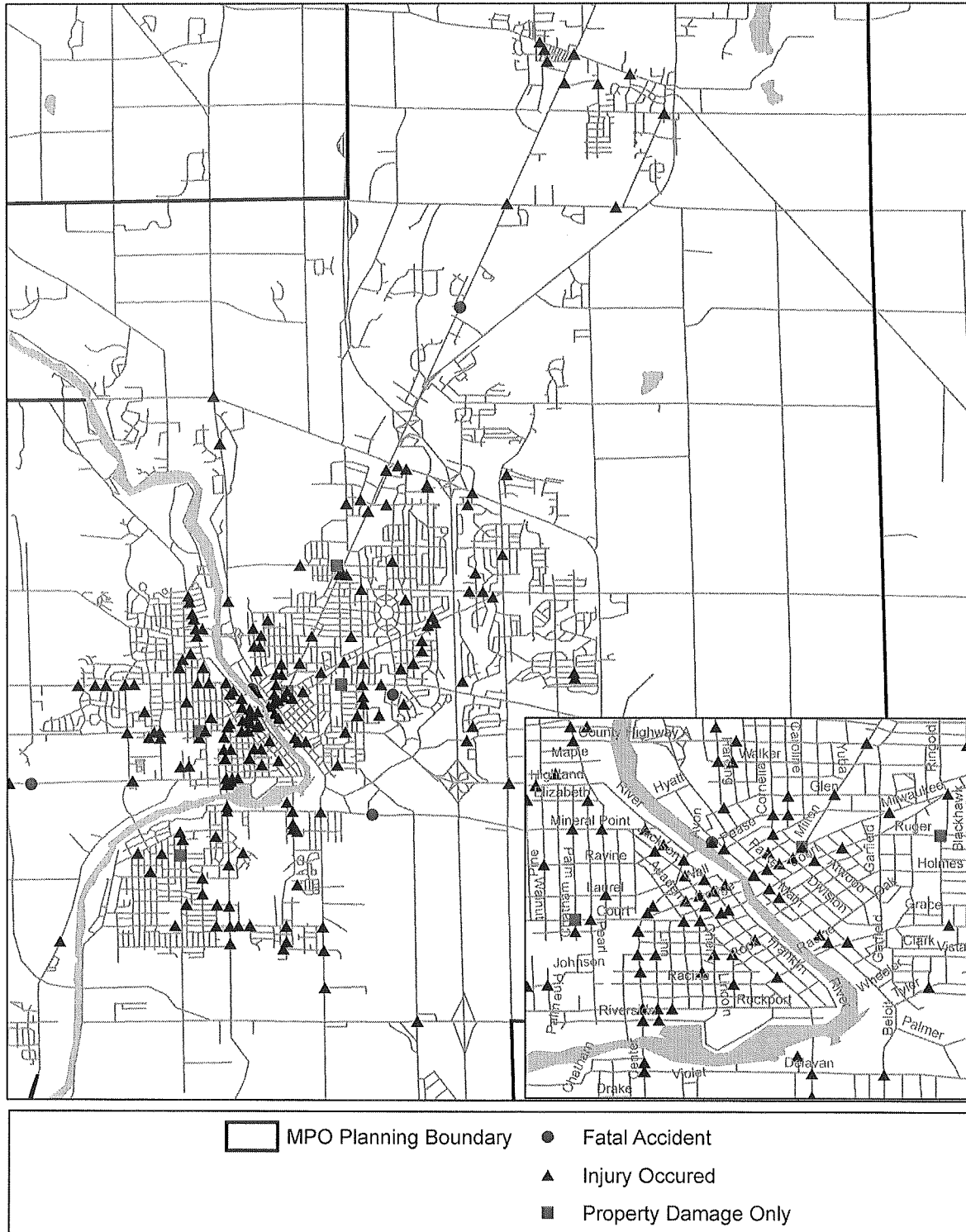


FIGURE III-8. PEDESTRIAN CRASHES 1994-2004



**2005 - 2035 Janesville Area
MPO Transportation Plan**

FIG. III-8

**Pedestrian Crashes 1994-2004
Bicycle & Pedestrian Plan**

Bicycle & Pedestrian Crash Comparison

Comparing the locations of bicycle crashes to pedestrian crashes, there are some notable similarities and differences. The major similarities are in the areas that have multiple crashes – both pedestrian and bicycle – between 1995 and 2004. Some of these problem areas are the major corridors into and out of the City of Janesville and intersections of those corridors throughout the City. This observation reinforces the notion that bicyclists and pedestrians are typically using the same corridors for their travel as automobiles.

Specific intersections that had multiple bicycle and pedestrian crashes were Main Street and Centerway (which had two fatalities during the 10 year period), and Center Ave and Rockport road (12 crashes), West Court Street and North Pearl Street (6 crashes), East Memorial Drive and North Fremont Street, Main Street and Milwaukee Street, Center Avenue and Conde Street, and West Racine Street and Pine Street. The Madison Street corridor in the City of Milton also has had multiple crashes particularly with eight crashes along a one-mile segment between Clear Lake Road on the west and Janesville Street on the East.

Design and Safety Improvements

In order to address dangerous intersections and other locations identified above a further analysis of the contributing factors must be examined. There are many examples of what can be done to improve bicycle and pedestrian safety at high risk locations throughout the MPO. It is recommended that the following locations, in addition to the fatality locations listed in the bicycle and pedestrians sections, be further analyzed to examine the factors contributing to accidents.

- Center Ave and Rockport Rd
- Center Ave and Conde St
- The Milton Avenue corridor from Humes Road to Centerway
- The Center Avenue corridor from Rockport Road to Kellogg Avenue
- Milwaukee St and Milwaukee Street
- West Court Street at intersections with Pearl, Academy, Arch and Chatham
- Multiple intersections on East and West Madison Avenue in the City of Milton

Once observed and analyzed in more detail, alternative facility design, traffic management and safety control measures should be identified. This analysis should utilize the Federal Highway Administration PEDSAFE and BIKESAFE Safety Guide and Countermeasure Selection System³ to assist in identifying potential design solutions. These documents contain 47 engineering countermeasures or treatments, along with education and enforcement programs, that may be implemented to improve pedestrian safety and mobility. These measures range from improved traffic signals and signs to the inclusion of bicycle and pedestrian facility design elements or even changes to roadway and intersection design and should be considered at the identified high risk intersections as well as near bicycle and pedestrian traffic generators and as new construction occurs. In addition, the Wisconsin Bicycle Facility Design Handbook should be consulted for additional design solutions for improving the safety and mobility along these street segments.

³ *PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System*. Federal Highway Administration & University of North Carolina Highway Safety Research Center, September 2004.