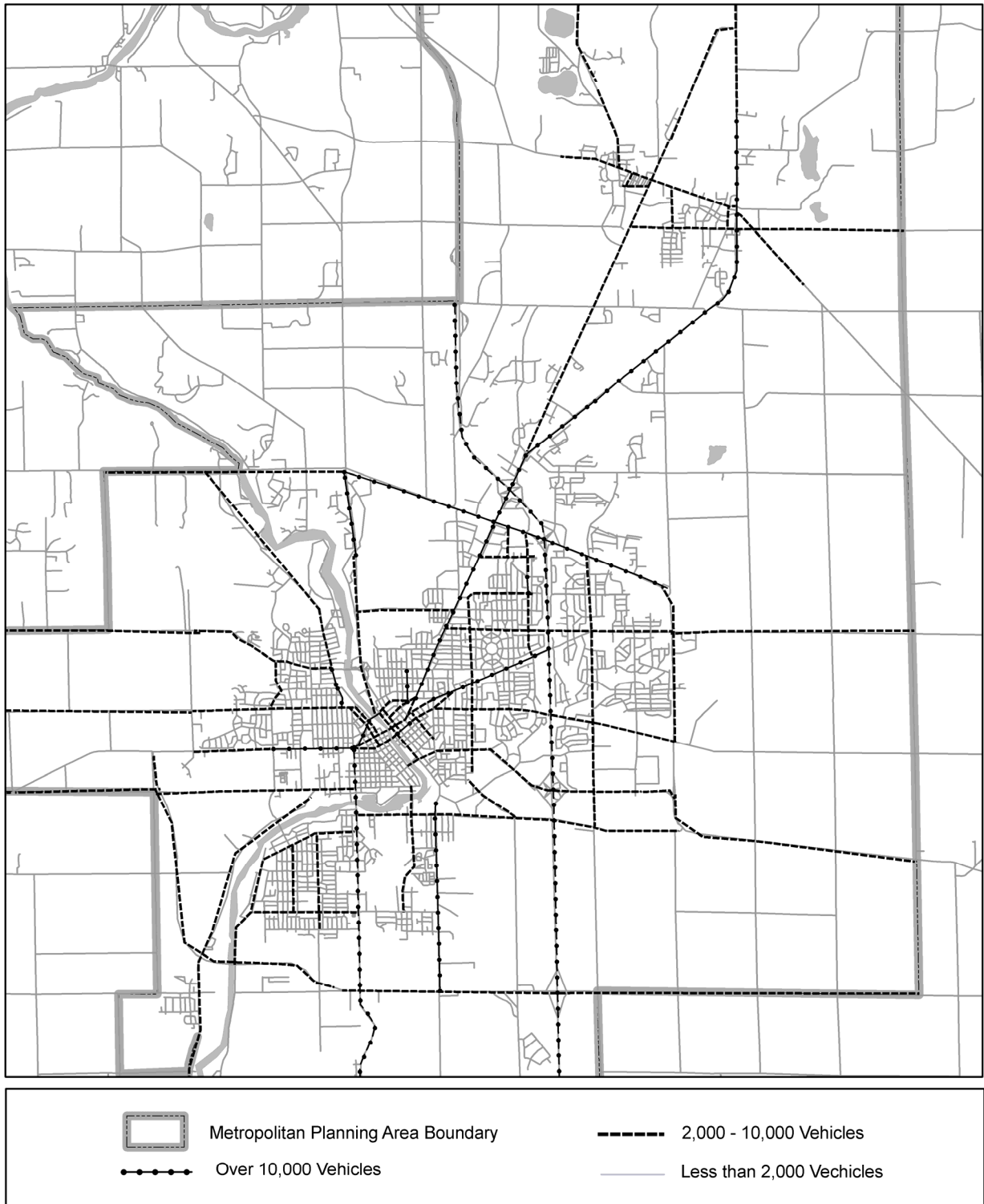


FIGURE III-4. AVERAGE DAILY TRAFFIC 2003



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

FIG. III-4

**Average Daily Traffic 2003
Bicycle & Pedestrian Plan**

V. BICYCLE AND PEDESTRIAN ACTIVITY IN THE JANESVILLE MPO AREA

How many people in the planning area actually ride bikes on a regular basis? This question is difficult to answer, however, data from the 2000 Census pertaining to the level of use for bicyclists and pedestrian and their respective means of transportation to work provide some answers.

