

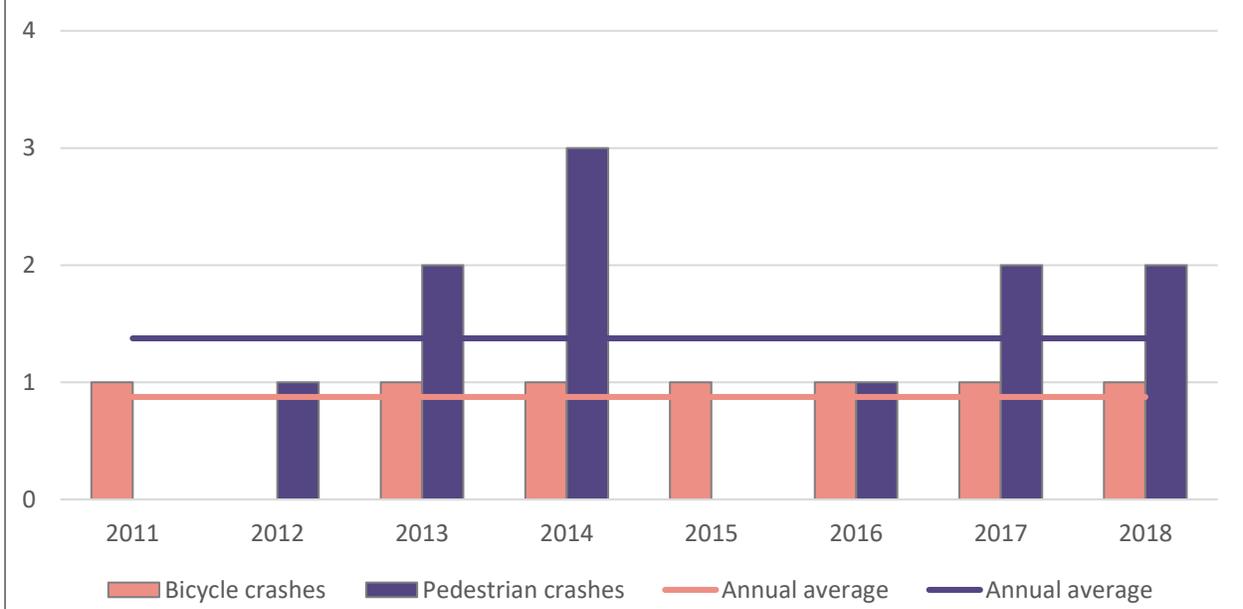


OVERVIEW

- Between January of 2011 and June of 2019, there were 19 crashes involving either pedestrians or bicyclists. This results in a rate of 0.2 crashes per month, 2.2 crashes per year.
- 12 crashes (63 percent) involved pedestrians, while 7 involved bicyclists.
- Almost all of the crashes (18, or 95 percent) involved the injury or death of a person walking or bicycling.
 - 15 crashes involved injuries only, and another 3 involved a fatality. Two fatalities involved people walking, while the other involved a person bicycling.
 - 5 out of 15 (33 percent) injury-only crashes involved serious injuries.¹
- **Chart 1** shows the number of crashes by year. **Chart 2** shows the number of fatal and serious injury crashes by year.

