# Appendix D.

## Pigeon Forge
## Jurisdiction SAP

# Appendix D. Pigeon Forge Jurisdiction SAP

Pigeon Forge has some of the most congested roadways in the county. Several major routes through the City of Pigeon Forge are lined with commercial and recreational attractions, including multiple amusement parks. The most traveled segment is also one of the oldest tourism corridors in the area.

This 6-lane divided section of the Great Smoky Mountains Parkway (US 66) in Figure 1 is approximately 3 miles long and lined end-to-end with commercial attractions. An estimated 125,000 vehicle entries and exits occur daily on the Parkway along this section at one of 24 intersections or approximately 300 driveway connections.

Storefronts are separated from the roadway by parking lots, which is typical for development on other commercial corridors within Pigeon Forge. In some cases, these connecting parking lots can provide service as a frontage road. However, almost every property has at least one driveway connecting to the Parkway and in most cases multiple driveways.

Sidewalk does exist between the roadway and the parking on both sides of the Parkway, with a grass buffer in some areas. The many driveway openings create constant conflict points between pedestrians and vehicles entering and exiting. Additionally, because of the heavy congestion drivers are often focused on finding gaps in traffic, not on the presence of crossing pedestrians. Pedestrian crossing opportunities on the Parkway exist only at signals. Where they are installed, crossings are generally well designed, but they are typically separated by 0.25 to 0.5 mile, or in some cases more.

Several multi-lane shopping corridors spur off from the Parkway, with similar designs and limitations, but no other roadway has the development density, traffic volume, or number of conflict points. Of the 31 VRU-involved crashes that occurred in the City of Pigeon Forge, 25 occurred on the Parkway or at an intersection on the Parkway. Additionally, 48% of all crashes in Pigeon Forge occurred on the Parkway.

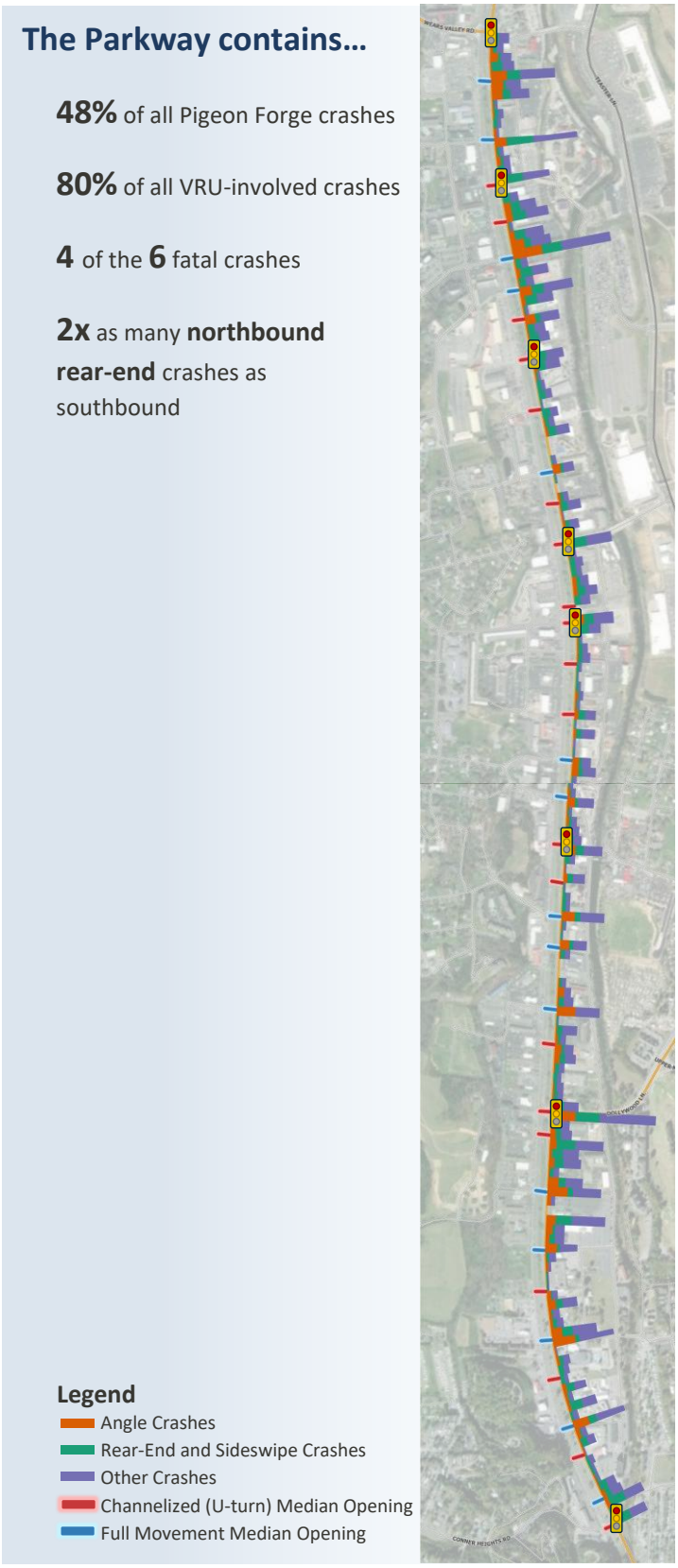



**Figure 1 Pigeon Forge Parkway Median Openings and Crashes**

The highest proportion of the crashes on the Parkway are lower severity crash types, such as rear-end collisions or same-direction sideswipes. Although approximately half of all crashes in Pigeon Forge occurred on the Parkway, 58% of all fatal & serious injury crashes were on other routes.

