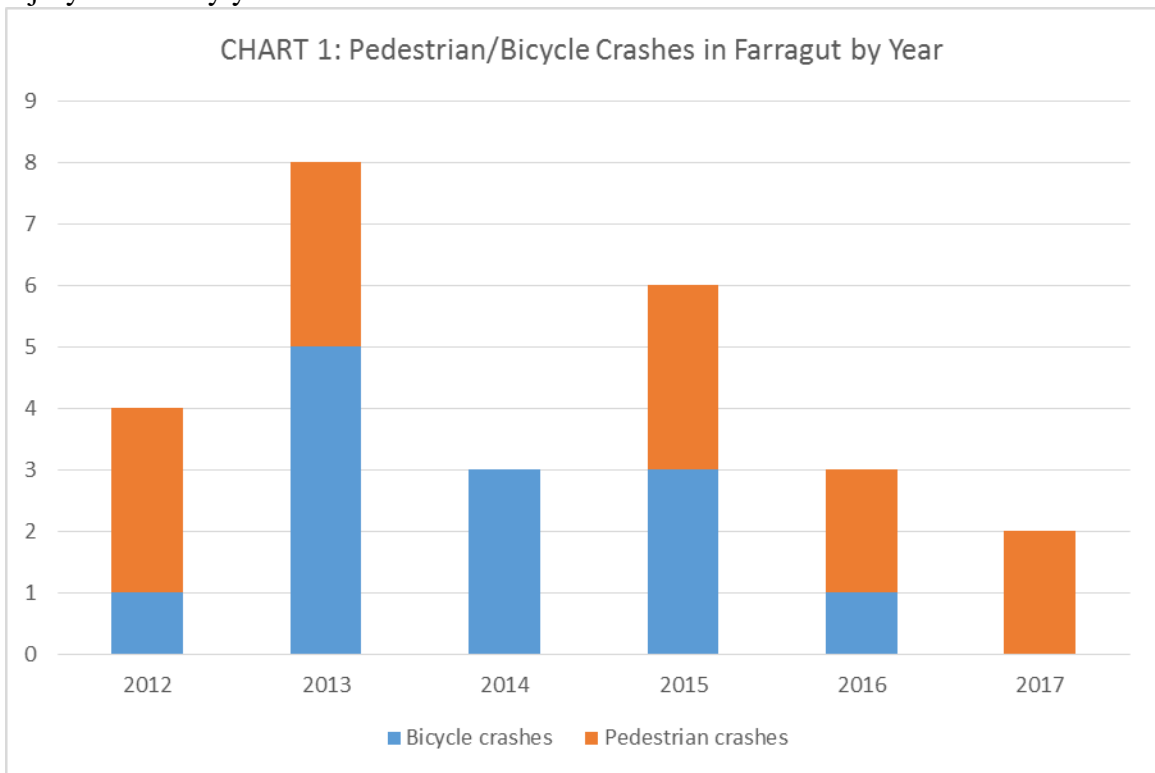


Farragut ped/bike crashes: March 2012-March 2018

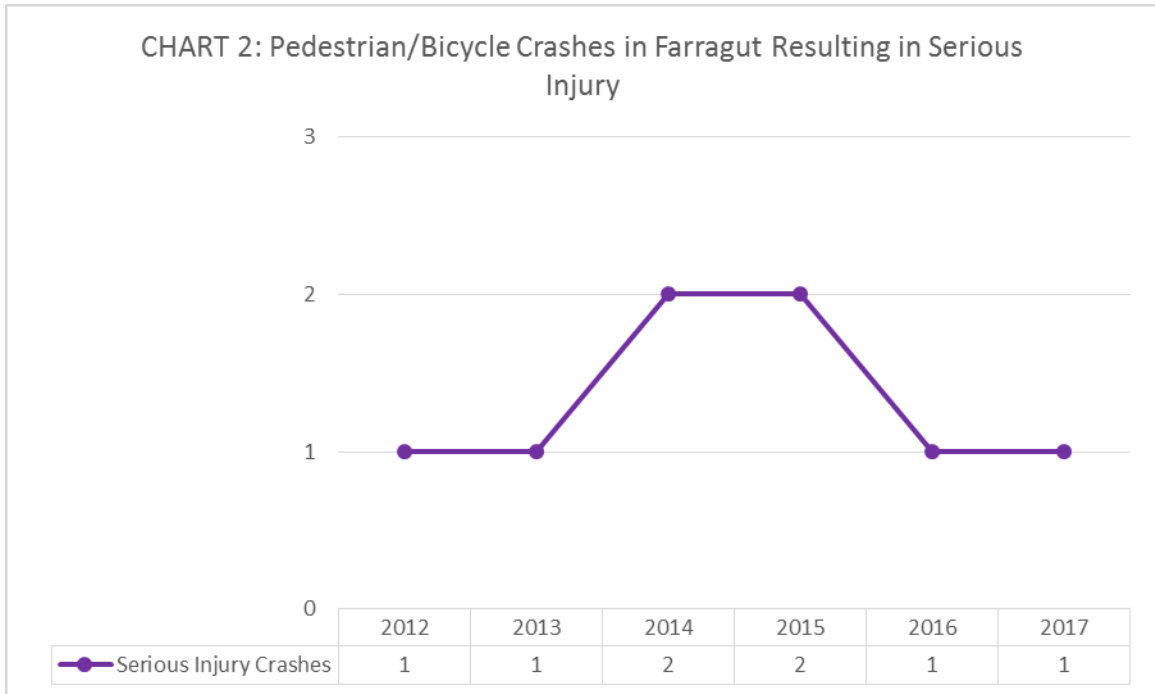
Total numbers

- Between March of 2012 and March of 2018, there were 26 crashes involving either pedestrians or bicyclists. 13 crashes involved pedestrians, while 13 involved bicyclists. This results in a rate of 0.36 crashes per month, 4 crashes per year.
- None of the crashes resulted in a fatality. 25 of 26 crashes involved an injury to the person walking or bicycling.
- Of the 25 injury crashes, 8 resulted in a serious injury.¹
- Chart 1 shows the number of crashes per year. Chart 2 shows the number of serious injury crashes by year.



Ped	3	3	0	3	2	2
Bike	1	5	3	3	1	0
Total	4	8	3	6	3	2

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 were reported as “non-incapacitating.” For this report, suspected serious and incapacitating crashes are combined as “serious injury” crashes.



- The location of 4 crashes (15 percent) is uncertain because of incomplete information in the crash reports. This report focuses on the 22 remaining crashes where the location is certain.
- Of the crashes where locations are certain, none of them occurred on major arterials (streets such as Kingston Pike).

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 (35 percent) of the 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.** These are crashes where the report indicates a bicyclist was struck from behind or 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.** These are crashes where the report indicates that the bicyclist either riding on the street against traffic, or riding at night with no lights. These crashes suggest the need better education of bicyclists.