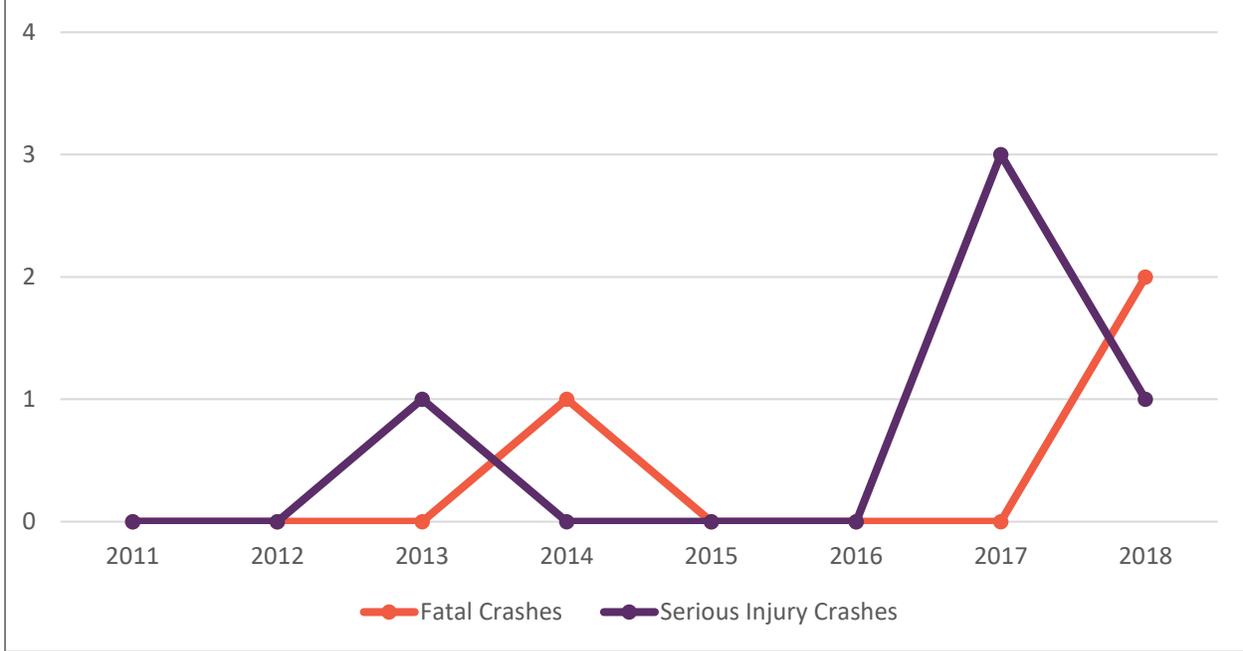
¹ Crash reports rank the severity of crashes as either fatal, suspected serious injury, suspected minor injury, possible injury, or no injury. Suspected serious injury crashes used to be reported as “incapacitating,” and suspected minor injury crashes were reported as “non-incapacitating.” For this report, suspected serious and incapacitating crashes are combined as “serious injury” crashes.

Chart 1: Pedestrian/Bicycle Crashes in Unincorporated Loudon County by Year



Bike	1	0	1	1	1	1	1	1
Ped	0	1	2	3	0	1	2	2
Total	1	1	3	4	1	2	3	3

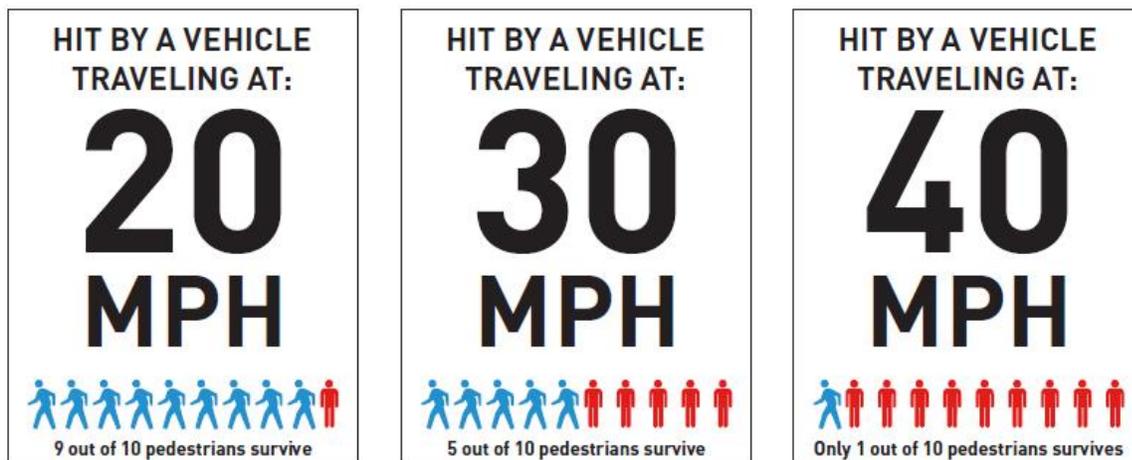
Chart 2: Pedestrian/Bicycle Crashes in Unincorporated Loudon County Resulting in Fatality or Serious Injury



CRASH SEVERITY

Crashes in suburban and rural locations are less common, but tend to be more severe. This is likely due to higher travel speed of motor vehicles, compared with speeds in urban areas. For example, Cumberland Avenue in Knoxville has the most pedestrian/bicycle crashes per mile of any corridor in the Region, yet it hasn't seen any pedestrian/bicycle fatalities since 2007. By contrast, Oak Ridge Highway in Knox County saw only five pedestrian/bicycle crashes over eight years, but three of those crashes resulted in fatalities.

