

Change Made with Public Input

A mid-block crossing was removed here.

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

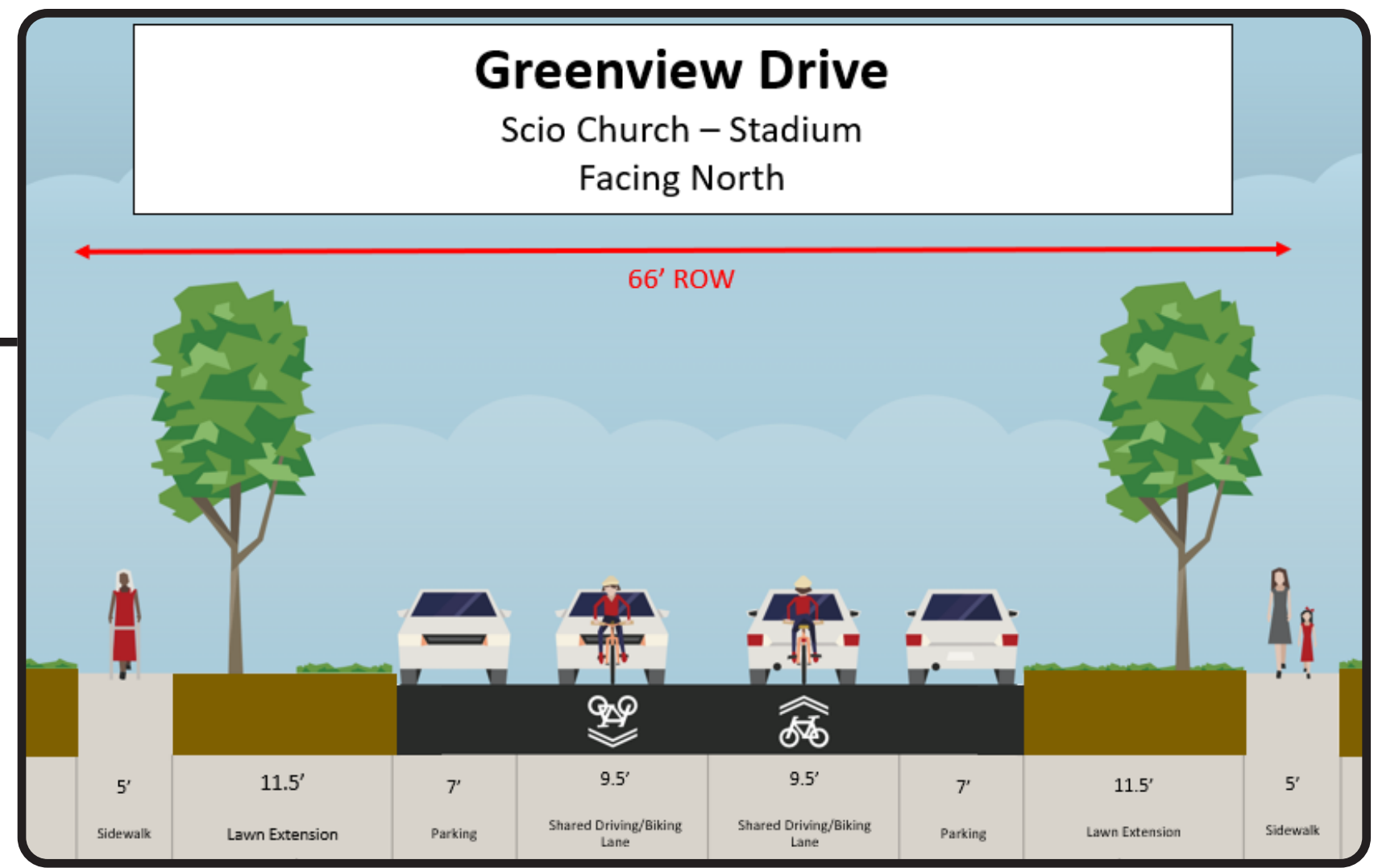
The road was narrowed from 36 feet to 30 feet to match adjacent neighborhood roads.