The lower speeds on the Parkway, as well as the wide median separation, help to reduce the average severity of vehicle collisions. Unfortunately, speeds of 35 miles per hour are still high enough to present a major injury threat to vulnerable road users. Pedestrian crashes represented less than 1% of the crashes on the Parkway, yet 32% of fatal & serious injury crashes involved pedestrians.

Figure 2 examines the manner of collision across all of Pigeon Forge, rear-end and angle crashes dominate, followed by sideswipe and single-vehicle crashes. These patterns reflect the city's congested tourism corridors—particularly along the Parkway and major cross streets—where stop-and-go traffic, high pedestrian activity, and frequent turning movements contribute to crash frequency. The high number of driveways and access points serving hotels, restaurants, and attractions further increases conflict points and contributes to both rear-end and angle crashes.

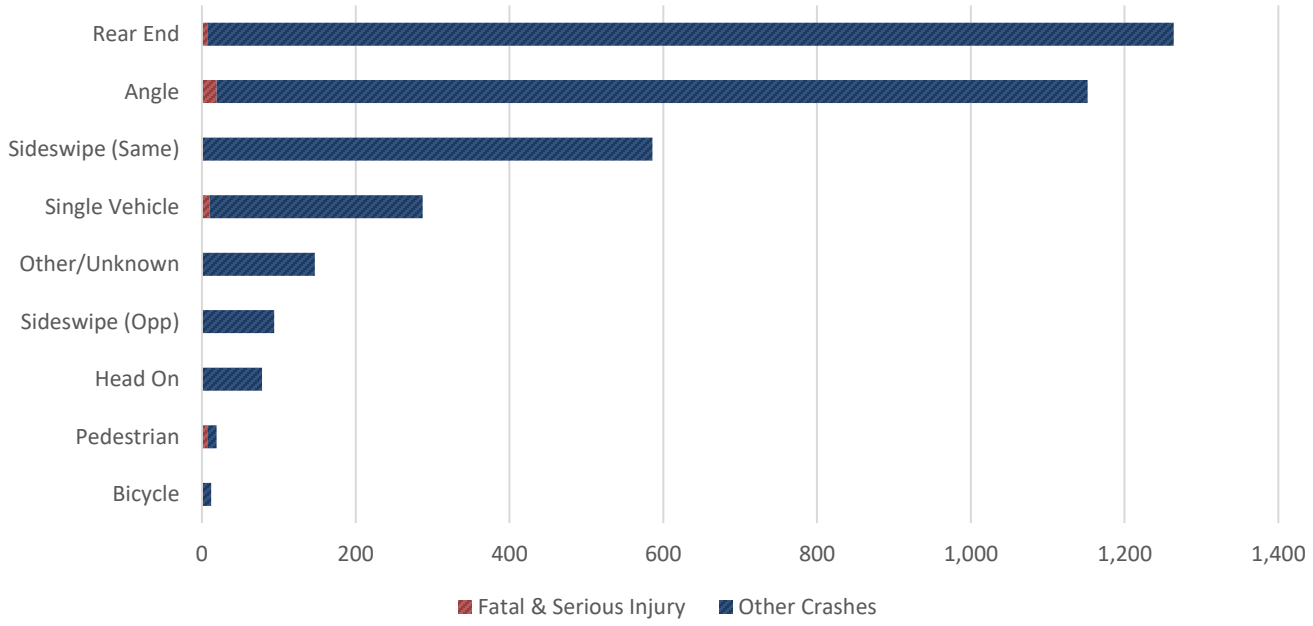



**Figure 2 Pigeon Forge Crash Manner (January 2019 to April 2024)**

Figure 3 presents the crash severity and manner of collision for Pigeon Forge between January 2019 and April 2024. The majority of crashes resulted in property damage only (2,979 crashes), while 368 possible injury, 247 minor injury, 39 serious injury, and 6 fatal crashes were recorded during this period.