2000 Census – Means of Transportation to Work

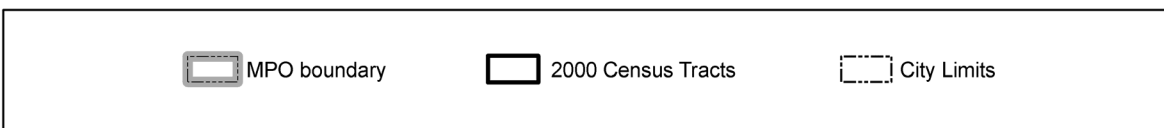
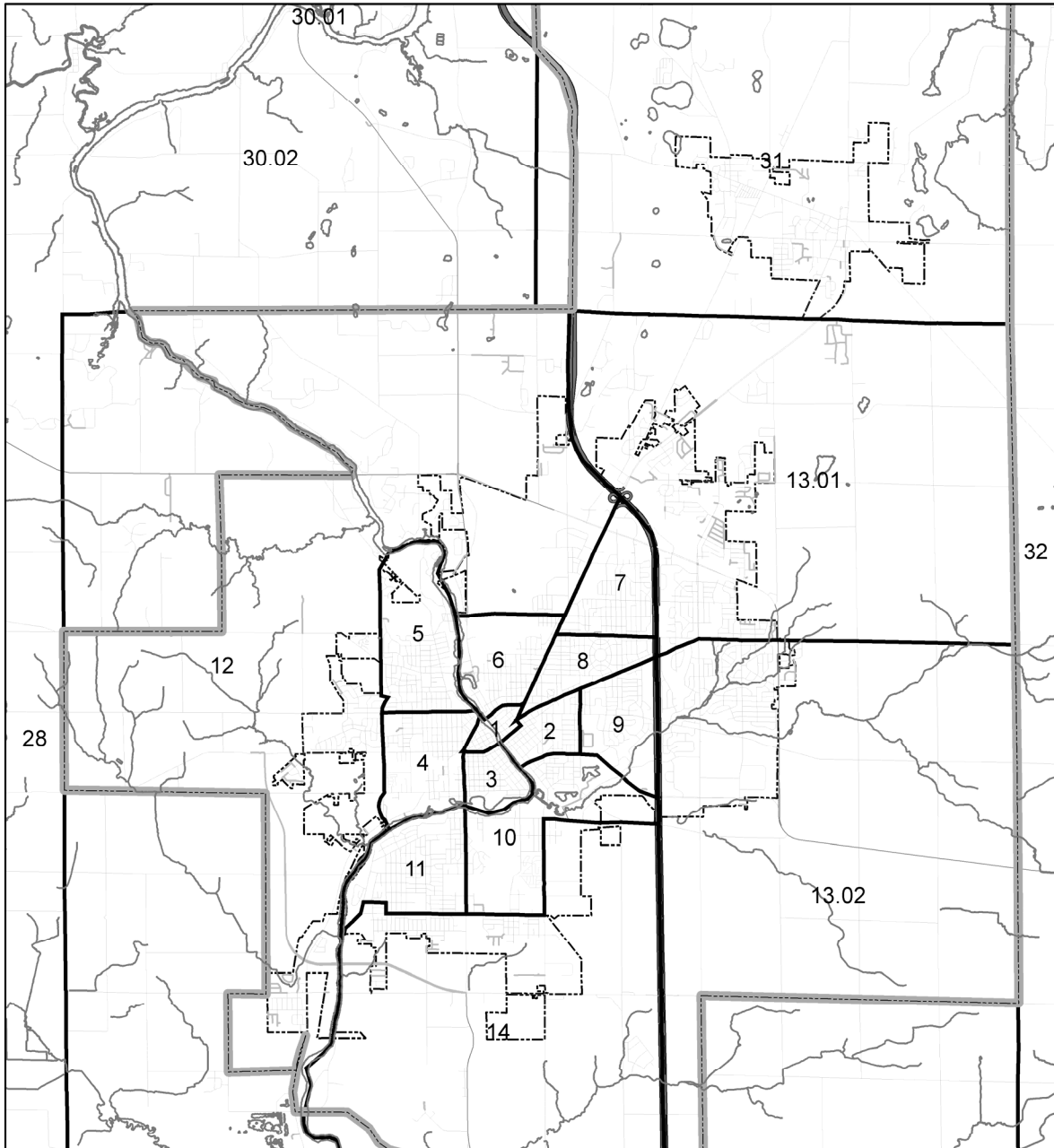
2000 Census data for the Janesville urbanized area indicates that 87 people (0.22%) went to work by bicycle, while 712 (1.8%) walked to work. Table III- 1 and Figure III-6 illustrate the means of transportation to work for all workers aged 16 and older for the urbanized area. It should be noted that this data was collected in March 2000 which is not a favorable time of the year for outdoor activities. In addition, the Census only requests the predominate mode of transportation. Therefore, any trip that comprises two modes (e.g. biking and walking) is recorded as one mode, typically the one that is more commonly used. Given these limitations, Janesville approximates national averages that indicated 2.9% of workers walk to work and 0.4% bike to work. These national averages were down for walkers and stayed the same for bikers from the Census count from 1990.

