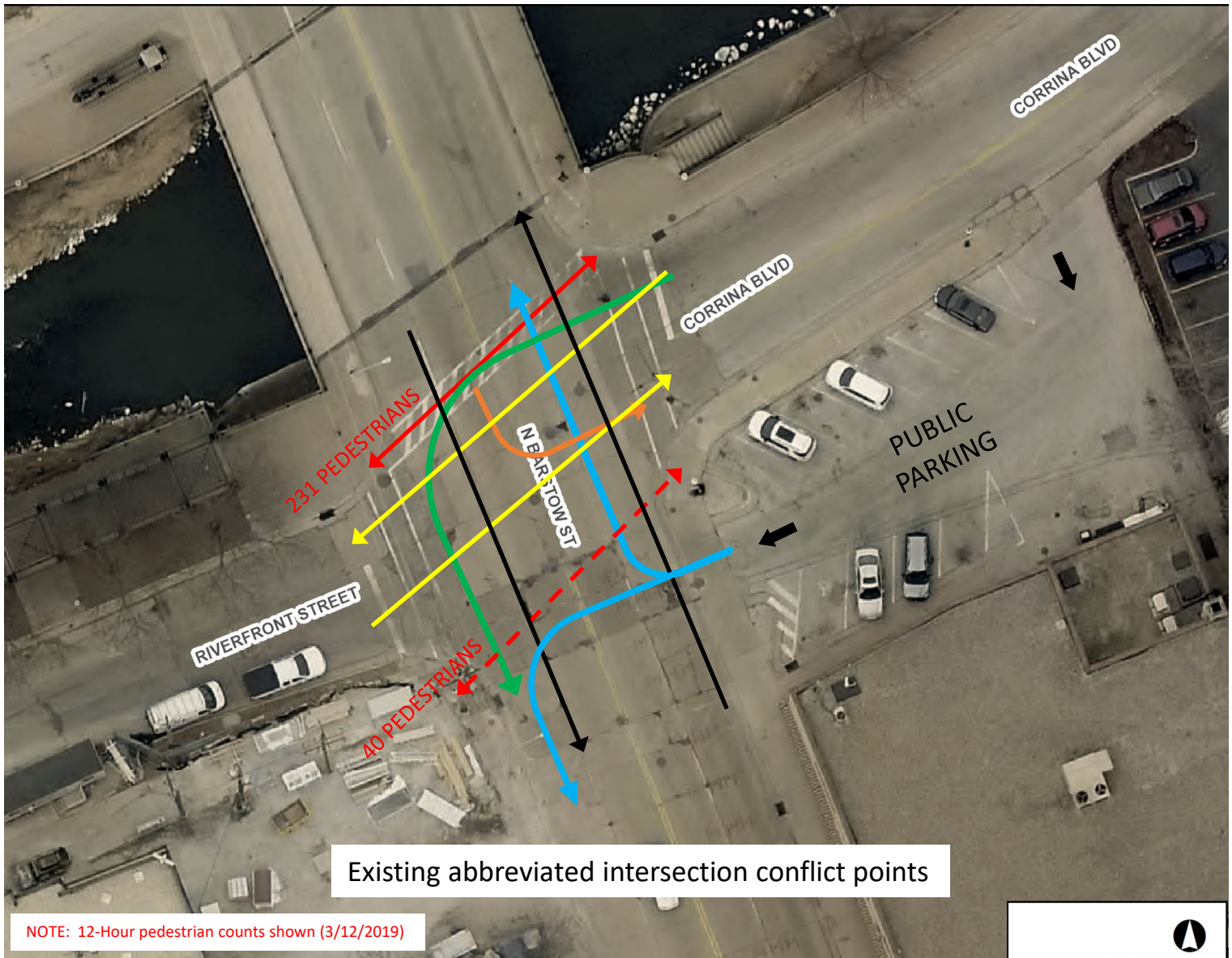


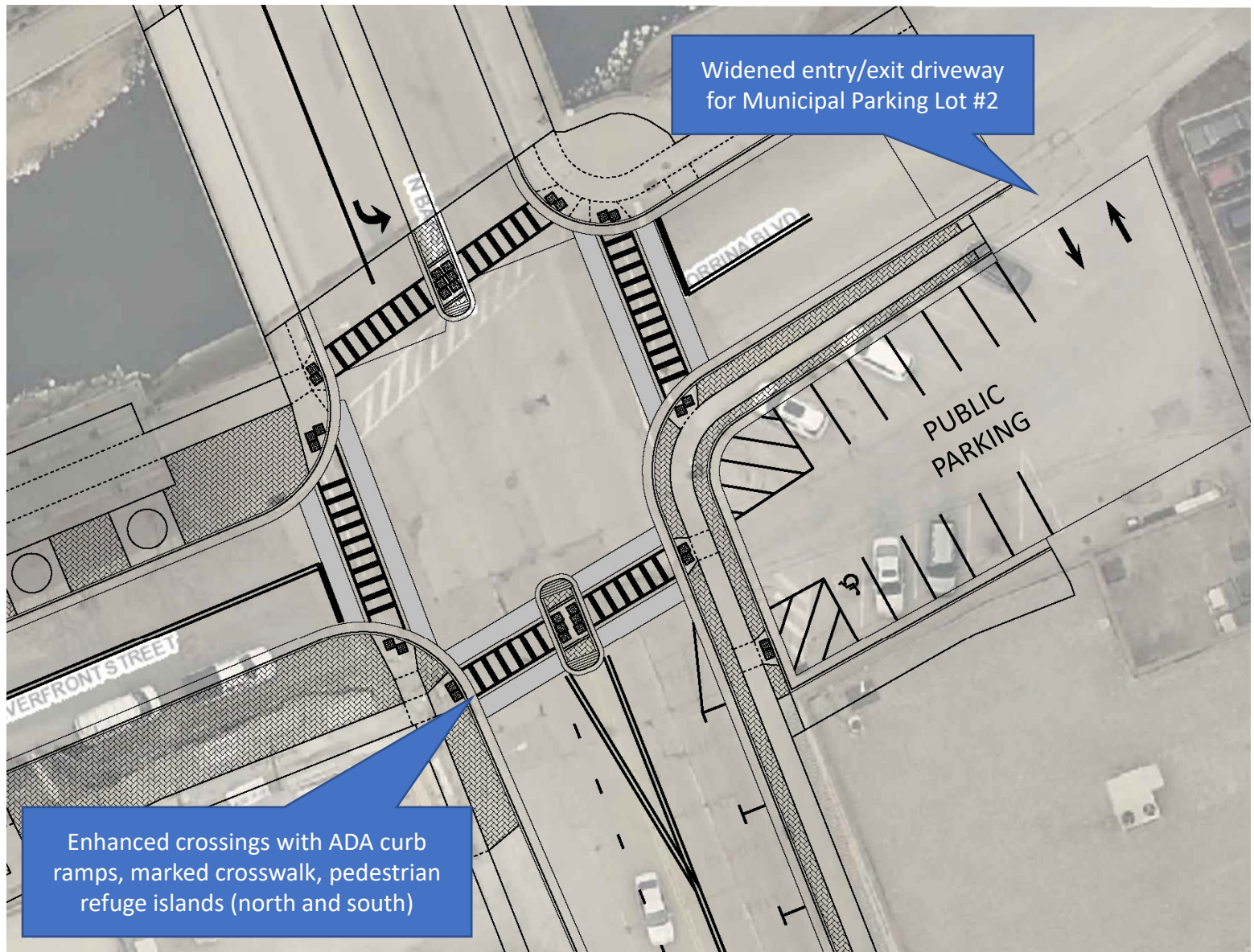
BARSTOW STREET/RIVERFRONT STREET/CORRINA BOULEVARD EXISTING INTERSECTION CONDITIONS



Existing Intersection Issues

- High volume of pedestrians crossing multiple lanes of N. Barstow Street.
 - Numerous pedestrians have been observed running across N. Barstow St. to avoid pedestrian/vehicle incidents.
- Pedestrian crossing visibility to approaching motorists.
- Multiple pedestrians crossing on south side of intersection in unmarked crosswalk.
 - Per Wisconsin State Statute 340.01 10(b), a legal crossing exists in this location, but is not easily recognized by traveling motorists.
 - The legal crossing at this location does not meet current ADA standards for accessible curb ramps.
- Close proximity of Municipal Parking Lot #2 exit driveway to 4 legged, 2-way stop controlled intersection. Exiting vehicles create additional conflict points and confusion for drivers and pedestrians navigating the Barstow St./Riverfront St./Corrina Blvd. intersection.
 - Having the parking lot drive approach on Barstow St. adds 5 conflict points to the intersection.

