A mid-block crossing was removed here.

The Avondale intersection bump out was shortened to accommodate more on-street parking. A crosswalk on the north side was removed here.

The Avondale intersection bump out was shortened to accommodate more on-street parking. A crosswalk on the north side was removed here.

This illustration depicts the road layout in the areas without bump outs. There is enough room for two travel lanes and two parking lanes by using the 18-inch gutter pans for parking.

Travel lanes between bump outs were widened from 20 to 24 feet to increase bicycle comfort.

Bump outs were made with a softer angle for easier snowplowing.

This illustration depicts the road layout in the areas with bump outs. There are two 12-foot travel lanes between bump outs.

A crosswalk was removed here.

Bump outs were also placed to prevent parking at intersections on busy days like football Saturdays.

It was suggested that a crosswalk be placed on the north side of the Barnard intersection because there is a school bus stop there. This could not be done because a utility pole is located there.

No trees will be removed in this project area.

It was suggested that a crosswalk be placed on the south side of the Barnard intersection because there is a school bus stop there. This could not be done because a utility pole is located there.

Sharrows were added to remind all users that this road is shared between drivers and bicyclists.

Legal on-street parking is maintained on both sides of the street.

The road was narrowed from 36 feet to 30 feet to match adjacent neighborhood roads.

Legend:
- A mid-block crossing was removed here.
- New Curb
- New Asphalt
- New Sidewalk (to be maintained by property owner)
- New Drive Approach
- New Crosswalk
- New Grass (to be maintained by property owner)
- Existing Right of Way
- Change Made with Public Input
- A crosswalk was removed here.
- Bump outs were also placed to prevent parking at intersections on busy days like football Saturdays.
- Bump outs were made with a softer angle for easier snowplowing.
- A crosswalk was removed here.
- There are two 12-foot travel lanes between bump outs.
- There is enough room for two travel lanes and two parking lanes by using the 18-inch gutter pans for parking.
- Travel lanes between bump outs were widened from 20 to 24 feet to increase bicycle comfort.
- Bump outs were made with a softer angle for easier snowplowing.
- This illustration depicts the road layout in the areas with bump outs. There are two 12-foot travel lanes between bump outs. A crosswalk on the north side was removed here. This illustration depicts the road layout in the areas without bump outs. There is enough room for two travel lanes and two parking lanes by using the 18-inch gutter pans for parking.
- A crosswalk was removed here.
- The Avondale intersection bump out was shortened to accommodate more on-street parking. A crosswalk on the north side was removed here.

Greenview Drive

The centerline was removed to give Greenview Drive a more residential feel.

A crosswalk was removed here.

It was suggested that a crosswalk be placed on the south side of the Barnard intersection because there is a school bus stop there. This could not be done because a utility pole is located there.

Bump outs were also placed to prevent parking at intersections on busy days like football Saturdays.

Sharrows were added to remind all users that this road is shared between drivers and bicyclists.

Legends:
- Existing Curb Line
- New Curb
- New Asphalt
- New Sidewalk (to be maintained by property owner)
- New Drive Approach
- New Crosswalk
- New Grass (to be maintained by property owner)
- Existing Right of Way
- Change Made with Public Input

A crosswalk was removed here.

This illustration depicts the road layout in the areas with bump outs. There are two 12-foot travel lanes between bump outs. A crosswalk on the north side was removed here.

Travel lanes between bump outs were widened from 20 to 24 feet to increase bicycle comfort.

Bump outs were made with a softer angle for easier snowplowing.

This illustration depicts the road layout in the areas without bump outs. There is enough room for two travel lanes and two parking lanes by using the 18-inch gutter pans for parking.

A crosswalk was removed here.

The centerline was removed to give Greenview Drive a more residential feel.

A crosswalk was removed here.

It was suggested that a crosswalk be placed on the south side of the Barnard intersection because there is a school bus stop there. This could not be done because a utility pole is located there.

Bump outs were also placed to prevent parking at intersections on busy days like football Saturdays.

Sharrows were added to remind all users that this road is shared between drivers and bicyclists.

Legends:
- Existing Curb Line
- New Curb
- New Asphalt
- New Sidewalk (to be maintained by property owner)
- New Drive Approach
- New Crosswalk
- New Grass (to be maintained by property owner)
- Existing Right of Way
- Change Made with Public Input

A crosswalk was removed here.