TABLE III-1. MEANS OF TRANSPORTATION TO WORK
(Janesville Urbanized Area By Place of Residence)

Census Tract	Population*	MODE							
		Drive alone	Carpool	Bus	Taxicab	Motorcycle	Bicycle	Walk	Other means
1	486	366	31	6	0	0	7	48	0
2	1,646	1,399	108	24	8	0	0	60	14
3	1,242	930	251	14	0	0	6	22	10
4	1,840	1,500	209	31	0	0	0	52	23
5	2,152	1,831	189	34	0	0	0	49	12
6	1,866	1,587	179	21	0	0	7	36	14
7	1,984	1,646	229	16	0	0	17	14	11
8	1,877	1,596	172	26	0	0	0	18	16
9	1,293	1,098	126	6	0	0	0	8	11
10	1,850	1,533	154	31	0	0	0	89	13
11	2,579	2,190	241	11	0	9	8	66	0
12	5,114	4,502	325	32	0	0	23	70	10
13.01	4,655	4,103	367	40	0	3	15	11	7
13.02	3,774	3,390	201	9	0	0	7	66	15
14	2,810	2,391	312	5	0	0	0	31	0
30.02 (pt)	591	442	106	0	0	0	0	66	16
31	3,819	3,229	339	13	0	0	0	6	0
TOTALS	39,578	33,733	3,539	319	8	12	87	712	172
% By Mode		85.23%	8.94%	0.81%	0.02%	0.03%	0.22%	1.80%	0.43%

*Population age 16 and over. Source: 2000 U.S. Census

FIGURE III-5. 2000 CENSUS TRACT BOUNDARIES

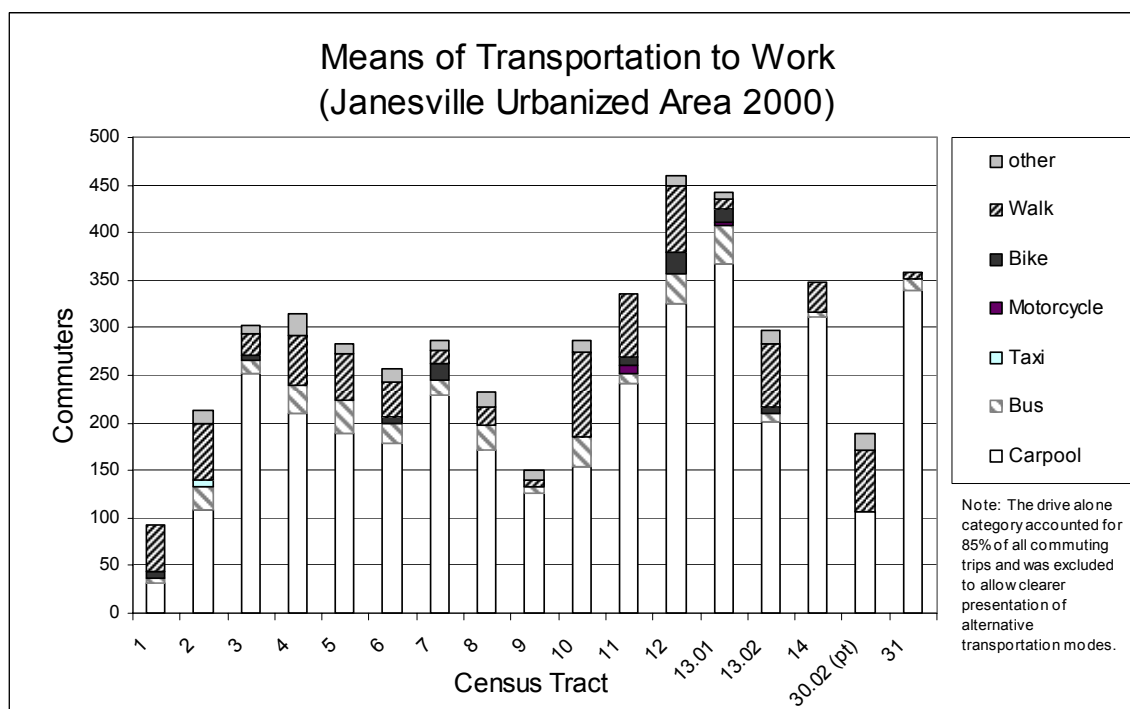


**2005 - 2035 Janesville Area
MPO Transportation Plan**

FIG. III-5

**Janesville Area MPO
2000 Census Tracts**

FIGURE III-6. MEANS OF TRANSPORTATION TO WORK



CRASH STATISTICS

Crash (accident) statistics offer another indication of locations where high bicycle or pedestrian volumes exist, provide information about age groups that may need to be targeted for safety and enforcement programs, and identify specific street or intersections that may need to be targeted for safety improvements.

