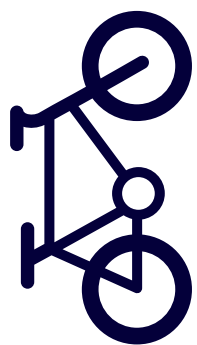


PEDESTRIAN & BICYCLIST CRASH FACTS 2020-2024

Knoxville Regional Overview

Between 2020 and 2024, there were



796 motor vehicle crashes

involving pedestrians or bicyclists
in the Knoxville area.

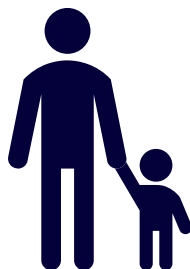
581 involved pedestrians

215 involved bicyclists

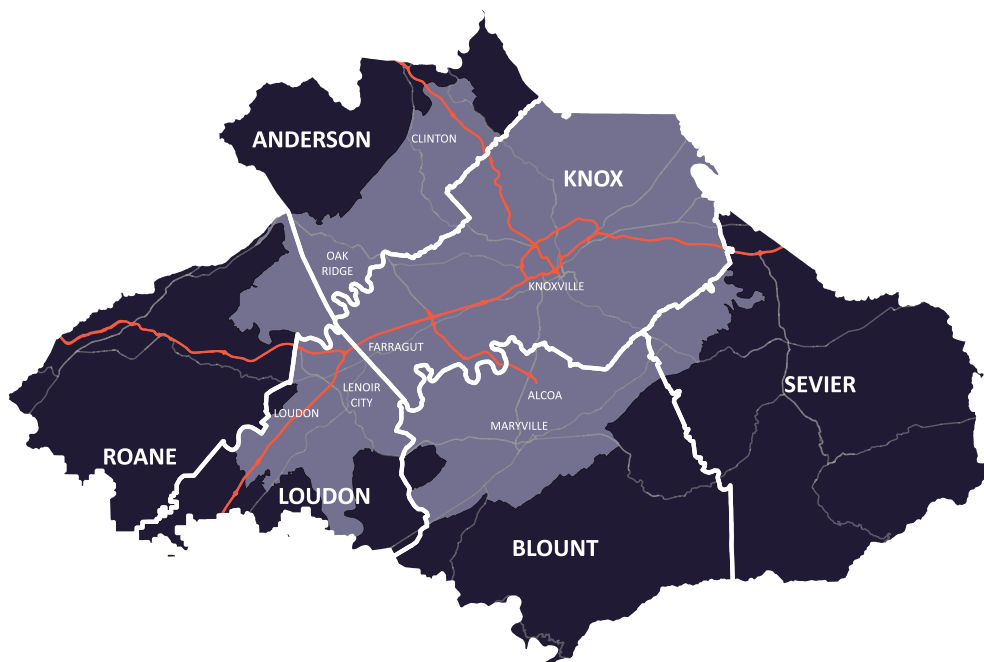
79 people
were killed in
these crashes:

74 pedestrians

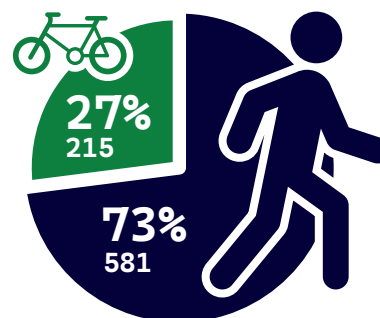
5 bicyclists



On average, this amounts to **13 crashes**
every month with **34%** resulting in
serious or fatal injuries.