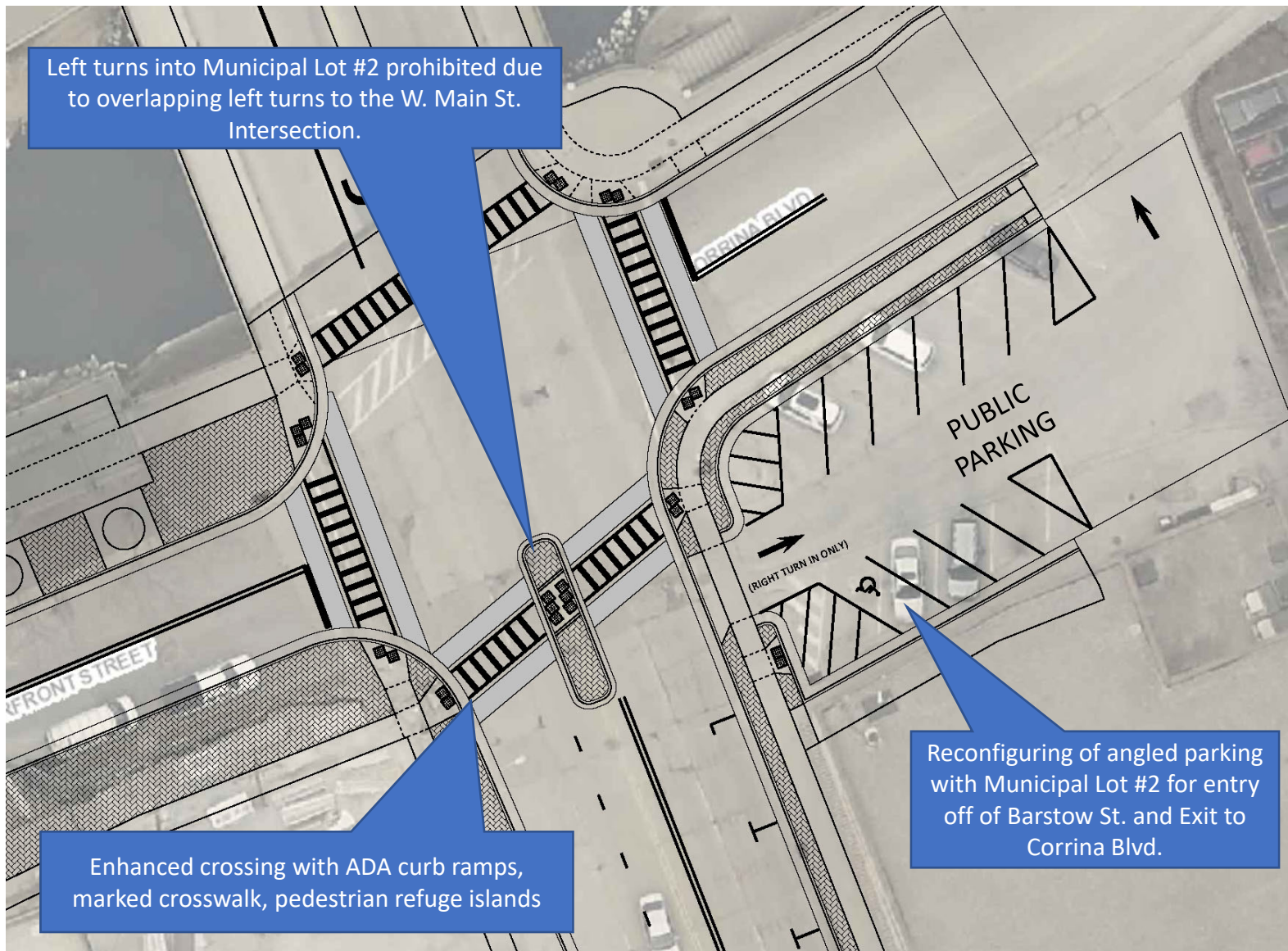
BARSTOW STREET/RIVERFRONT STREET/CORRINA BOULEVARD PROPOSED ALTERNATIVE #1 – HIGHEST SAFETY IMPROVEMENTS (STAFF RECOMMENDATION)



