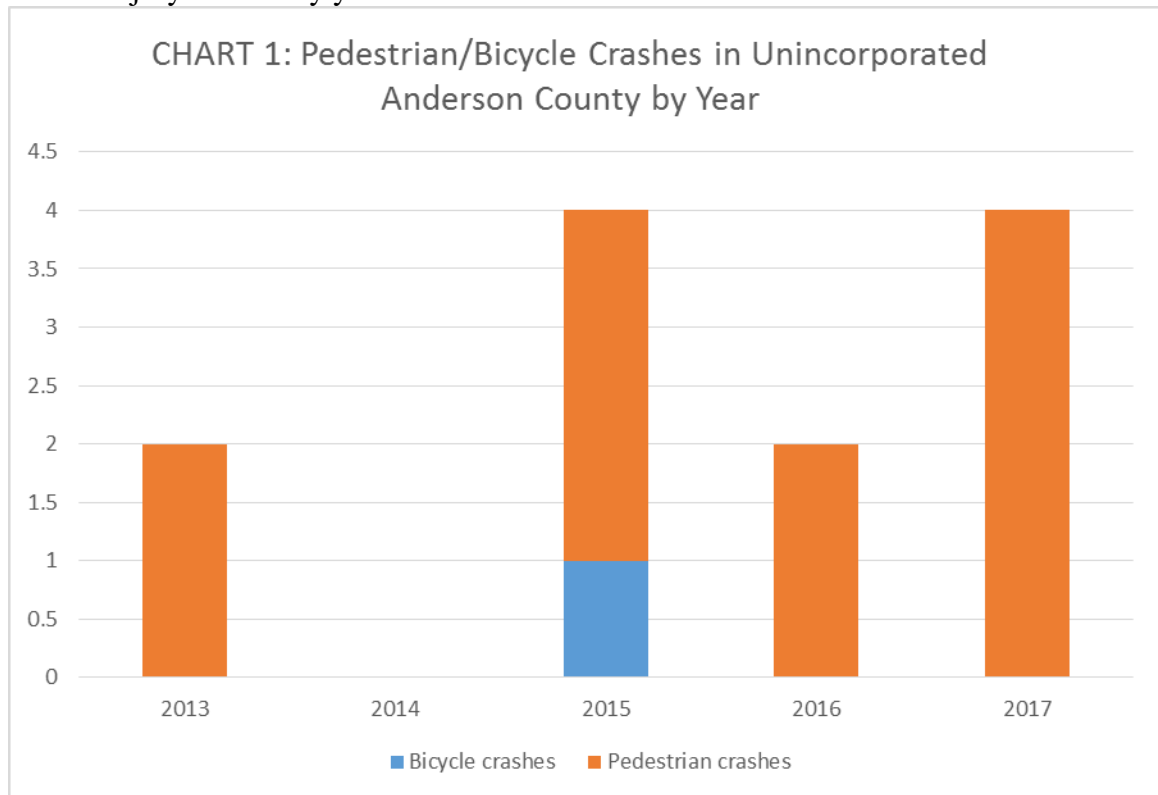


Anderson County ped/bike crashes: Jan. 2013-March 2018

Overview

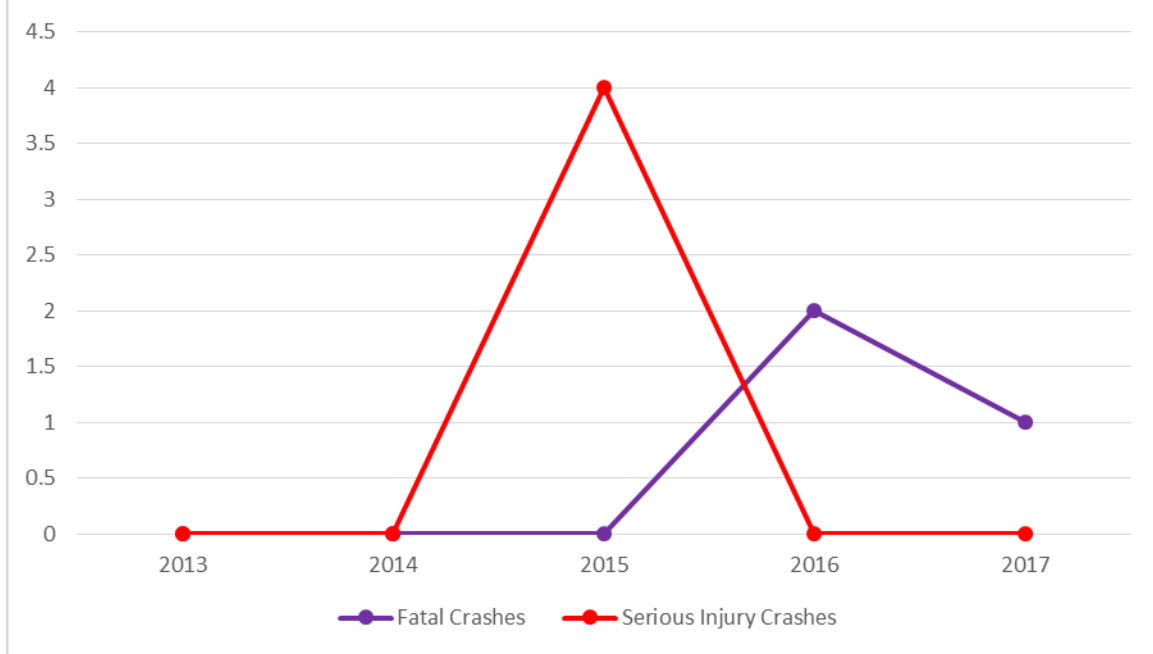
- Between January of 2013 and March of 2018, there were 12 crashes involving either pedestrians or bicyclists. This results in a rate of 0.19 crashes per month, 2.3 crashes per year.
- 11 crashes (92 percent) involved pedestrians, and 1 involved a bicyclist.
- All of the crashes involved the injury or death of a person walking or bicycling.
 - 9 crashes involved injuries only, and another 3 involved a fatality. Of the 3 fatalities, all were killed while walking.
 - 44 percent of 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.