Crashes By Mode



■ Bicyclist
■ Pedestrian



The rate of traffic fatalities was

19x higher

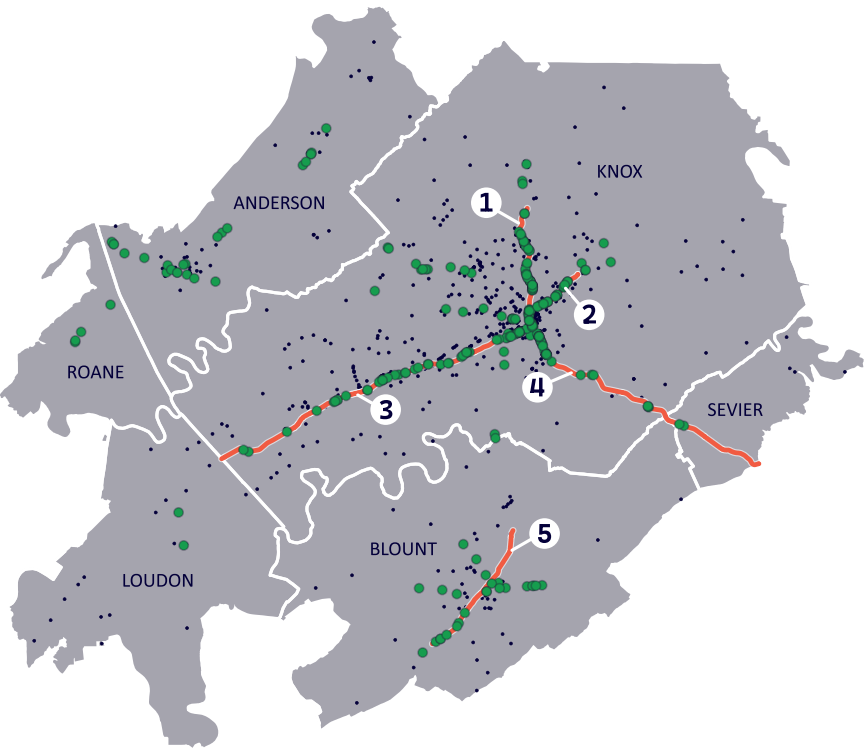
for pedestrians and
bicyclists than for
motorists.



This analysis covers motor vehicle crashes involving pedestrians and bicyclists that were reported to police **over a five-year period from January 1, 2020, to December 31, 2024**. Data are provided for the Knoxville Regional Transportation Planning Organization's planning area, comprising Knox County and portions of Anderson, Blount, Loudon, Roane, and Sevier Counties.

■ Transportation
Planning Organization
(TPO) Planning Area

Crash Hotspots in the Region



- Streets with the Most Crashes
- Crashes on Urban Principal Arterials
- Crashes on Other Road Classes

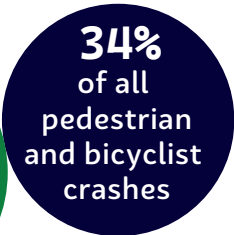
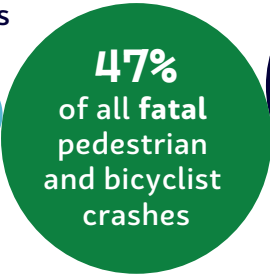
Just **5 streets** in the area accounted for **22% of crashes** involving bicyclists and pedestrians and **28% of fatalities**:

1. Broadway (Knox County)
2. Magnolia Avenue (Knox County)
3. Kingston Pike (Knox County)
4. Chapman Highway (Knox County)
5. Broadway Avenue (Blount County)

Of these streets, all five are classified as **urban principal arterials**, which are high-volume streets designed to carry most trips entering and leaving an urban area. This type of road only makes up a small amount of total roadway miles, but accounts for a much greater share of pedestrian and bicycle crashes.

Urban Principal Arterials: Share of Crashes vs. Road Miles

Only **4%**
of roadway miles



Annual Bicycle and Pedestrian Crashes per 10,000 Residents



Because its urban characteristics support more pedestrian and bicycle activity, the city of Knoxville experiences significantly higher rates of crashes for these users compared to surrounding areas. At **5.2 crashes per 10,000 residents**, Knoxville has twice as many of these types of crashes per capita than Tennessee as a whole. Through its **Vision Zero** initiative, the city is taking action to eliminate traffic-related deaths and serious injuries by identifying high-risk locations and implementing targeted safety improvements.



Scan to learn more about Vision Zero and the city's efforts to create safer streets for everyone.

