**Pedestrian Realm**

The pedestrian realm represents all space in the right-of-way that is dedicated to pedestrians. This comprises the sidewalk space from the curb to the built edge, and contains elements such as street trees and benches in addition to plenty of space to walk.

**Pedestrian & Bicycle Connection**

There are several vibrant neighborhoods adjacent to West Main. Creating and/or formalizing pedestrian and bicycle connections makes it easier to travel to and from West Main Street. Creating a safe and comfortable way to travel by foot or bike to or from the neighborhoods fosters better connections between the neighborhoods and the corridor.

**Pedestrian Crossing**

Enhancing and highlighting pedestrian crossings at each intersection makes traveling safer and more comfortable for those walking along the corridor. Raised intersections or crosswalks are traffic calming devices that can help to moderate speeds and draw attention to pedestrian areas.

**Curb Extension**

Curb extensions are useful in areas where right-of-way space is limited. They fit well at four-way intersections at neighborhood streets or at mid-block crossings. They reduce the distance a pedestrian has to walk when crossing a street and provide opportunities for outdoor dining and lounging. Curb extensions can also be used for stormwater management.

**Parks & Parklet**

Parks can act as destinations along the corridor. While there are several existing parks within walking distance, parklets - extension of the pedestrian realm into the roadway - can enhance the available green space and amenities available directly on the street.

**Bus Stops**

West Main Street is well-served by public transportation. Comfortable and clearly-marked bus stops (with benches and shelters when possible) within the pedestrian realm are essential to maintaining and increasing ridership, which helps to lessen private vehicle use.

**On-Street Parking**

On-street parking has been identified as important to the businesses that operate along the corridor, as well as people who visit the corridor as a destination or as a stop on a through-journey. On-street parking can be combined with features such as curb extensions to create a zone that separates the pedestrian realm from the roadway.

**Roadway**

The roadway consists of the travel lanes for vehicle and bicycle traffic. This traffic can either be confined to separate lanes, or can utilize the same street, a concept known as a “shared street”.

**Green Alley**

Alleys are useful passages from residential areas to main streets, but they can also be upgraded to help manage stormwater runoff and create a pleasant connection from neighborhoods, and can become community assets to the West Main corridor. Shared-use alleys comfortably accommodates both vehicles and pedestrians.

**Bicycle Lanes & Sharrows**

Bike lanes and sharrows are design elements that facilitate the movement of bicycles. Bike lanes create dedicated spaces for bikes only. Sharrows allow for the sharing of roadway space for both bicycles and vehicles.

**Cycle Track**

Cycle Tracks are facilities dedicated specifically to bicycles. Either located in two-way or one-way lanes, they create spaces that remove bicycles from the flow traffic. These facilities are ideal for non-avid cyclists who are apprehensive about riding in traffic.

**Green Technology**

Tree box bioretention planters can be used to capture stormwater that run-off sidewalks and curbs. These planters can be long or short, depending upon available space and utilities. Pervious pavers can be utilized to capture some stormwater run-off and to provide water and nutrients to adjacent vegetation. Structural soil is often used under sidewalks and other impervious surfaces to support the growth of street trees.