The graphic below illustrates the likelihood of a pedestrian being killed in a crash based on the speed of the motor vehicle.



The location of 1 crash in unincorporated Loudon County is uncertain because of incomplete information in the crash report. An additional crash occurred on an Interstate highway. The remainder of this report focuses on the 17 crashes that occurred on surface streets (non-Interstates) where the location is certain.

MAJOR ARTERIALS

- A disproportionate share of pedestrian/bicycle crashes, especially serious crashes, occurred on major arterials (streets such as U.S. 11 and East Lee Highway).
 - 18 percent of crashes (3 crashes) occurred on major arterials. 1 took place on East Lee Highway, one on U.S. 11, and one on U.S. 411.
 - 2 of the major arterial crashes involved people walking, while 1 involved a bicyclist.
 - Crashes on major arterials resulted in 2 fatalities, which is 67 percent of all fatal pedestrian/bicycle crashes.

TYPES OF CRASHES ANALYZED IN THIS REPORT

This report analyzes certain crash factors. It focuses on identifying locations and behaviors where interventions – in the form of design changes, education, or enforcement – may help to prevent future crashes. 9 (53 percent) of the 17 total crashes fit into one of these categories. Categories of crashes analyzed in this report are:

- **Drivers failing to yield while turning.** These are crashes where the report indicates that the pedestrian or bicyclist was behaving properly while traveling along or across a street, and the driver failed to yield while making a turn. These crashes suggest the need for changes to the geometry of the intersections and/or to the function of the traffic signals to prevent future crashes. Education and traffic enforcement can also help prevent these types of crashes.
- **People struck by cars while walking in locations without sidewalks.** These are crashes where the report indicates the pedestrian was walking along a street without sidewalks and was struck by a car. These crashes indicate the need for sidewalks to be installed.
- **Drivers failing to yield while going straight.** These are crashes where the report indicates that the pedestrian or cyclist was crossing the street in a legal crosswalk², either marked or unmarked, and was struck by a driver. These crashes indicate the need for better design of crossing locations, which may include reducing crossing distances and the addition of signs, beacons, or signals. Education and traffic enforcement can also help prevent this type of crash.
- **Bicyclists riding in locations without safe facilities.** This category encompasses two crash factors: crashes where a bicyclist was struck from behind, or was struck while riding on the sidewalk.³ These crashes indicate the need for a safe bicycle facility along a corridor.
- **People struck by cars while crossing a street outside of an intersection or marked midblock crossing.** These are crashes where the report indicates a pedestrian was struck while crossing a street at a location other than an intersection or a marked midblock crossing. These crashes suggest the need for additional crossings, as the existing crossings may be dangerous or inconvenient. Education of pedestrians can also help prevent this type of crash.
- **Bicyclists riding in an unsafe manner or location.** This category encompasses two crash factors: crashes where the bicyclist was either riding on the street against traffic, or riding at night with no lights. These crashes suggest the need for education for bicyclists.