Proposed Alternative Details

- Currently included in the Barstow St. & Riverfront St. project plans (no change required).
- Meets the design goal of maximizing pedestrian safety, and reducing intersection conflict points.
- Addition of fully accessible marked crosswalk and curb ramps along south side legal crossing.
- Addition of pedestrian refuge islands to allow for two-stage crossings. (shortens pedestrian crossings and increases visibility for motorists)
- Enhanced style crosswalk markings on all legs of the intersection, and colored concrete bands also added on 3 legs for the intersection to further identify pedestrian crossings at the intersection.
 - The colored concrete bands cannot be added to the north side crossing of Barstow St. due to the concrete bridge approach slab limits.
- Elimination of Municipal Lot #2 exit directly onto N. Barstow St. which allows the Barstow/Riverfront/Corrina intersection to operate without additional confusion and vehicle/pedestrian conflict points. (Reduces conflict points by 5 within the intersection)
 - Entry and exit to Municipal Lot #2 will occur off of Corrina Blvd. at the widened drive approach.

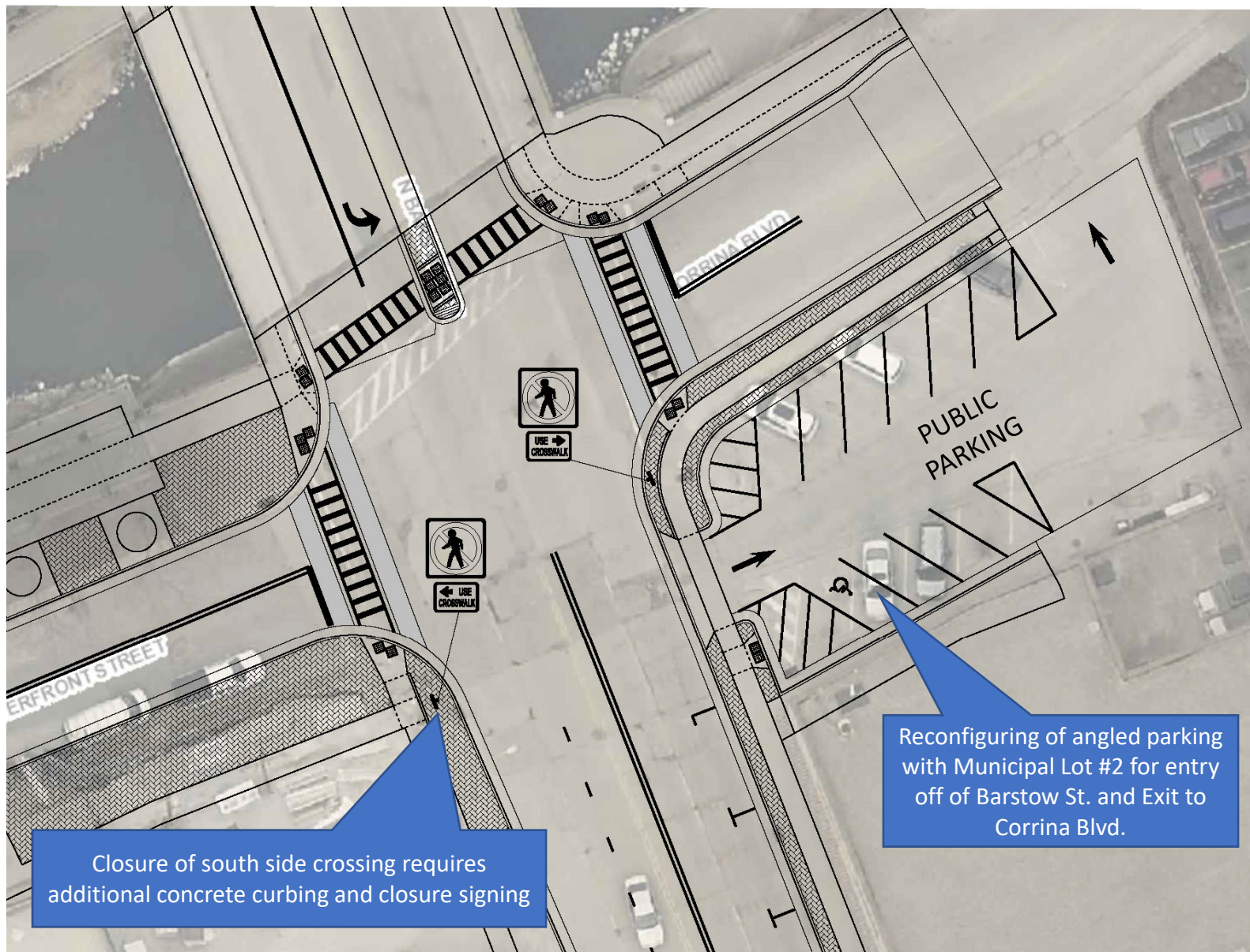
BARSTOW STREET/RIVERFRONT STREET/CORRINA BOULEVARD PROPOSED ALTERNATIVE #2 – ELEVATED SAFETY IMPROVEMENTS