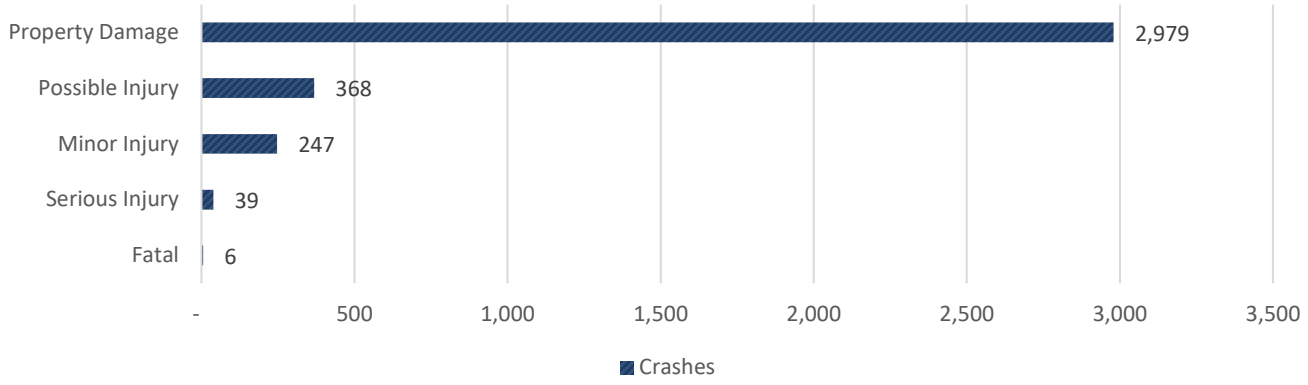



**Figure 3 Pigeon Forge Crash Severity (January 2019 to April 2024)**

Figure 4 illustrates the locations of fatal and serious injury (KA) crashes and Vulnerable Road User (VRU) crashes that occurred in Pigeon Forge between January 2019 and April 2024. Most severe crashes are concentrated along the city's primary corridors, including US-441 (Parkway), Dollywood Lane, and Wears Valley Road, which carry the highest volumes of local and visitor traffic. The clustering of fatal and serious injury crashes along these major routes reflects the combined influence of heavy congestion, frequent driveways and turning movements, and high pedestrian activity near tourist attractions, hotels, and retail destinations. VRU crashes—those involving pedestrians and bicyclists—are primarily located along The Parkway, underscoring the elevated risk to non-motorized travelers in high-traffic commercial areas with limited dedicated crossing facilities.

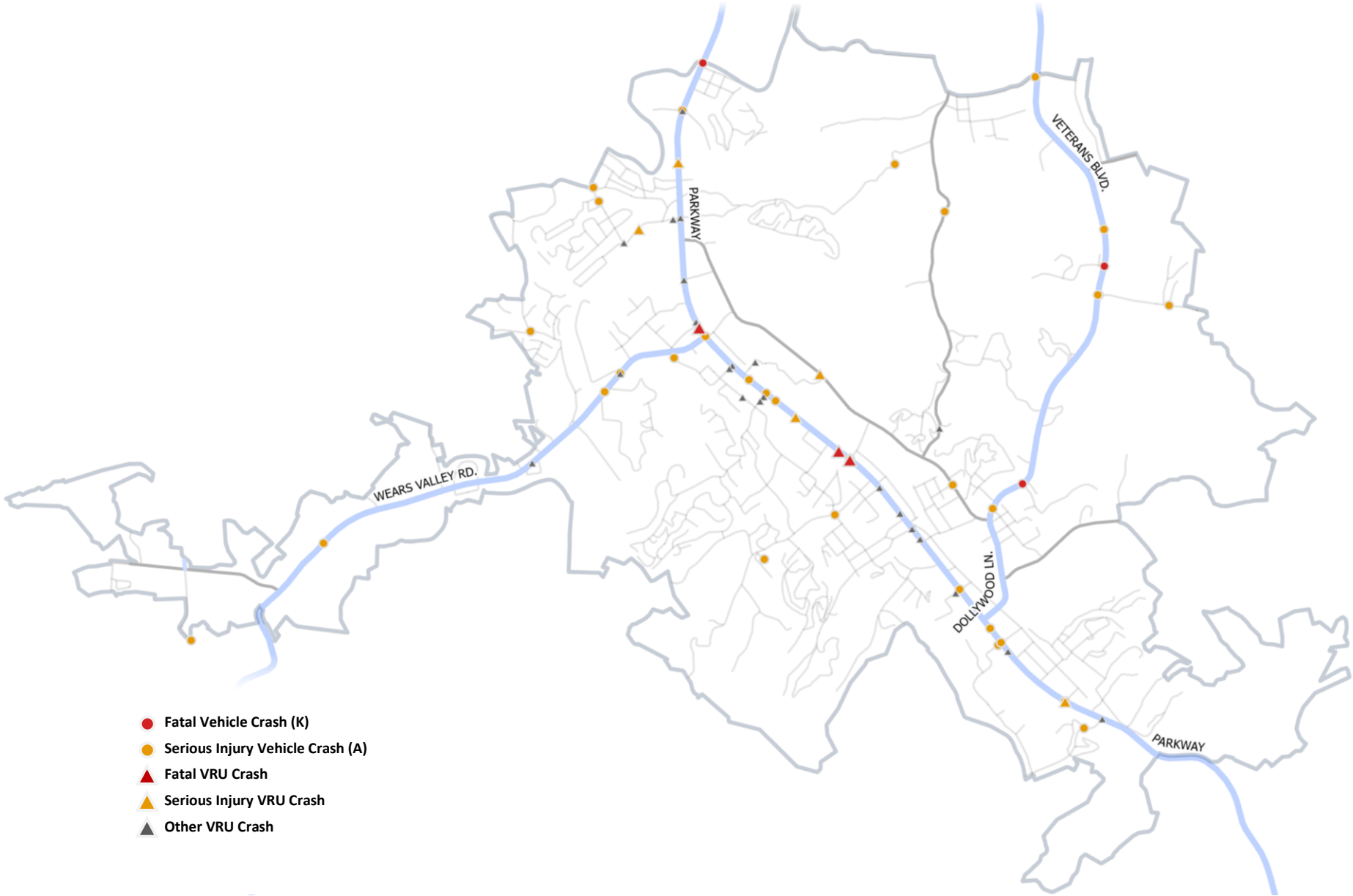



**Figure 4 Fatal and Serious Injury (KA) and Vulnerable Road User (VRU) Crashes in Pigeon Forge (January 2019 to April 2024)**