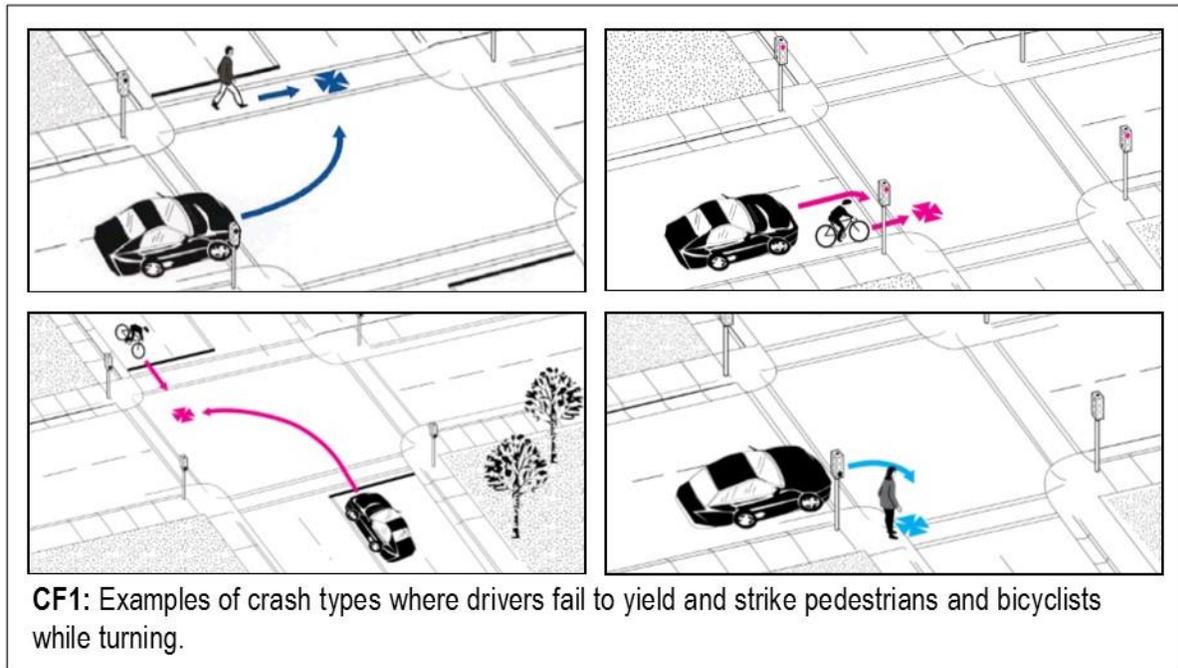
² Tennessee Code Annotated 55-8-101 (11) defines “crosswalk” as “(A) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; or (B) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.”

³ Riding a bicycle on the sidewalk is legal. Bicycle safety educators generally warn against it, because of the danger from turning motor vehicles.

TABLE 1: Crash Factors		Number of Crashes			Percent of Crashes*
		Ped	Bike	Total	
1. Drivers failing to yield while turning (1 total crashe)	Turning left	0	1	1	11
	Turning right (not right on red)	0	0	0	0
	Turning right on red light	0	0	0	0
	Direction of turn unclear	0	0	0	0
2. Pedestrian struck while walking along corridor without sidewalks		5	n/a	5	56
3. Driver failing to yield while going straight		0	0	0	0
4. Bicyclist riding on sidewalk		n/a	0	0	0
5. Pedestrian crossing street outside of an intersection or marked crosswalk		0	n/a	0	0
6. Bicyclist riding against traffic		n/a	0	0	0
7. Driver striking bicyclist from behind		n/a	3	3	33
8. Bicyclist riding at night with no lights		n/a	0	0	0

*Percentages may not total to 100 due to rounding

Crash Factor 1: Drivers failing to yield while turning

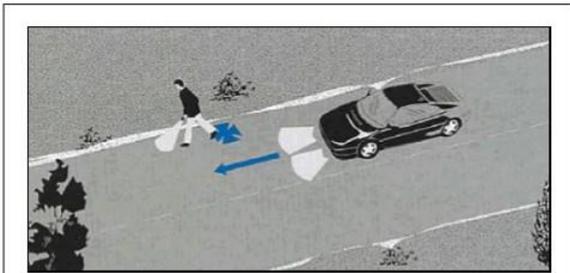


Of the crashes where a crash factor has been identified, 1 involved a pedestrian or bicyclist hit by a car whose driver failed to yield properly when turning.⁴

- The crash involved a driver turning left and striking a bicyclist.
- The crash involved an injury and occurred at Carters Chapel Road east of U.S. 70.

⁴ This crash factor is identified only where the bicyclist or pedestrian involved was traveling safely and within the law and the driver failed to yield

Crash Factor 2: People struck by cars while walking in locations without sidewalks



CF2: A frequent crash type in rural & suburban areas is pedestrians being struck while walking in locations lacking sidewalks.

In 5 crashes (56 percent), a person walking along a street without a sidewalk was hit by a driver.⁵ All 5 crashes involved injuries, 1 serious, and 1 fatality.