Crash Outcomes

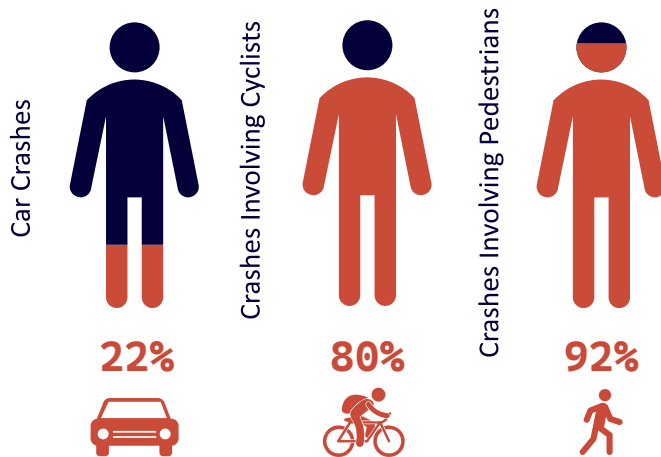
Most crashes involving pedestrians and bicyclists result in **injury**.

In **80%** of crashes involving bicyclists, and **92%** of those involving pedestrians, **the person was injured or killed.**



In contrast, **22%** of crashes involving motor vehicles alone **resulted in injury.**

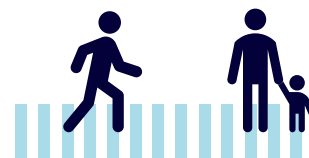
Crashes Resulting in Injury or Death



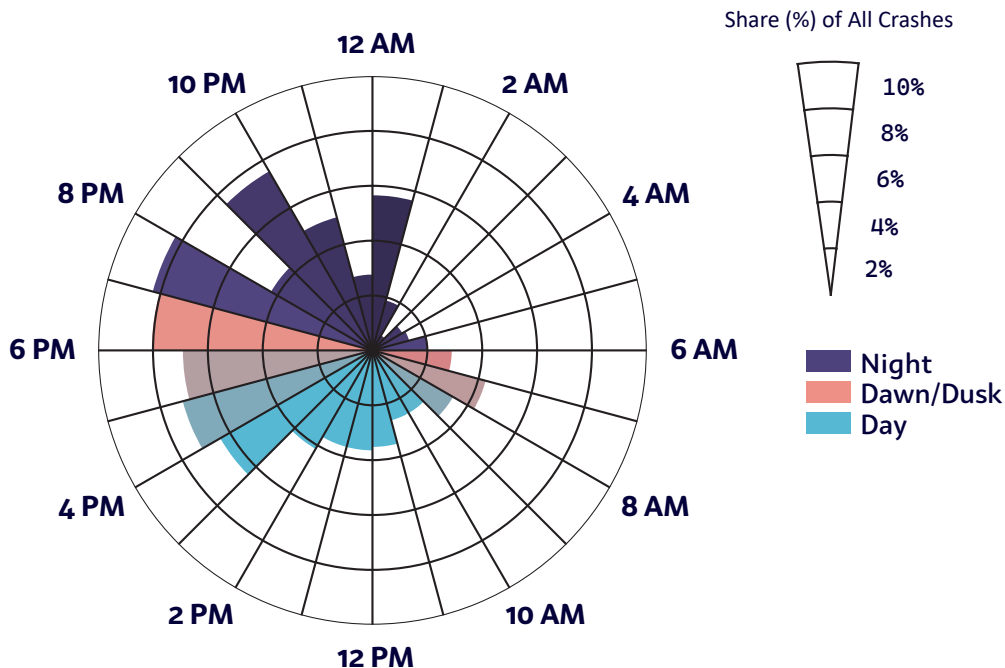
The findings in this report are based on police-reported crashes only; non-fatal bicycle and pedestrian-involved crashes tend to be underreported, meaning not all crashes are likely represented in the data (Doggett et al., 2018).

Failure to Yield

In pedestrian and bicycle crashes where a driver error was identified, about 40% can be attributed to the driver failing to give these users the right of way.