## Public Survey Responses

Figure 5 maps the public survey responses received from residents, workers, and visitors in Pigeon Forge. Feedback was concentrated along US-441 (Parkway) and Wears Valley Road, reflecting the city's busiest and most traveled corridors. The most common comments related to roadway concerns (13 responses), pedestrian safety (11), and speeding (6), highlighting the challenges of balancing heavy vehicle volumes with pedestrian activity in the city's commercial core. Additional responses cited visibility issues (8), lighting concerns (2), and accessibility challenges (1), underscoring the need for better lighting, clearer signage, and safe pedestrian crossings. Several respondents also offered ideas and suggestions (14) to improve safety and traffic flow. Overall, the input reinforces community concern about congestion, pedestrian safety, and speeding along major corridors, supporting the plan's emphasis on corridor-level improvements, access management, and enhanced pedestrian infrastructure.

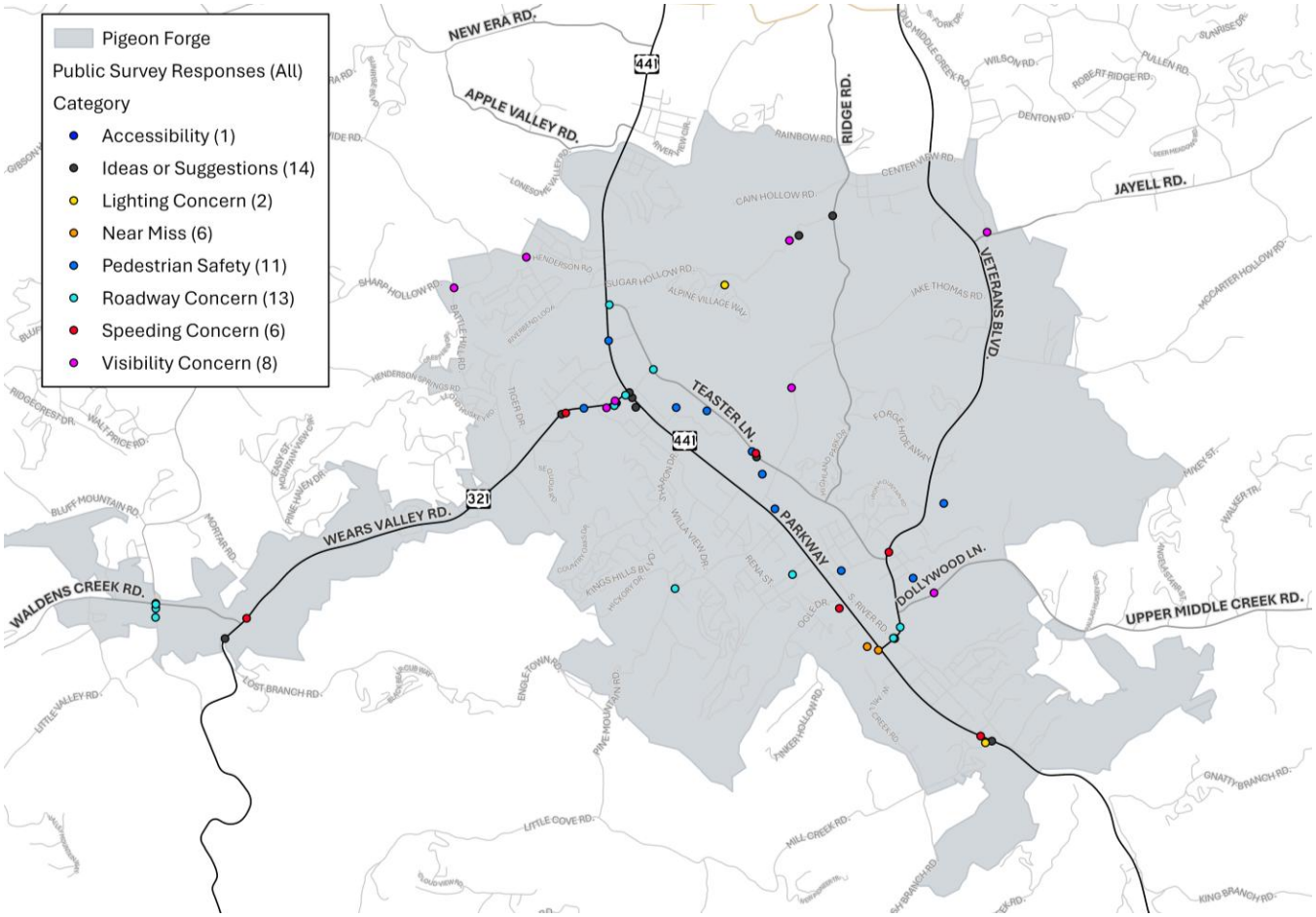



**Figure 5 Pigeon Forge Public Survey Responses**

## Safety Networks

The **High-Injury Network (HIN)** in **Pigeon Forge** highlights roadway segments where the highest concentrations of **fatal and serious injury (KA) crashes** have occurred. As shown in Figure 6, the HIN is concentrated along US-441 (Parkway), Wears Valley Road, and Veterans Boulevard at McCarter