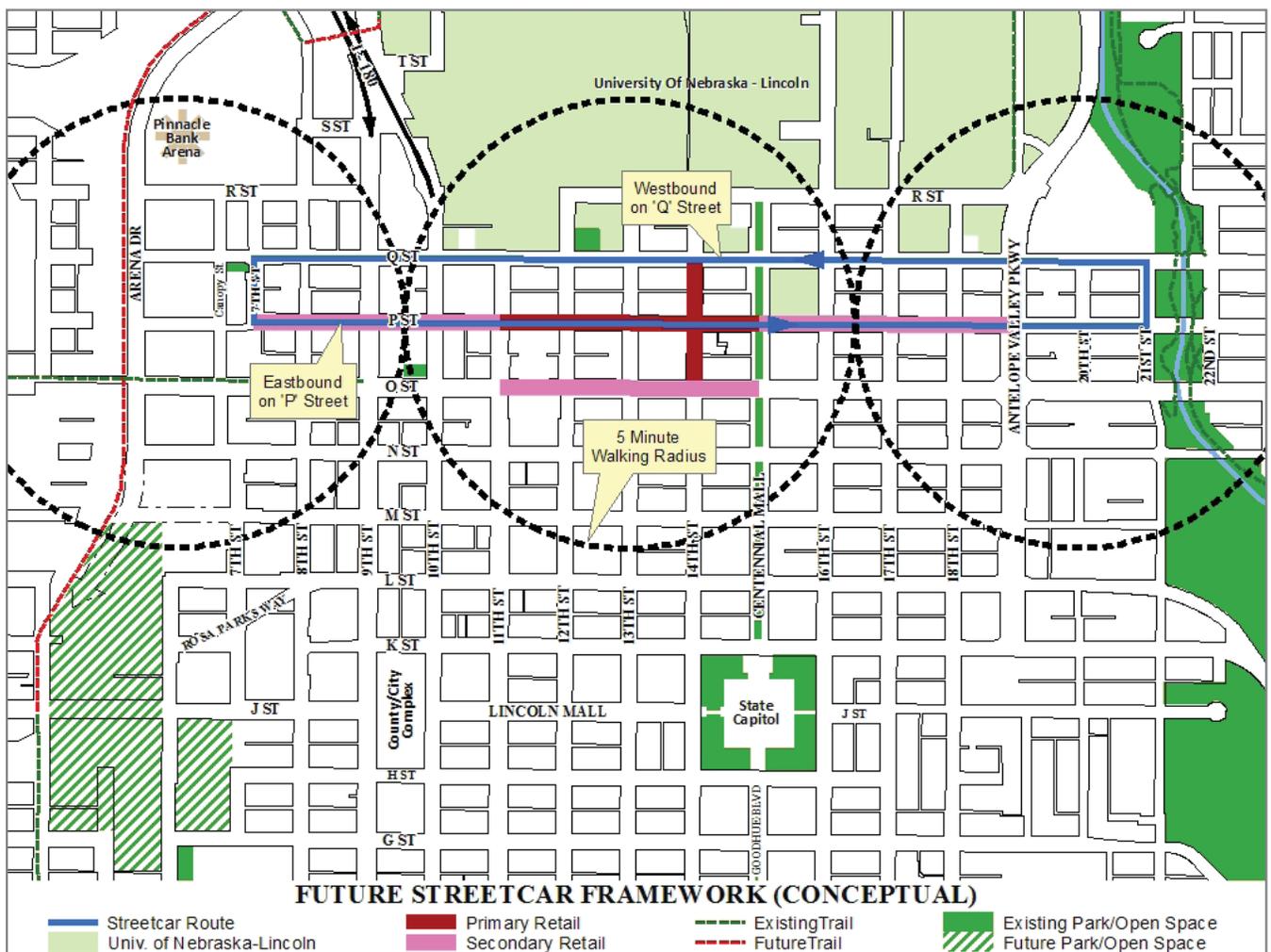
sector development.

- Improved access among West Haymarket, Downtown, and Antelope Valley. These districts span beyond a convenient and safe walking distance.
- Support of off-peak use of outlying parking garages for Arena events & University Park&Ride, with over a dozen existing or programmed public garage structures within three blocks of route.

It is recommended that the City undertake a study of a streetcar along P and Q Streets and consider the following adjustments to the

streetcar alignment to maximize use of downtown parking structures and ensure safe and convenient access between districts. Further recommendations include:

- Locate streetcar stops to maximize access to key destinations such as the Lied Center, Civic Plaza, the Amtrak Station, Union Plaza, and parking structures.
- Integrate the design of the streetcar alignment within existing curbside travel lanes and coordinate the design of the streetcar stops within curb extensions to maintain direct and convenient sidewalk access.



Streetcar Recommendations

Phasing of Preferred Alternatives and Streetscape Enhancements

Not all of the Master Plan Update streetscape enhancements can occur at once. The following are recommendations for phasing preferred design alternatives and streetscape enhancements for the N Street 'Last Mile' Protected Bikeway, Promenade, and Retail 'T' Streetscape.

Priority Projects

Priority projects implement the most critical elements of the Master Plan Update and represent the priorities for implementing the first phase of the Master Plan Update. These projects are essential for establishing public support and commitment for protected bikeways in Lincoln beginning with the N Street 'Last Mile' segment and coordinating the design and construction of the Retail 'T' Streetscape along P Street in conjunction with Civic Plaza. The priority projects include the following:

- Design and construct the N Street 'Last Mile' Protected Bikeway to provide a continuous pedestrian promenade and protected bikeway from the Billy Wolff Trail in Antelope Valley to the Jamaica Trail in West Haymarket.
- Design and construct the P Street streetscape enhancements from 11th Street to Centennial Mall and integrate the design with the Civic Plaza.



Completed Arbor Day Project

Key Projects

Key projects represent subsequent phases of the Master Plan Update that complete the 14th Street and 11th Street Promenade segments. The key projects include the following:

- Priority should be given to the design and construction of the 14th Street streetscape enhancements that would follow the build-out of the P Street improvements and fully implement the Retail 'T' Streetscape enhancements and provide an opportunity to test public support for additional segments of the protected bikeway along this key bicycle connection from downtown to the university.

- Design and construct the 11th Street streetscape following 14th Street as the final implementing element of the Master Plan Update and formal completion of the Promenade.
- Design and construct the secondary retail streetscape enhancements.

Note: Development opportunities for improvements may alter the ultimate phasing of projects.



In-Progress Arena Project



In-Progress Block 38 Project