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

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.

CHART 2: Pedestrian/Bicycle Crashes in Unincorporated Anderson County Resulting in Fatality or Serious Injury



- 3 of the 12 crashes (25%) occurred on major arterials. All of the major arterial crashes involved people walking. 1 was a fatal crash, and the other 2 involved serious injuries.
- All 3 of the major arterial crashes occurred Clinton Highway.

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. 5 (42 percent) of the 12 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 was either riding on the street against traffic, or riding at night with no lights. These crashes suggest the need for 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 1: Crash Factors		Number of Crashes	Percent of Crashes*
1. Drivers failing to yield while turning	Turning left	0	0
	Turning right (not right on red)	0	0
	Turning right on red light	0	0
	Direction of turn unclear	0	0
2. Pedestrian struck while walking along corridor without sidewalks		2	40
3. Driver failing to yield while going straight		0	0
4. Bicyclist riding on sidewalk		0	0
5. Pedestrian crossing street outside of an intersection or marked crosswalk		3	60
6. Bicyclist riding against traffic		0	0
7. Driver striking bicyclist from behind		0	0
8. Bicyclist riding at night with no lights		0	0

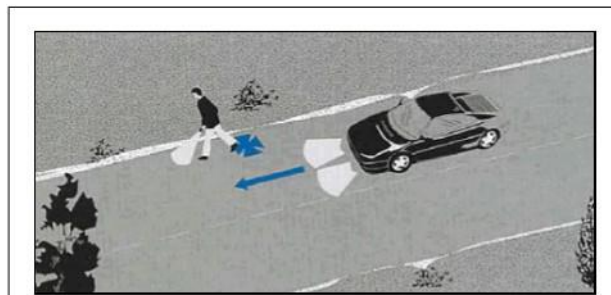
*Percentages do not total to 100 due to rounding

Crash Factor 1: Drivers failing to yield while turning

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

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

In 2 crashes, a person walking along a street without a sidewalk was hit by a driver.⁴ 1 of these crashes involved injuries, and 1 was a fatality (on Clinton Highway). The crashes occurred in the following locations:



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

⁴ 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.

TABLE 2: Locations of people being struck while walking along streets without sidewalks	
Crash occurred on this street	Near the intersection with this street
Clinton Hwy	W Wolf Valley Rd
Cove Lane	Breden Lane

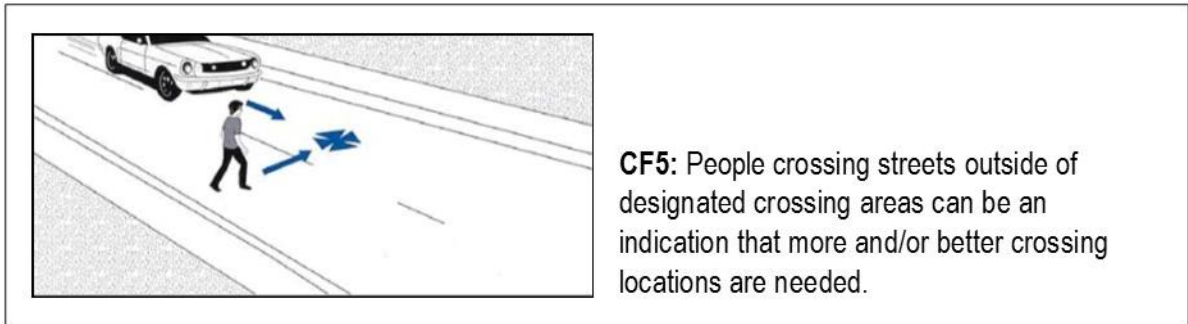
Crash Factor 3: Driver failing to yield while going straight

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

Crash Factor 4: Bicyclist riding on sidewalk

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

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



In 3 crashes, pedestrians were crossing the street outside of an intersection or marked crosswalk. All 3 of these crashes involved injuries, with no fatalities. The crashes occurred in the following locations:

TABLE 3: Areas with pedestrians struck while crossing outside of an intersection or marked crosswalk	
Crash occurred on this street	In this area
Clinton Hwy	north of Edgemoor Rd
Lake City Hwy	north of Granite Rd
New River Hwy	north of Rockhouse Lane

Crash Factor 6: Bicyclist riding against traffic

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

Crash Factor 7: Driver striking bicyclist from behind

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

Crash Factor 8: Bicyclist riding at night with no lights

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

Methodology

Crash data were obtained directly from KPD (all crashes prior to June 2009) or 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.