



# Evansville Traffic & Pedestrian Safety Study



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## *WHY WE DID THE STUDY*

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1. To show that existing improvement plans were sufficient based on the data collected.
2. To look at and improve the following areas:
  - a. Site distances for both pedestrians & drivers
  - b. Existing lane widths between 1<sup>st</sup> St & Maple St.
  - c. Parking accessibility & availability
  - d. Pedestrian mid-block & intersection crossings
  - e. Greater visibility & definition of crossings & intersections
3. Potential for HISP funding from WISDOT for safety improvements if certain criteria were met.

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## *EXISTING CONDITIONS & ISSUES*

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1. Narrow lane widths exist that create traffic flow issues
2. Angled 45 degree parking on both the north and south sides of Main St.
3. Insufficient site distances for both pedestrians and drivers
4. Pedestrian crossing safety concerns
5. High crash rate when compared to Wisconsin average
  - a. Crash data was taken from 2015 – 2019 Crash Rate: 1,103.4 per 100 million WI Avg. 356

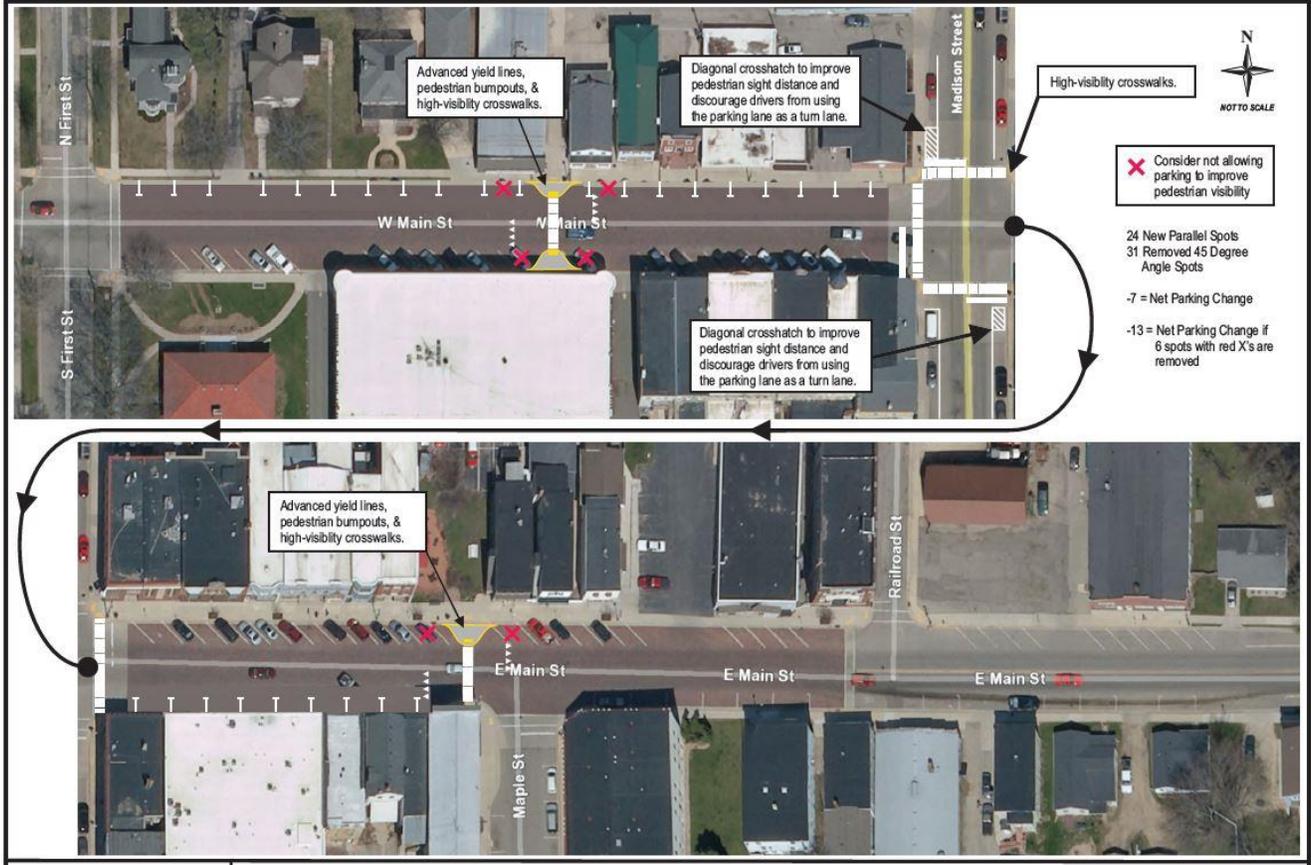
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## *IMPROVEMENT PLANS*

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1. Move to 30 degree parking or parallel parking (Parallel Parking recommended)
  - a. Parallel parking will create the most benefit for both lane width and site distances
  - b. Parallel parking has the least amount of parking spot losses when compared to 30 degree parking. Additional parking spaces have been created at City parking lots. Additional defined parking spaces are being looked at along other side streets as well.
  - c. Parking stall changes would only happen at the NW quadrant and the SE quadrants of parking from the Main & Madison intersection.
2. Define Main & Madison Intersection with new markings which include defined parking stalls, defined travel lane & high visibility crosswalks.
3. Create raised mid-block crosswalk bump outs, this will create a proper site distance for safer crossings.
4. Increase visibility of crosswalks crossing Main St at the following intersections: First St, Second St, Third St & Fourth St.. These will include advanced warning pavement markers, high visibility hatched crosswalks & advanced warning signage.

# Visuals



From north side of western mid-block crossing, facing traffic from the west, standing at edge of parking.

PedSD Required: 450-feet.

Minimum sight distance is met for pedestrian standing at edge of parking.

More vehicles parked along Main Street are unlikely to interfere with pedSD.



From north side of western mid-block crossing, facing traffic from the west, standing at edge of curb.

PedSD Required: 450-feet.

Minimum sight distance is **not** met for pedestrian standing at edge of curb at the time of photo.

If more vehicles were parked along Main Street, pedSD from edge of curb is likely to be interfered with much more.