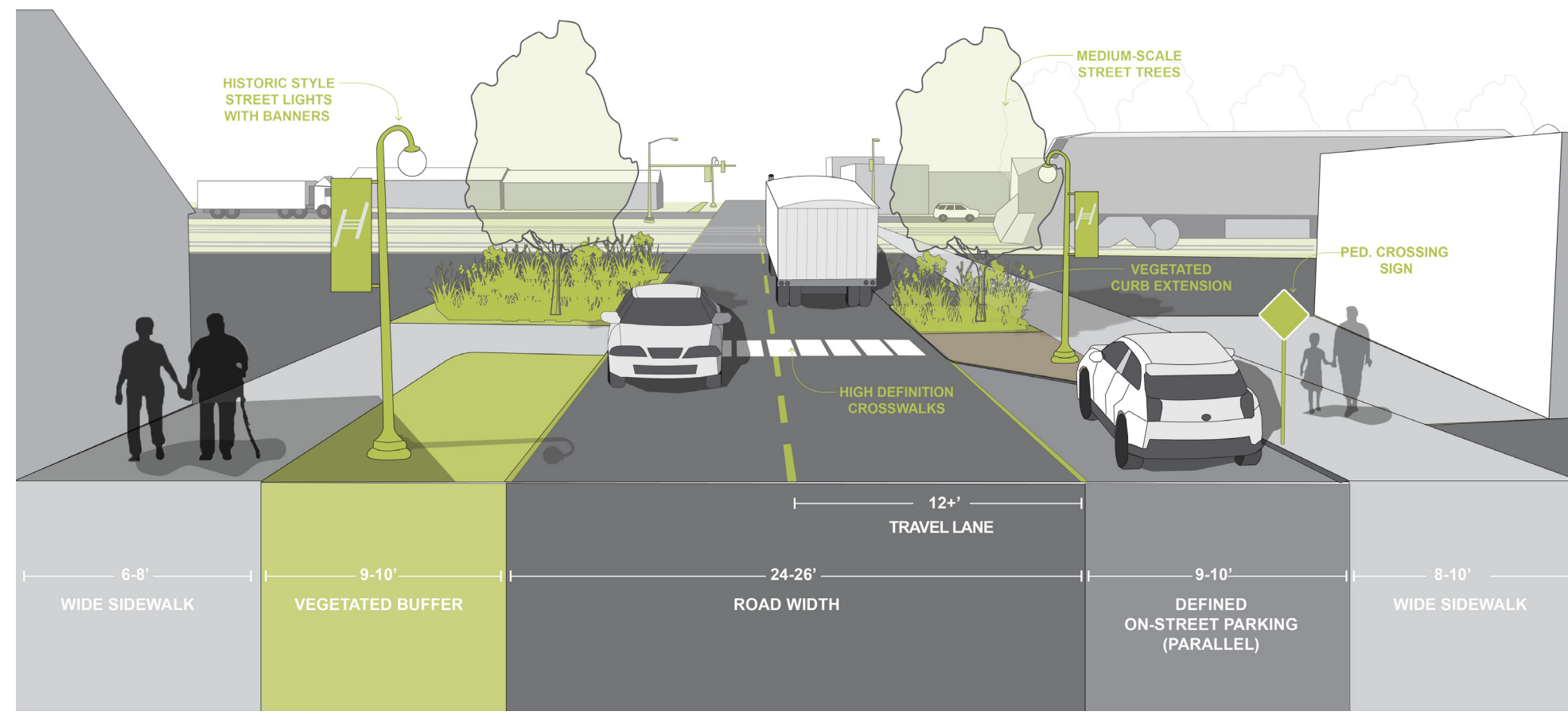


MAIN STREET (Looking East)

Looking east down Main Street the viewshed is defined by street trees and street lamps with historic character. The proposed bump-outs provide the appearance of a narrower street, which will help to slow traffic coming into town from up on the hill. Crosswalks near City Hall and