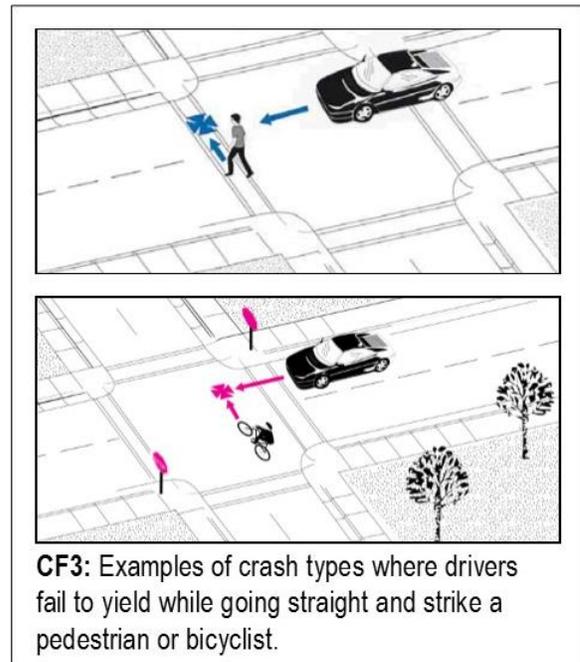
Table 2 shows the locations of all crashes of this type.

TABLE 2: Locations of people being struck while walking along streets without sidewalks	
Crash occurred on this street	In this area
Martel Rd	Wilson Rd
Prospect Church Rd	Jim Dyke Rd
State Hwy 95	Big Hill Rd
Tellico Pkwy	Cheeyo Pl
U.S. 11	Old Midway Rd

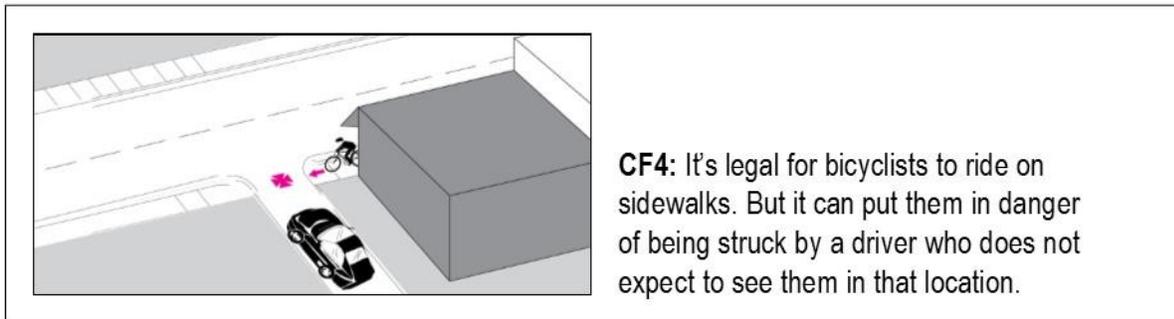
⁵ This crash factor is identified only where the crash report finds that the pedestrian was walking along the side of the road when the crash happened, not cases where pedestrians entered the road to cross.

Crash Factor 3: Driver failing to yield while going straight

No crashes of this type were reported in unincorporated Loudon County during the time analyzed in this report.

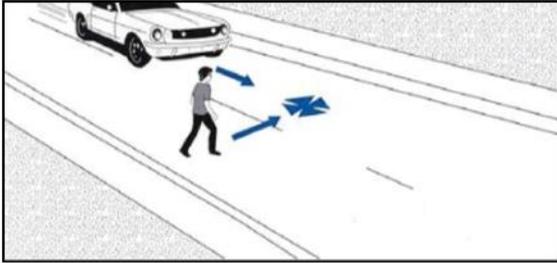


Crash Factor 4: Bicyclist riding on sidewalk



No crashes of this type were reported in unincorporated Loudon County during the time analyzed in this report.

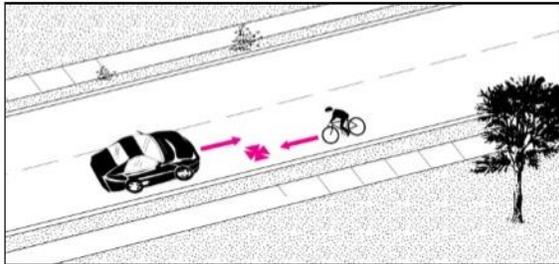
Crash Factor 5: Pedestrian crossing street outside of an intersection or marked crosswalk



CF5: People crossing streets outside of designated crossing areas can be an indication that more and/or better crossing locations are needed.