Hollow Road, which serve as the city's primary travel corridors and carry the highest daily traffic volumes. These routes experience a mix of local and visitor traffic, frequent pedestrian crossings, and continuous turning movements associated with commercial driveways, attractions, and hotels. The combination of heavy congestion, short signal spacing, and the large number of access points contributes to elevated crash frequency and severity along these corridors. By identifying these segments as part of the HIN, the Safety Action Plan focuses attention on Pigeon Forge's most critical safety locations—where targeted improvements such as access management, pedestrian infrastructure, speed management, and intersection upgrades will have the greatest potential to reduce fatalities and serious injuries.

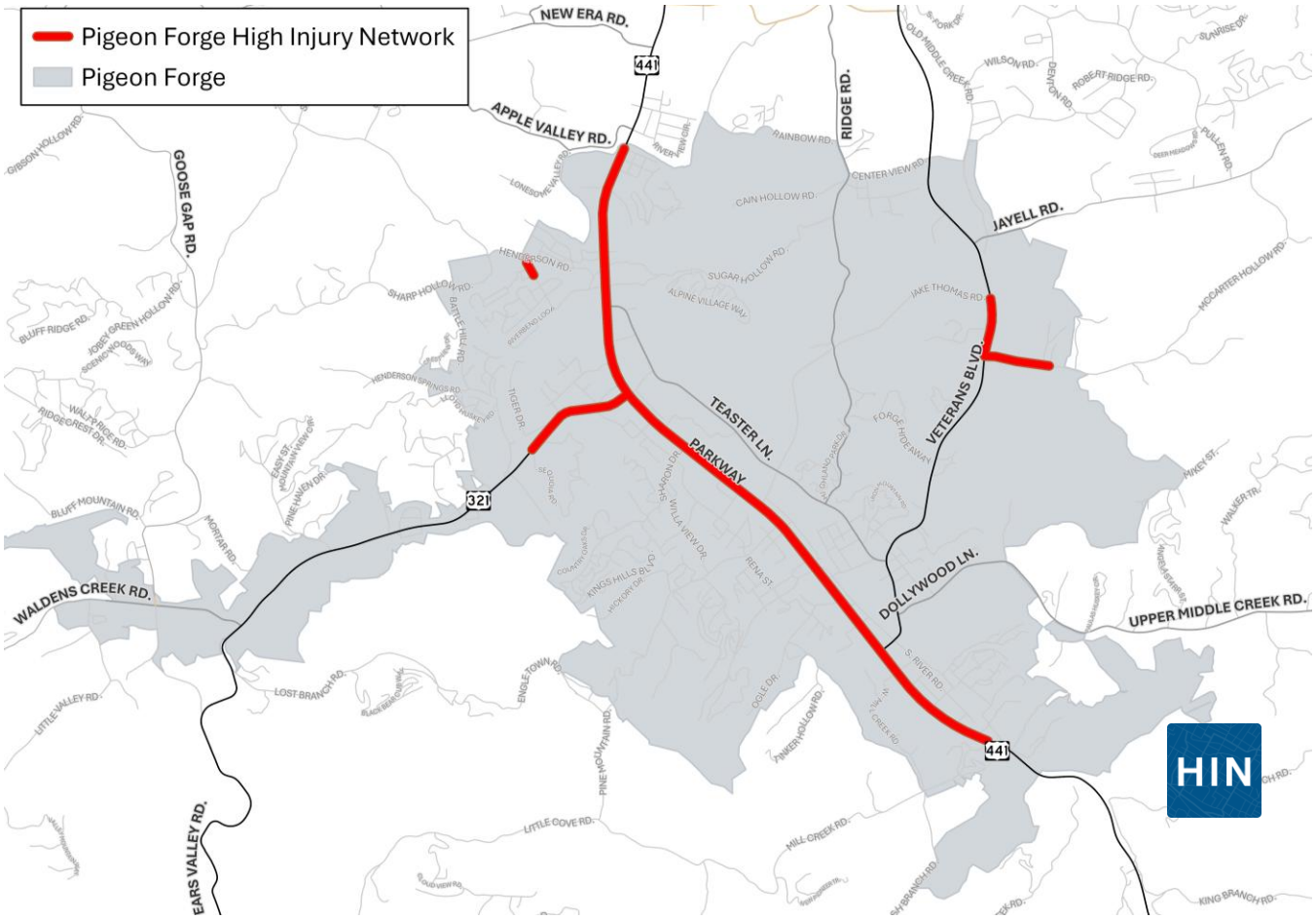



**Figure 6 Pigeon Forge High Injury Network (HIN)**

The **High-Risk Network (HRN)** identifies roadway segments in Pigeon Forge with the greatest potential for future fatal and serious injury (KA) crashes (see Figure 7). Unlike the High Injury Network, which focuses on corridors where KA crashes have already occurred, the HRN considers **all reported crashes** to evaluate overall crash risk. A weighted scoring system assigns the greatest weight to fatal crashes and progressively lower weights to serious injury, minor injury, and property damage only (PDO) crashes. This approach highlights