Proposed Alternative Details

- Addition of fully accessible marked crosswalk and curb ramps along south side legal crossing.
- Left turns into Municipal Lot #2 will be prohibited to eliminate the overlapping left turn with the W. Main St. intersection left turn lane.
- Addition of pedestrian refuge islands to allow for two-stage crossings. (shortens pedestrian crossings and increases visibility for motorists)
- Enhanced style crosswalk markings on all legs of the intersection, and colored concrete bands also added on 3 legs for the intersection to further identify pedestrian crossings at the intersection.
 - The colored concrete bands cannot be added to the north side crossing of Barstow St. due to the concrete bridge approach slab limits.
- Elimination of Municipal Lot #2 exit directly onto N. Barstow St. which allows the Barstow/Riverfront/Corrina intersection to operate without additional confusion and vehicle/pedestrian conflict points.
 - Entry to Municipal Lot #2 will occur off of N. Barstow St. and will exit to Corrina Blvd. (Deliveries to Discount Liquor will still be able to back into loading docks through the Corrina Blvd. exit)

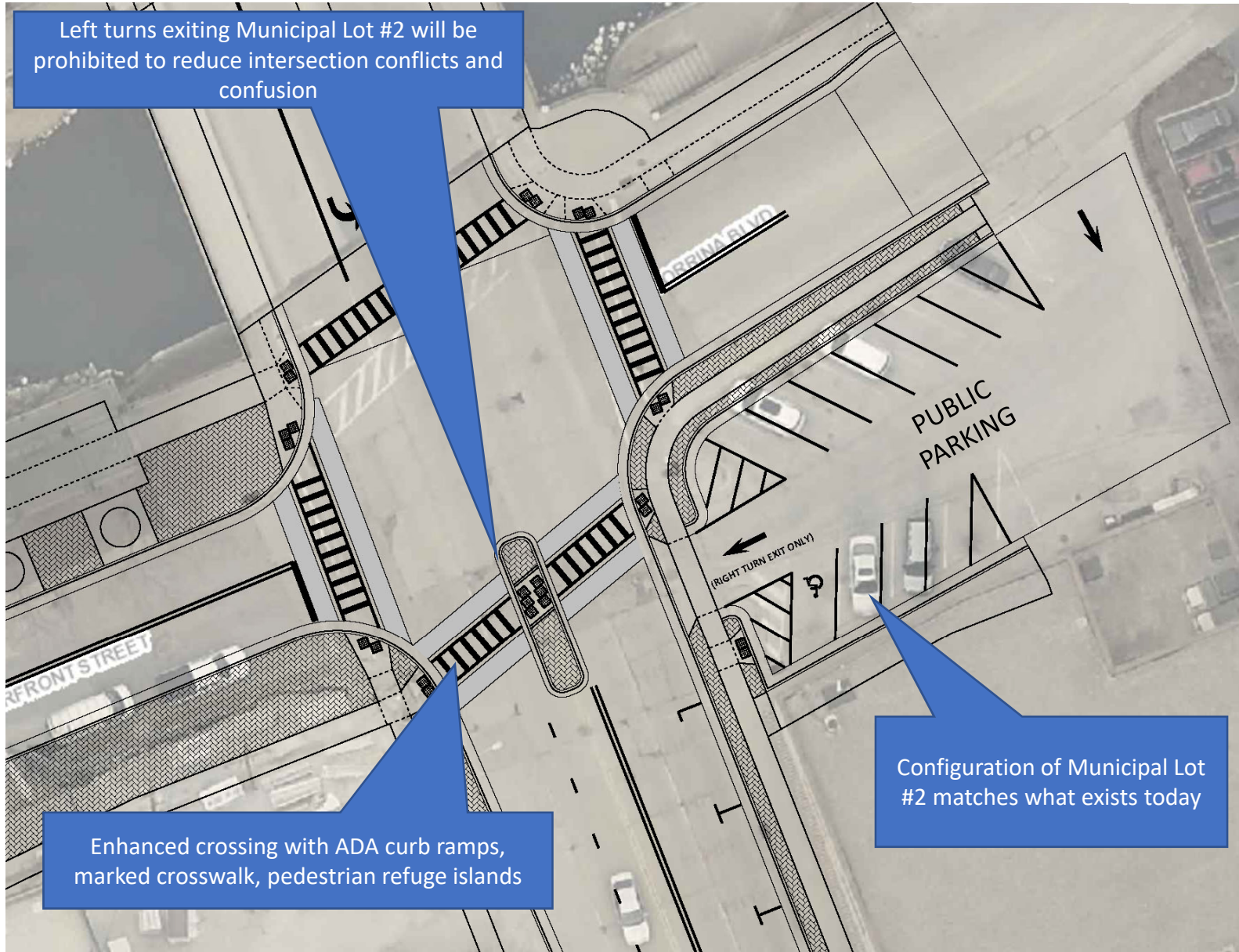
BARSTOW STREET/RIVERFRONT STREET/CORRINA BOULEVARD PROPOSED ALTERNATIVE #3 – MODERATE SAFETY IMPROVEMENTS