No crashes of this type were reported in unincorporated Loudon County during the time analyzed in this report.

Crash Factor 6: Bicyclist riding against traffic

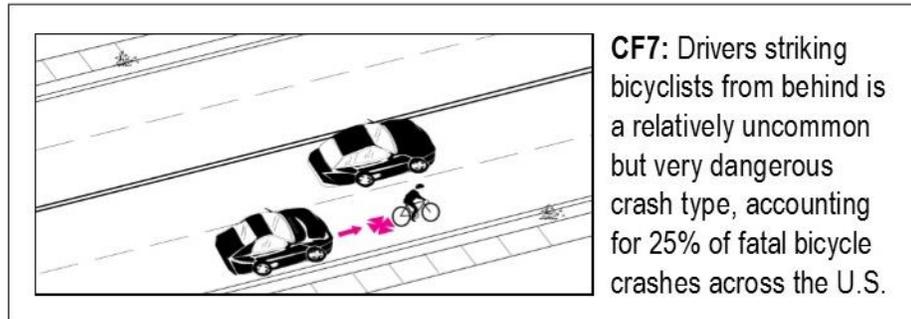


CF6: Some bicyclists ride against traffic in the mistaken belief that it's safer than riding in the same direction as other traffic.

No crashes of this type were reported in unincorporated Loudon County during the time analyzed in this report.

Crash Factor 7: Driver striking bicyclist from behind

3 bicyclists were struck from behind by drivers (33 percent of crashes). All of these crashes involved injuries, 1 of them serious, and one fatality. **Table 3** shows the locations of all crashes of this type.



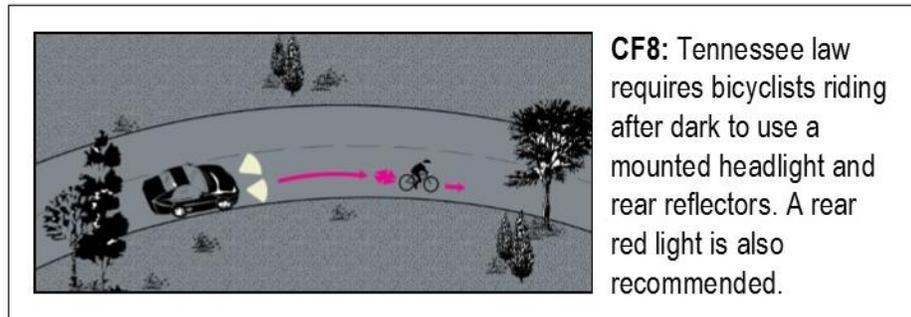
CF7: Drivers striking bicyclists from behind is a relatively uncommon but very dangerous crash type, accounting for 25% of fatal bicycle crashes across the U.S.

TABLE 3: Locations with bicyclists being struck from behind by drivers

Crash occurred on this street	In this area
E Lee Hwy	near Rock Quarry Rd
Hickory Creek Rd	near Donna Dr
State Hwy 72	east of Stockton Valley Rd

Crash Factor 8: Bicyclist riding at night with no lights

No crashes of this type were reported in Loudon County during the time analyzed in this report.



CF8: Tennessee law requires bicyclists riding after dark to use a mounted headlight and rear reflectors. A rear red light is also recommended.

Methodology

Crash data were downloaded from the TITAN database maintained by the State of Tennessee. Crashes were mapped in ArcMap GIS software based on latitude/longitude or closest intersection, where lat/long data were not available. TPO staff then reviewed the location of each crash to correct data errors. TPO staff assigned crash factors based on information obtained from individual crash reports, including crash narratives and information about citations issued.

Image credit

All crash type images are from the Pedestrian and Bicycle Crash Analysis Tool (PBCAT), which was developed by the Federal Highway Administration (FHWA), in cooperation with the National Highway Traffic Safety Administration (NHTSA). The purpose of the PBCAT is to assist with analysis of pedestrian/bicycle crashes with the goal of preventing them.