

## MAIN STREET CORRIDOR STUDY

### FAQs

#### **If the high school or hospital is moved to another location, how does this change the traffic on Main Street?**

The future traffic projections are expected to have a slight increase over the next 20 years due to the development in the downtown and the surrounding area along the Main Street corridor.

#### **What happens to the bus stop by the Rec Center?**

Depending on the selected alternative, the bus stop will remain in place with some slight adjustments to its location.

#### **How does the one-way traffic on Washington Street interact with Main Street traffic?**

No different than today, however the one-way portion of Washington Street from 18th to 6th Streets may be evaluated in the future.

#### **Would the speed limit change if the 3 lane concept with or without the boulevard is selected?**

There is not a specific need to change the current posted speed limits for the corridor with a change in the lane configuration; however a more consistent uniform posted speed limit will be evaluated with start of design.

#### **How do people cross the street when there is a roundabout?**

The design of the roundabout provides an area for pedestrians to cross the street before the intersection. Refer to the picture on the right.

#### **Is there room to expand the sidewalks into bike trails rather than on street bike lanes?**

The sidewalks can be made wider to accommodate all users including pedestrians and bicyclists. However, this would involve the removal of a significant amount of trees in the corridor and possible additional right of way from the adjacent property owners.

#### **Is there a plan to accommodate cyclists and pedestrians along the Main Street corridor?**

The Cedar Falls Bikeway Network Improvement Plan identifies Main Street this with dedicated bike lanes. The three lane option, with or without the boulevard includes bike lanes in both directions from 6<sup>th</sup> Street to Seerley Boulevard. The existing sidewalks along the corridor will remain in place and new sidewalks will be recommended in places where they do not exist today.

#### **Why can't bike lanes continue to University Avenue? What is the plan for bicyclists to get down there? How will the end of the bike lanes be signed?**

Due to vehicle traffic demands at University Avenue and a lack of street and right of way width on Main Street south of Seerley, bike traffic will be routed to/from Main Street at Seerley via the current bike trail which will provide connection to Main Street south of University Avenue. Additional signage is needed at the Seerley Boulevard intersection to route the bicycles to the parallel bike routes. In accordance with the Bikeway Network Improvements Map, additional

bike accommodation signs (may use full lane) are needed from Seerley Boulevard to University Avenue.

**Does the boulevard option include the center turn lane?**

No it does not. Openings in the boulevard for left turning traffic would be provided at street intersections.

**With the boulevard option, is there room to allow emergency vehicles to pass?**

This option will provide the adequate width for a motorist to pull over next to the street curb in order for the emergency vehicle to pass.