Proposed Alternative Details

- Full closure of south side crossing which requires additional signing to be installed, as well as, curbing adjacent to the sidewalk to inhibit pedestrian movement, and also alert visually impaired persons of the crossing closure.
 - Likely pedestrians will still attempt to cross Barstow St. on the south side due to closest proximity to their intended destination, regardless of curbing and signing.
- Potential traffic issue exists with left turning vehicles entering the Corrina Blvd. turn lane in anticipation of the W. Main St. intersection left turn lane and traveling through the Barstow/Corrina/Riverfront intersection
- Addition of pedestrian refuge island on north side for potential two stage crossing.
- Enhanced style crosswalk markings on only 3 legs of the intersection.
- Elimination of Municipal Lot #2 exit directly onto N. Barstow St. which allows the Barstow/Riverfront/Corrina intersection to operate without additional confusion and vehicle/pedestrian conflict points.
 - Entry to Municipal Lot #2 will occur off of N. Barstow St. and will exit to Corrina Blvd. (Deliveries to Discount Liquor will still be able to back into loading docks through the Corrina Blvd. exit)

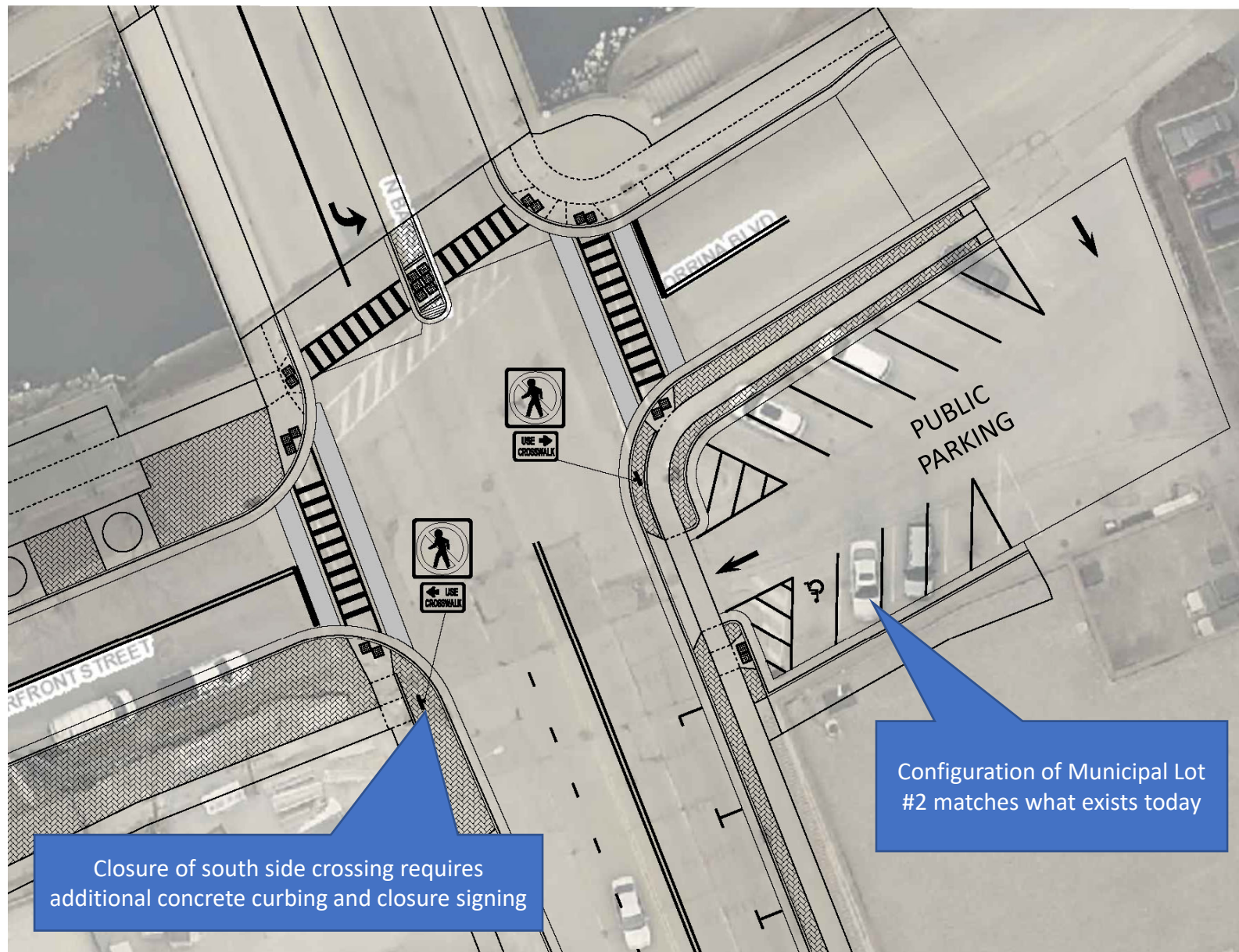
BARSTOW STREET/RIVERFRONT STREET/CORRINA BOULEVARD PROPOSED ALTERNATIVE #4 – MINIMAL SAFETY IMPROVEMENTS



Proposed Alternative Details

- Addition of fully accessible marked crosswalk and curb ramps along south side legal crossing.
- Left turns exiting Municipal Lot #2 will be prohibited to reduce vehicular intersection conflicts and confusion.