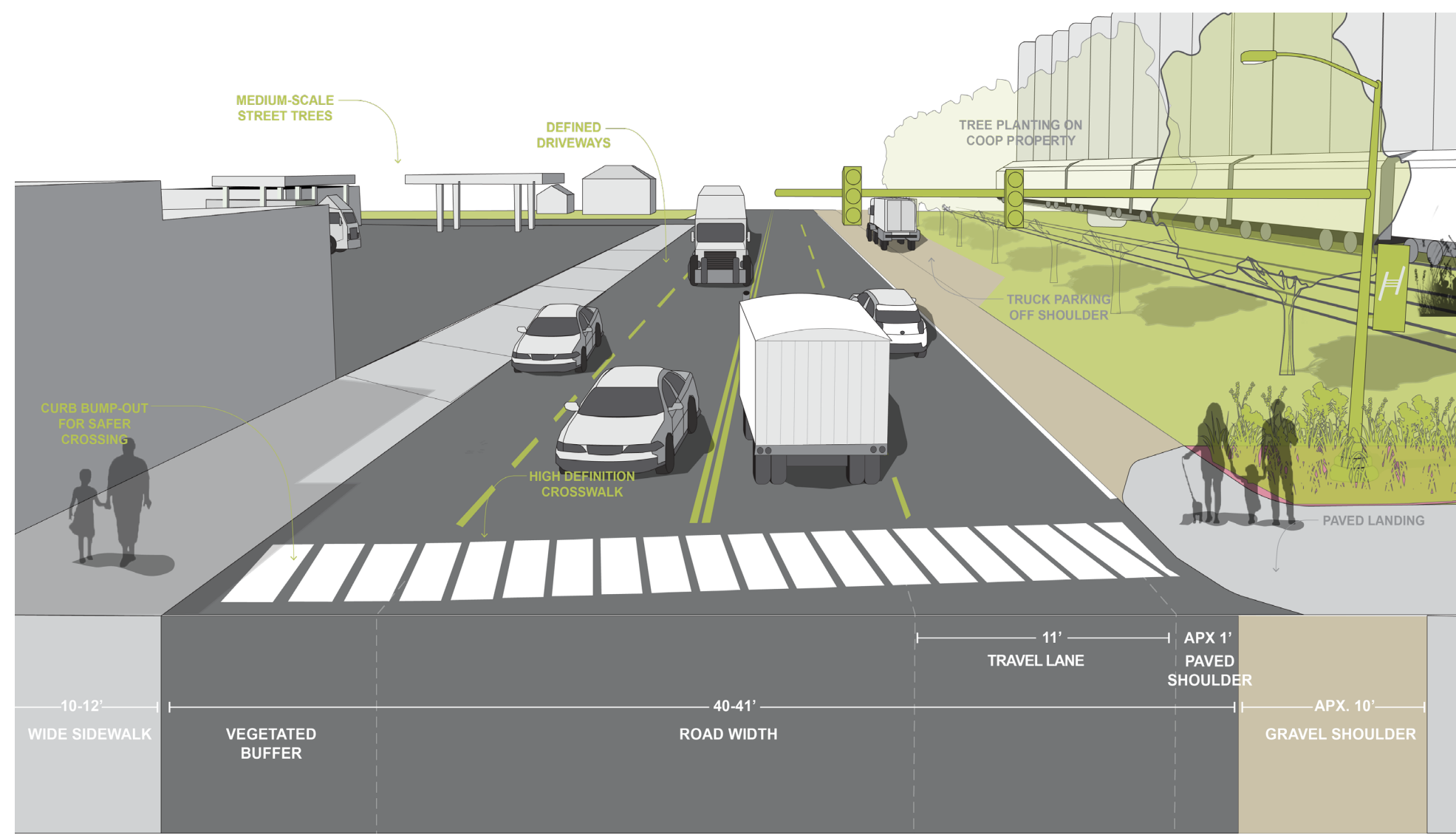
the Post Office create safer crossings to community amenities and set the stage for the Plywood Trail, which would utilize this intersection as it passes through town. Rain gardens in the bump-outs can help reduce stormwater runoff in this location where there is already a high water table.



MAIN STREET (Looking West)

The character of the old town portion of Main Street is carried over into the East Main Street business corridor. This provides a more consistent identity for Main Street as a whole. The same street lamps used at City Hall would be utilized along the entire

corridor and be adorned with banners. These additions, along with a selection of street trees and other low-maintenance plantings, would create an inviting and walkable condition for this portion of the



HIGHWAY 75 (Looking North)

Future projections for HWY 75 slate it to be widened to five lanes. In the interim, sidewalks along the highway could be reconstructed to increase pedestrian access to area businesses and create defined crossing points. Redoing the sidewalks would allow for defining driveways into area businesses and reducing conflict points for drivers and

pedestrians. The corner landings would be tapered to meet the road surface all around the edge so that larger vehicles can easily make the turns. High-definition crosswalks will make the pedestrian crossing more visible to drivers. It is suggested that trees be added and greenspace updated along the west side of the railroad right-of-way.

MAIN STREET & HWY 75 INTERSECTION



(Looking Northeast)



(Looking West)



At the intersection of HWY 75 and Main Street, community identity is enhanced by planting low-maintenance trees and perennials, re-establishing green space along the rail lines, and installing community based artworks. The addition of community branding in the heart of the intersection, along with infrastructure and vegetation updates, creates a welcoming entrance into the community. These assets compliment the road diet on Main Street and create safer conditions for drivers and pedestrians.

Adding street trees throughout the streetscape will help to expand the tree cover of the community, which is currently only makes up 18% of the land cover in Hinton. All introduced plantings should be low-maintenance and when possible, tolerant of urban conditions such as: a drought, poor soil and salt spray.