corridors with recurring crash patterns that, while not always severe today, are more likely to produce serious outcomes in the future. As shown in Figure 7, the HRN is concentrated along Parkway, Veterans Boulevard. Teaster Lane, and connecting routes throughout the downtown area, where congestion, turning conflicts, and heavy pedestrian activity intersect. These corridors represent key areas where proactive countermeasures—such as access management, pedestrian safety improvements, and speed management—can reduce both the frequency and severity of future crashes.

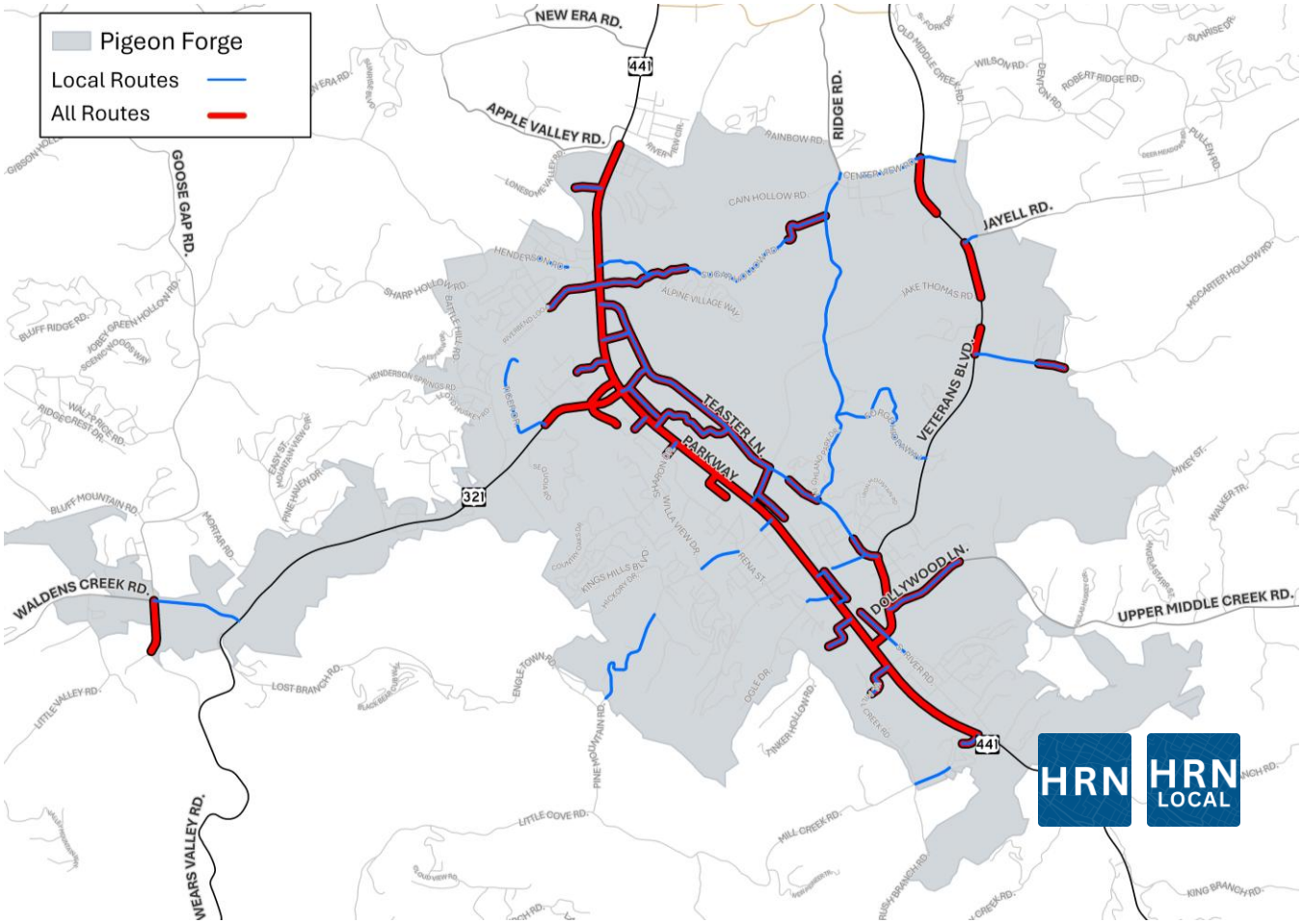



**Figure 7 Pigeon Forge High Risk Network (HRN)**

The **Local High-Risk Network (HRN Local)** refines this analysis by removing state routes to focus on **locally maintained roads** within Pigeon Forge. While these local streets carry less overall traffic, they often exhibit narrow lane widths, sharp curves, and steep grades that elevate crash risk—particularly for visitors unfamiliar with local roadway conditions. As shown in Figure 7 by the blue line, HRN Local segments include portions of Ridge Road, Teaster Lane, and Sugar Hollow Road, which connect residential areas, attractions, and commercial destinations. Identifying these corridors ensures that safety improvements extend beyond major highways to address community-scale roadways where crash risks remain high despite lower volumes.