 - Conflict points still exist with exiting vehicles and pedestrians making the crossing on the south side of the intersection.
- Addition of pedestrian refuge islands to allow for two-stage crossings. (shortens pedestrian crossings and increases visibility for motorists)
- Enhanced style crosswalk markings on all legs of the intersection, and colored concrete bands also added on 3 legs for the intersection to further identify pedestrian crossings at the intersection.
 - The colored concrete bands cannot be added to the north side crossing of Barstow St. due to the concrete bridge approach slab limits.

BARSTOW STREET/RIVERFRONT STREET/CORRINA BOULEVARD PROPOSED ALTERNATIVE #5 - **LOWEST SAFETY IMPROVEMENTS**



Proposed Alternative Details

- Full closure of south side crossing which requires additional signing to be installed, as well as, curbing adjacent to the sidewalk to inhibit pedestrian movement, and also alert visually impaired persons of the crossing closure.
 - Likely pedestrians will still attempt to cross Barstow St. on the south side due to closest proximity to their intended destination, regardless of curbing and signing.
- Exit of Municipal Lot #2 onto Barstow St. creates additional conflict points and confusion with the operation of the Barstow St./Riverfront St./Corrina Blvd. intersection.
- Potential traffic issue exists with left turning vehicles entering the Corrina Blvd. turn lane in anticipation of the W. Main St. intersection left turn lane and traveling through the Barstow/Corrina/Riverfront intersection
- Addition of pedestrian refuge island on north side for potential two stage crossing.
- Enhanced style crosswalk markings on only 3 legs of the intersection.