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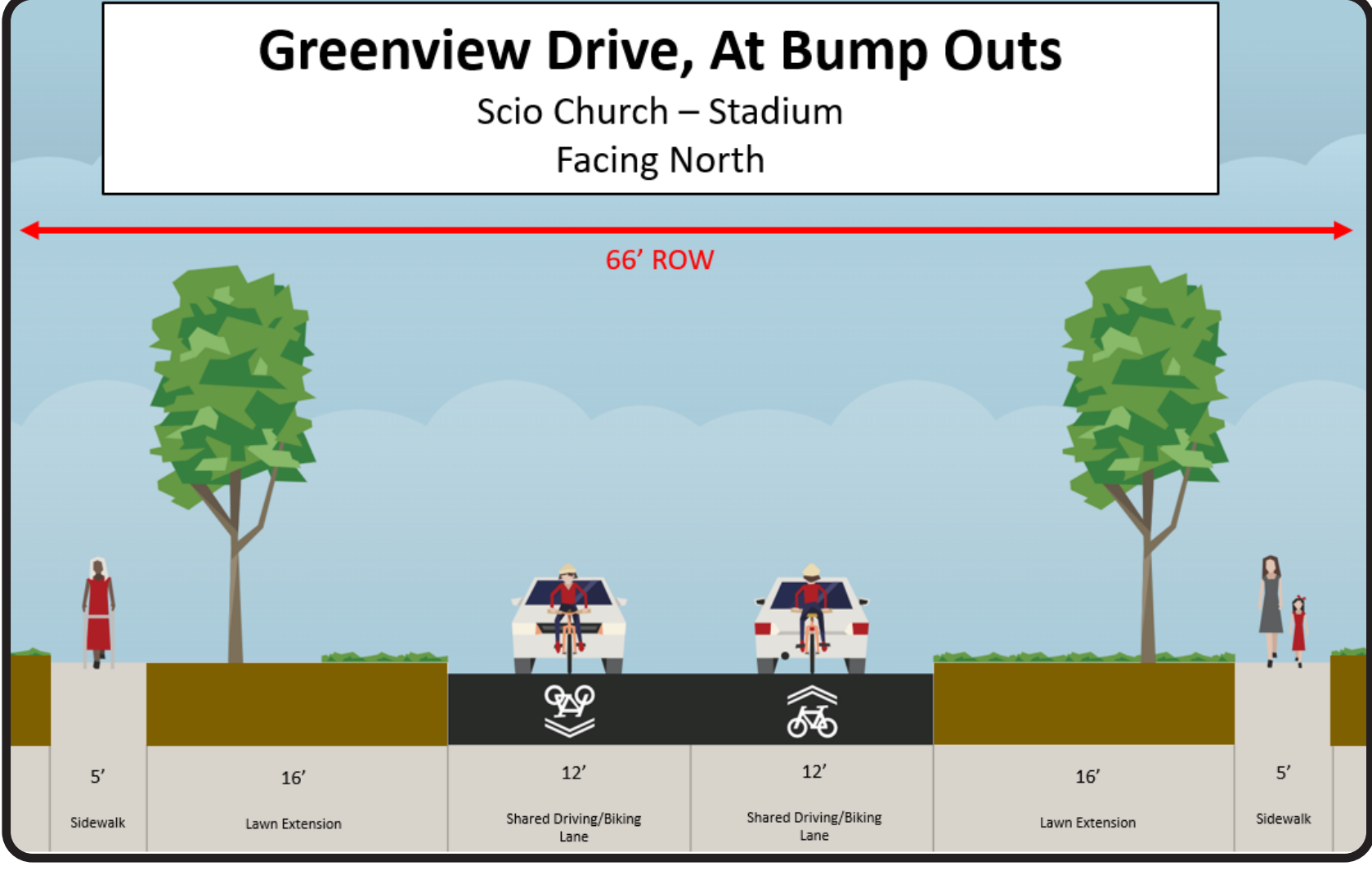
The Avondale intersection bump out was shortened to accommodate more on street parking. A crosswalk on the north side was removed here.

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A crosswalk 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 pan for parking.



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

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The area between bump outs was widened from 20 feet to 24 feet to increase bicycle comfort.

No trees will be removed in this project area.

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

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

It was suggested that a crosswalk be placed on the south side of the Barnard intersection because there is a school bus stop here. 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.

Legend:

| | |
|---|--|
| Existing Curb Line | |
| Public Right of Way | |
| New Curb | |
| New Asphalt | |
| New Sidewalk (to be maintained by property owner) | |
| New Drive Approach | |
| Crosswalk | |
| New Grass (to be maintained by property owner) | |