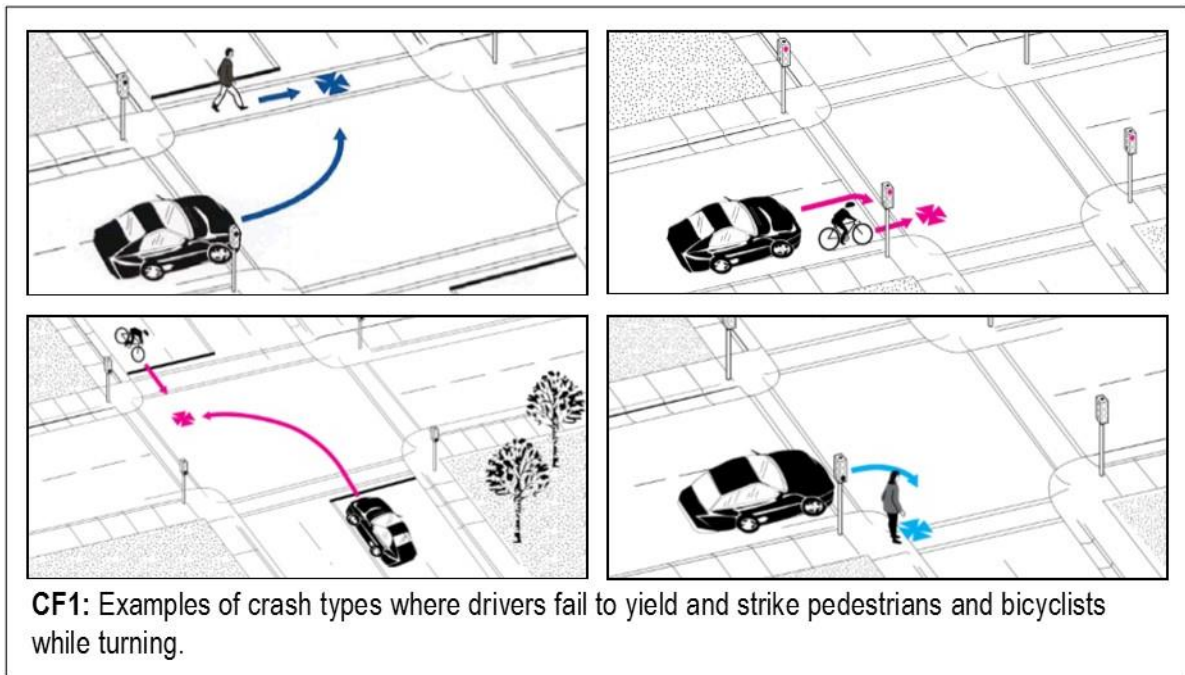
² Tennessee Code Annotated 55-8-101 (11) defines “crosswalk” as “(A) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable 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 2: Crash Factors		Number of Crashes	Percent of Crashes*
1. Drivers failing to yield while turning (5 total crashes)	Turning left	3	33%
	Turning right (not right on red)	0	0%
	Turning right on red light	2	22%
	Direction of turn unclear	0	0%
2. Pedestrian struck while walking along corridor without sidewalks		0	0%
3. Driver failing to yield while going straight		0	0%
4. Bicyclist riding on sidewalk		1	11%
5. Pedestrian crossing street outside of an intersection or marked crosswalk		1	11%
6. Bicyclist riding against traffic		0	0%
7. Driver striking bicyclist from behind		1	11%
8. Bicyclist riding at night with no lights		1	11%

*Percentages do 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, 5 (55 percent) involved pedestrians or bicyclists hit by cars whose drivers failed to yield

properly when turning.⁴ Of these, 3 crashes involved drivers turning left; and 2 involved a right turn on red.

- 4 out of 5 of these crashes involved injuries.
- All 5 of these crashes involved bicyclists.
- The crashes occurred in the following locations:

Corridor	Cross street	Left turns	Right turn (not on red)	Right turn on red	Turn direction unclear
Everett Rd	Smith Rd	1			
Hickory Woods Rd	Creekwood Terrace	1			
N Campbell Station Rd	Grigsby Chapel Rd			1	
N Campbell Station Rd	Old Colony Parkway			1	
Sugarwood Dr	near Bigtree Dr	1			

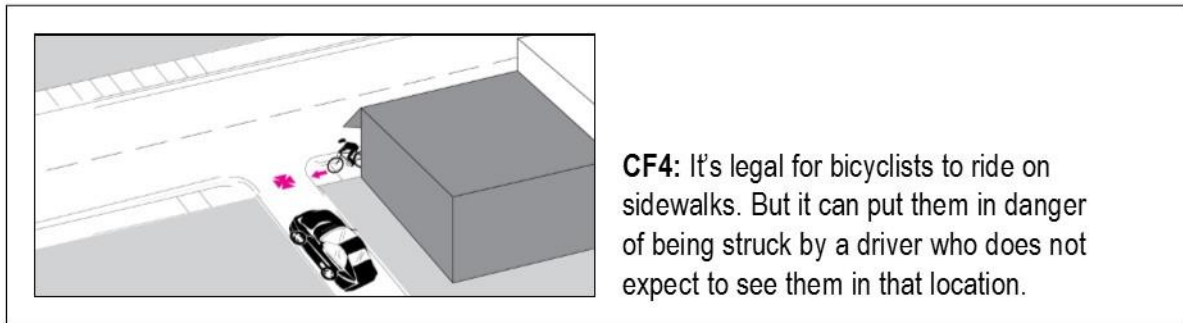
Crash Factor 2: People struck by cars while walking in locations without sidewalks