Crashes by Time of Day



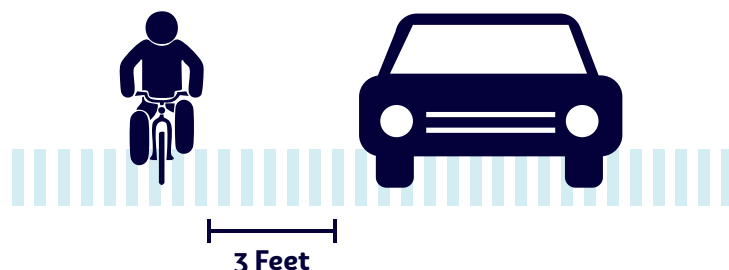
Bicycle and pedestrian **crashes peak between 7 and 8 pm**, with a broader surge between **3 and 8 pm** that accounts for **37% of crashes**. On average, crashes happen at **5:57 pm**, which coincides with both rush hour and, for much of the year, a setting sun.



What Can We Do?

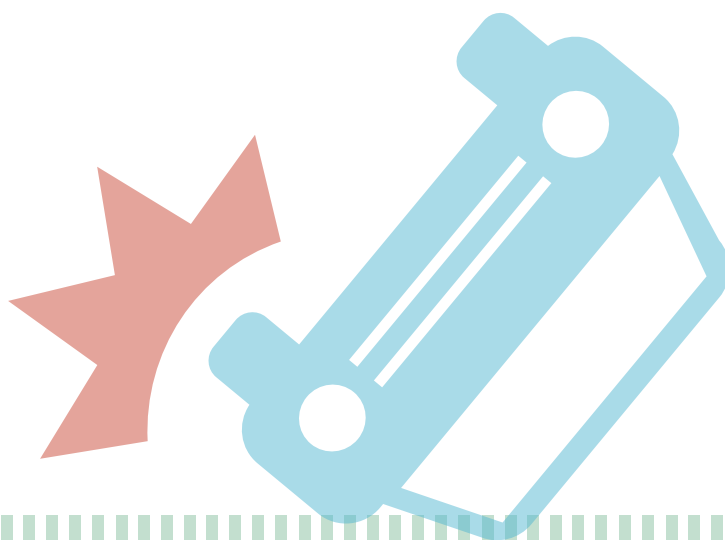
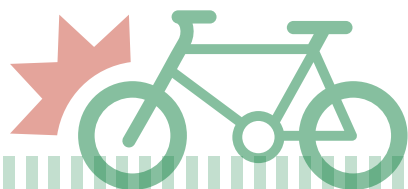
The 3-Foot Law

Bicyclists are entitled to use of the roadway but face disproportionate risk of injury and death in comparison to drivers. Under the 3-Foot Law, drivers must maintain a clearance of no less than 3 feet when overtaking and passing a bicycle on the roadway. This ensures the safety and comfort of all road users and reduces the risk of potentially fatal collisions.



Build More Sidewalks, Bike Lanes, and Greenways

Many people walk or bicycle for transportation and recreation. Dedicated spaces, like sidewalks, separated bike lanes, and greenways, greatly reduce the chance of being struck by a car. In fact, studies show that separated bike lanes improve roadway safety for all road users, not just bicyclists.



HIT BY A VEHICLE TRAVELING AT...

20
MPH



9 out of 10 pedestrians survive

30
MPH



5 out of 10 pedestrians survive

40
MPH



1 out of 10 pedestrians survive

Keep Speeds Safe

Vehicle speed is the single most critical factor determining the risk of pedestrian or bicyclist injury or death in a collision. Small increases in motor vehicle speeds drastically increase that risk. Driving at or below the posted speed limit promotes safe shared use for all.

Implement Traffic Calming Measures

Many roads allow speeds and driving behaviors that are not safe for pedestrians or cyclists. Certain steps can be taken to 'calm' traffic, making it safer to walk and bicycle. Examples include raised crosswalks, curb extensions at intersections, and strategically-placed street trees along roadways.