## High Priority Projects

In Pigeon Forge, **27 High Priority Projects** have been identified, focusing on the corridors and intersections with the most significant crash concentrations. Of the 3,639 crashes that occurred in the city during the study period, **2,434 crashes** (66.9 percent) were captured within these project locations. This high capture rate reflects the city's concentrated tourist activity and heavy seasonal traffic, which result in crashes being clustered along a limited number of major routes. The selected projects aim to address these high-density crash areas, improving safety for both residents and the millions of visitors who travel through Pigeon Forge each year.

**Table 1 Pigeon Forge High Priority Projects**

| ID | Location | Vehicle Crashes | | | | VRU Crashes | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Total | K | ABC | O | Total | K | ABC | O |
| PF-1 | Teaster Ln from E Wears Valley Rd to Jake Thomas Rd | 31 | 0 | 6 | 25 | 0 | 0 | 0 | 0 |
| PF-2 | Teaster Ln from The Island Dr to Jake Thomas Rd | 38 | 0 | 4 | 34 | 1 | 0 | 1 | 0 |
| PF-3 | Teaster Ln from Forest Dr to Ridge Rd | 48 | 0 | 11 | 37 | 0 | 0 | 0 | 0 |
| PF-4 | Teaster Ln at Old Mill Ave | 37 | 0 | 6 | 31 | 0 | 0 | 0 | 0 |
| PF-5 | The Island Dr from US 321 to Teaster Ln | 21 | 0 | 3 | 18 | 1 | 0 | 1 | 0 |
| PF-6 | US 321 at Dollywood Ln | 75 | 0 | 15 | 60 | 0 | 0 | 0 | 0 |
| PF-7 | Dollywood Ln at River Rd | 51 | 0 | 20 | 31 | 0 | 0 | 0 | 0 |
| PF-8 | SR 449 at Dollywood Ln | 58 | 0 | 9 | 49 | 0 | 0 | 0 | 0 |
| PF-9 | McCarter Hollow Rd from SR 449 to McCarter Dr | 32 | 0 | 6 | 26 | 0 | 0 | 0 | 0 |
| PF-10 | US 321 from Sevierville City Limits to Ranmoor Way | 1,732 | 1 | 295 | 1,436 | 18 | 3 | 15 | 0 |
| PF-11 | US 321 at Teaster Ln | 76 | 0 | 12 | 64 | 0 | 0 | 0 | 0 |
| PF-12 | US 321 at Community Center Dr | 30 | 0 | 3 | 27 | 0 | 0 | 0 | 0 |
| PF-13 | US 321 at Wears Valley Rd & Florence Dr | 167 | 0 | 21 | 146 | 0 | 0 | 0 | 0 |
| PF-14 | US 321 at Sharon Dr | 84 | 0 | 23 | 61 | 0 | 0 | 0 | 0 |
| PF-15 | US 321 at Jake Thomas Rd | 32 | 0 | 6 | 26 | 2 | 2 | 0 | 0 |
| PF-16 | US 321 at Mill Creek Rd | 49 | 0 | 11 | 38 | 0 | 0 | 0 | 0 |
| PF-17 | US 321 at Jehu St | 45 | 0 | 9 | 36 | 1 | 0 | 1 | 0 |
| PF-18 | US 321 at Conner Heights | 33 | 0 | 7 | 26 | 1 | 0 | 1 | 0 |
| PF-19 | Ridge Rd from Round Top Rd to Highland Park Dr | 20 | 0 | 8 | 12 | 1 | 0 | 1 | 0 |
| PF-20 | Ridge Rd from Rolen Hollow Rd to Sugar Hollow Rd | 37 | 0 | 13 | 24 | 0 | 0 | 0 | 0 |
| PF-21 | Sugar Hollow Rd from Alpine Village Way to Ridge Rd | 51 | 0 | 8 | 43 | 0 | 0 | 0 | 0 |
| PF-22 | Waldens Creek Rd at Goose Gap Rd | 34 | 0 | 5 | 29 | 0 | 0 | 0 | 0 |

| ID | Location | Vehicle Crashes | | | | VRU Crashes | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Total | K | ABC | O | Total | K | ABC | O |
| PF-23 | Henderson Springs Rd Curve near Henry Springs Blvd | 17 | 0 | 2 | 15 | 0 | 0 | 0 | 0 |
| PF-24 | Wears Valley Rd from Sequioa Rd to McGill St | 89 | 0 | 16 | 73 | 1 | 0 | 0 | 1 |
| PF-25 | SR 449 from McCarter Hollow Rd to Jake Thomas Rd | 66 | 1 | 21 | 44 | 0 | 0 | 0 | 0 |
| PF-26 | Henderson Rd at Hickory Ln | 22 | 0 | 4 | 18 | 0 | 0 | 0 | 0 |
| PF-27 | Pine Mountain Rd from Fiddlers Creek Way to Pine Peak Way | 28 | 0 | 5 | 23 | 0 | 0 | 0 | 0 |