Bicycle Crashes

Data on bicycle crashes for Rock County were obtained from the Wisconsin Department of Transportation (WisDOT) MV4000 Wisconsin Motor Vehicle Accident Report system. The major limitation with this data is the fact that it only summarizes “reportable” crashes, those that involved at least one motor vehicle and resulted in an injury, possible injury, death, or property damage of \$1,000 or more. In general, approximately two-thirds of bicycle-motorist crashes are not reported to state or local officials.¹ In addition, most crashes that do not involve a moving motor vehicle, such as a bicyclist hitting a fixed object or a pedestrian, are not reported at all (this is supported by the fact that 99.4% of crashes reported in Table III-2 involved injuries). Despite these limitations the MV4000 information does provide some insight into the type and location of crashes that have occurred in the Janesville Area MPO and can be used to determine where safety improvements might be necessary and where to focus efforts on safety education.

¹ Stutts, Williamson, Whitley, and Sheldon – *Bicycle Accidents and Injuries: a Pilot Study Comparing Hospital and Police Reported Data* (1990).

TABLE III-2 JANESVILLE MPO BIKE CRASH SUMMARY 1995-2004

	TOTAL	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Rock County	500	59	63	60	51	49	55	39	36	49	39
MPO Jurisdictions*	256	31	31	34	28	24	31	18	18	25	16
City of Janesville	239	30	30	31	25	22	29	17	16	24	15
City of Milton	7	1	0	0	2	1	1	1	1	0	0
Town of Harmony	3	0	0	1	0	0	0	0	1	1	0
Town of Janesville	4	0	1	1	0	1	1	0	0	0	0
Town of La Prairie	0	0	0	0	0	0	0	0	0	0	0
Town of Milton	1	0	0	1	0	0	0	0	0	0	0
Town of Rock	2	0	0	0	1	0	0	0	0	0	1
Rock County											
Injuries	497	59	67	59	50	48	54	37	38	46	39
Fatalities	8	0	1	1	1	0	1	1	0	1	2

Note: In some years there are a greater number of injuries than total accidents. This is a result of reporting multiple injuries for some accidents.

Source: WisDOT MV4000 accident database.

** Includes entirety of townships and does not end at the MPO boundary.*

Table III-2 summarizes the number and severity of crashes occurring in municipalities in the Janesville MPO area for each year from 1995 to 2004. There were 256 crashes in the MPO area during the ten year period between 1995 and 2004. For the entire MPO an average of 26 reported bicycle crashes occurred each year during this period. During the ten year period five (3.13%) of the crashes resulted in fatalities. Of those fatalities, three occurred in the City of Janesville and one each in Harmony and Rock Townships.

Figure III-7 depicts the location of bicycle crashes in the MPO between 1994 and 2004 (please note that additional information was available for 1994 and was included on the maps). This figure illustrates that the vast majority of crashes occur in the urbanized area where exposure to automobiles and conflict points is the greatest. A detailed examination of the accident addresses indicates several streets and intersections that have had multiple accidents during the ten years. Some of the major problem streets and intersections in the City of Janesville are:

- Center Ave: 26 crashes with multiple crashes at intersections with Conde St (5), Rockport Rd (5), Kellogg Ave (3), Riverside St, N Main St and N Academy (2 each).
- Milton Avenue: 26 crashes along this corridor with multiple crashes at intersections with Randolph Rd and Black Bridge Rd (3 each), and E. Centerway Ave, E. Memorial Dr, and Mt. Zion Ave (each with 2).
- Milwaukee St: Over 20 crashes with multiple crashes along East and West Milwaukee Street with multiple crashes at Pontiac, Harmony and Randall (2 each).
- Rockport Rd: Over 10 crashes with 5 at the intersection with Center Ave.

In addition, the intersection of John Paul Road (County Highway Y) and West Madison Avenue in the City of Milton has had four crashes and two additional crashes occurred on Madison Avenue on the east side of the City.

The locations of the five fatalities within the MPO boundary were at the following locations:

- Centerway and Main St.
- Main St and Saint Lawrence.
- Kennedy and HWY 14.
- HWY 51 and Airport Road.
- Townline Rd and West Rotamer Rd.