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

Crash Factor 3: Driver failing to yield while going straight

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

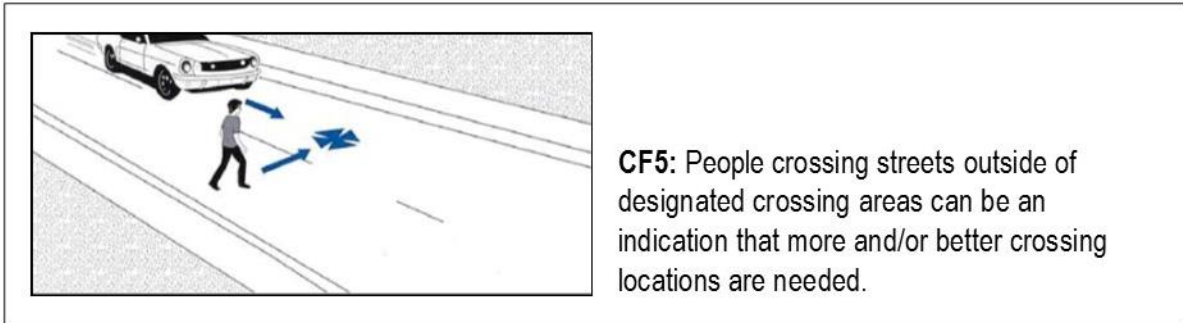
Crash Factor 4: Bicyclist riding on sidewalk



One crash was associated with a bicyclist riding on the sidewalk. It was an injury crash. The location was on Woodland Trace Drive near Glenstone Court.

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



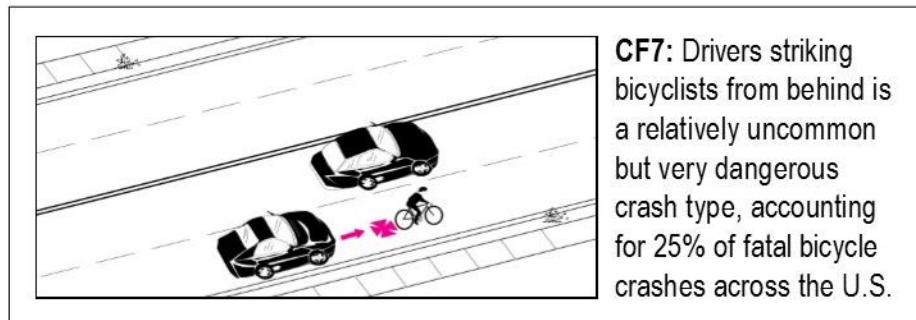
In 1 crash, a pedestrian was crossing the street outside of an intersection or marked crosswalk. It was an injury crash. The location was on Outlet Drive near Corporate Point Way.

Crash Factor 6: Bicyclist riding against traffic

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

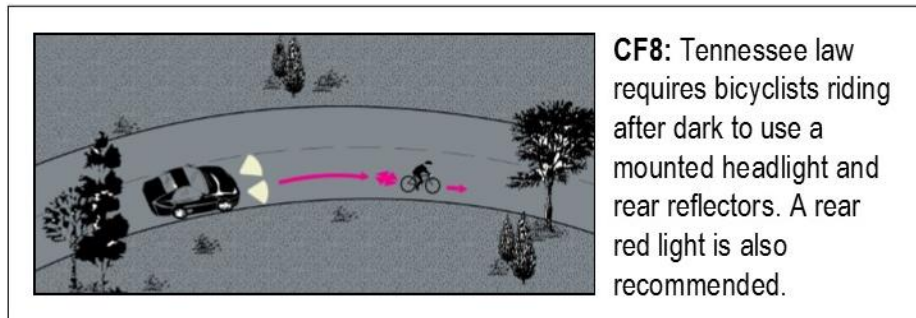
Crash Factor 7: Driver striking bicyclist from behind

One bicyclist was struck from behind by a driver. It was an injury crash. The location was Campbell Station Road near Concord Road.



Crash Factor 8: Bicyclist riding at night with no lights

One bicyclist was struck while riding at night with no lights. It was an injury crash. The location was Everett Rd near Lindenhall Circle.



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.