N Street Protected Cycle Track
Lincoln, Nebraska

Presented By:
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City of Lincoln
Identified in 2012 Downtown Master Plan Update as the “last mile” of bike trails

East/West connection between Billy Wolff Trail and new West Haymarket on either end of downtown

Nebraska’s first Cycle Track

Strong support from Mayor’s Office but plenty of doubters
January 2013 - Notice to Proceed

January 2013 to July 2013 - Concept Design

October 2013 to March 2014 - Concept Design

April 2014 - Original Bid Letting

May 2014 to October 2014 - Bidder education, Revise Phasing and Search for additional funding

November 2014 - Rebid

March 2015 - Construction starts
Design Elements

- Key Design Considerations
- Parking Impacts
- Traffic Signals and Timings
- Pavement Marking and Signing
- Drainage and Streetscape
Key Design Considerations
Key Design Considerations
• Aging traffic signal infrastructure
• Lack of Capacity
  – Cabinets
  – Conduits
• Head Relocations
• New/Relocated Poles
• Balance Need vs. Cost
• Impact 10 existing signals along corridor

• Interim Approval in MUTCD

• No Request to Experiment required
• Exclusive bicycle phasing required at all intersections with potential vehicle/bicycle turning conflicts
• Cycle track detection
• No turn on RED
• Separate bike heads from vehicular and pedestrian heads
Post-Construction Activities

Official opening: April 23, 2016
No Motorized Vehicles...or so we thought

Driver fined for leaving scene of crash with bike lane barrier

By the Lincoln Journal Star  May 26, 2016  (2)
No Motorized Vehicles...or so we thought
“Stop Sticks”
“...the timing for bicyclists is not very good, and never has been. Even for medium level ability, it would be faster to be on the street with the cars. Because of this, many bicyclists tend to use the light when it's convenient, run red lights, and/or transition often between the street and sidewalks. None of these seem very safe for all involved.”
Signal Timing Priority
Post-Construction Activities

Signal Timing Priority

“What a dramatic improvement! Congrats to all involved. I plan to urge your illustrious Director, Ms Esposito, to talk about this next week at City Council. It’s an example of the great work being done every day in PWU to increase efficiency and improve service.”

~Mayor’s Chief of Staff

“As someone who has been riding this trail to work and home (whenever its under 95 degrees!) I have noticed a big difference and want to tell you and your staff that I appreciate all the extra effort you have made to make this a more enjoyable and quicker experience.”

~Parks & Rec staff

“I rode it last week and noticed a significant improvement as well. I appreciate the effort you and staff have made.”

~Chair, PBAC
Signal Timing Priority

Before

After

<table>
<thead>
<tr>
<th>WESTBOUND</th>
<th>Before</th>
<th>After, Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>From a Stop at 16th Street</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Centennial Mall</td>
<td>Stop</td>
<td>Green Green</td>
</tr>
<tr>
<td>14th Street</td>
<td>Green</td>
<td>Green Green</td>
</tr>
<tr>
<td>13th Street</td>
<td>Stop</td>
<td>Green Stop</td>
</tr>
<tr>
<td>12th Street</td>
<td>Green</td>
<td>Green Green</td>
</tr>
<tr>
<td>11th Street</td>
<td>Stop</td>
<td>Stop Green</td>
</tr>
<tr>
<td>10th Street</td>
<td>Stop</td>
<td>Stop Stop</td>
</tr>
</tbody>
</table>
| Total Stops    | 4      | 2               | 2

Westbound (15mph)
Eastbound (10mph)
Vehicles (25mph)
S. 9th Street
S. 10th Street
S. 11th Street
S. 12th Street
S. 13th Street
S. 14th Street
Centennial Mall
S. 15th Street
S. 16th Street
S. 17th Street
Post-Construction Activities
Post-Construction Activities
The N Street Cycle Track is the state’s first protected bikeway. The cycle track provides a connection from the Arena and West Haymarket to the Antelope Valley Trails, a critical link in the City’s 126-mile trail network. The cycle track runs for 17 blocks along the south side of "N" Street from 23rd Street to Arena Drive.

"Lincoln is very excited to be the home of Nebraska’s first cycle track," Mayor Chris Beutler said. "The separation of bikes and motor vehicles provides an extra measure of safety. But, it’s very important for the public to learn how to navigate this stretch of "N" Street, which includes traffic control devices at every intersection for cyclists, motorists, and pedestrians. In addition to providing important trail connections, the cycle track promotes healthy living and contributes to the livability, excitement and vibrancy of our 21st century city." Beutler said.

Mayor Beutler officially opened the "N" Street Cycle Track on April 23, 2016.