*K = Fatal, A = Serious Injury, B = Minor Injury, C = Possible Injury, O = Property Damage Only*

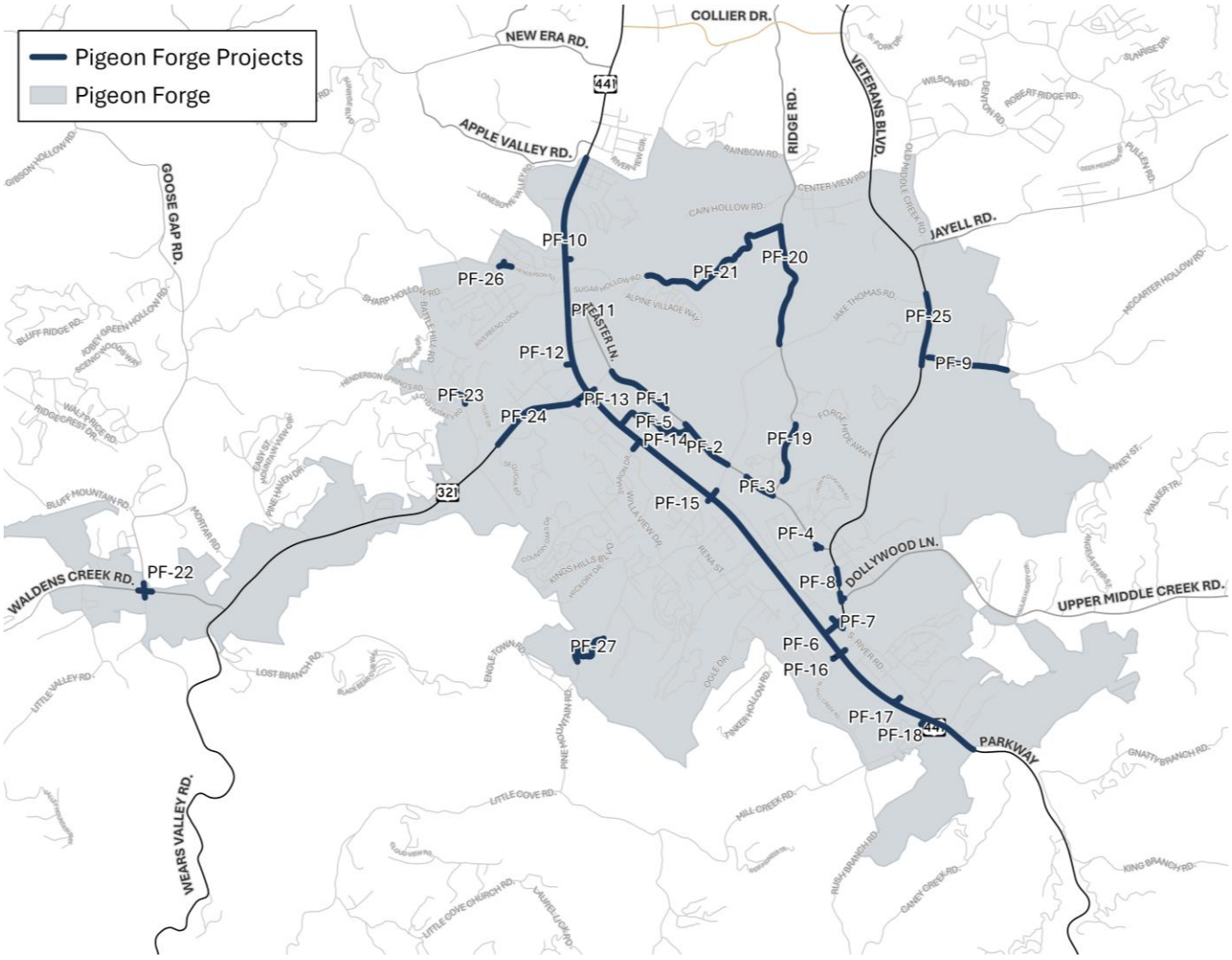



**Figure 8 Pigeon Forge High Priority Projects**

Figure 9 illustrates the layout used for the Pigeon Forge High Priority Project Sheets. Each sheet provides a concise summary of safety needs, existing conditions, and recommended countermeasures for specific project locations in Pigeon Forge. The layout presents key details in a consistent, easy-to-read format, including the project location and limits, functional classification, traffic conditions, and crash history from January 2019 to April 2024. Identification criteria indicate whether the location was part of the High Injury Network (HIN), High-Risk Network (HRN), HRN Local, Public Concern, Community Task Force or Public Safety Task Forces. Each sheet also includes an aerial map with crashes by severity and a street view image to illustrate site conditions. Recommendations summarize targeted strategies—such as signage improvements, curve warning systems, speed management measures, and geometric enhancements—intended to reduce crash frequency and severity. All High Priority Project Sheets in this section follow this same format.


**Figure 9 Example Layout of Pigeon Forge High Priority Project Sheet**

# Teaster Lane

**from East Wears Valley Rd to Mountain Mile Mall East Driveway**

4-Lane Urban Divided Roadway (0.35 mi)

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-1**

## Existing Conditions

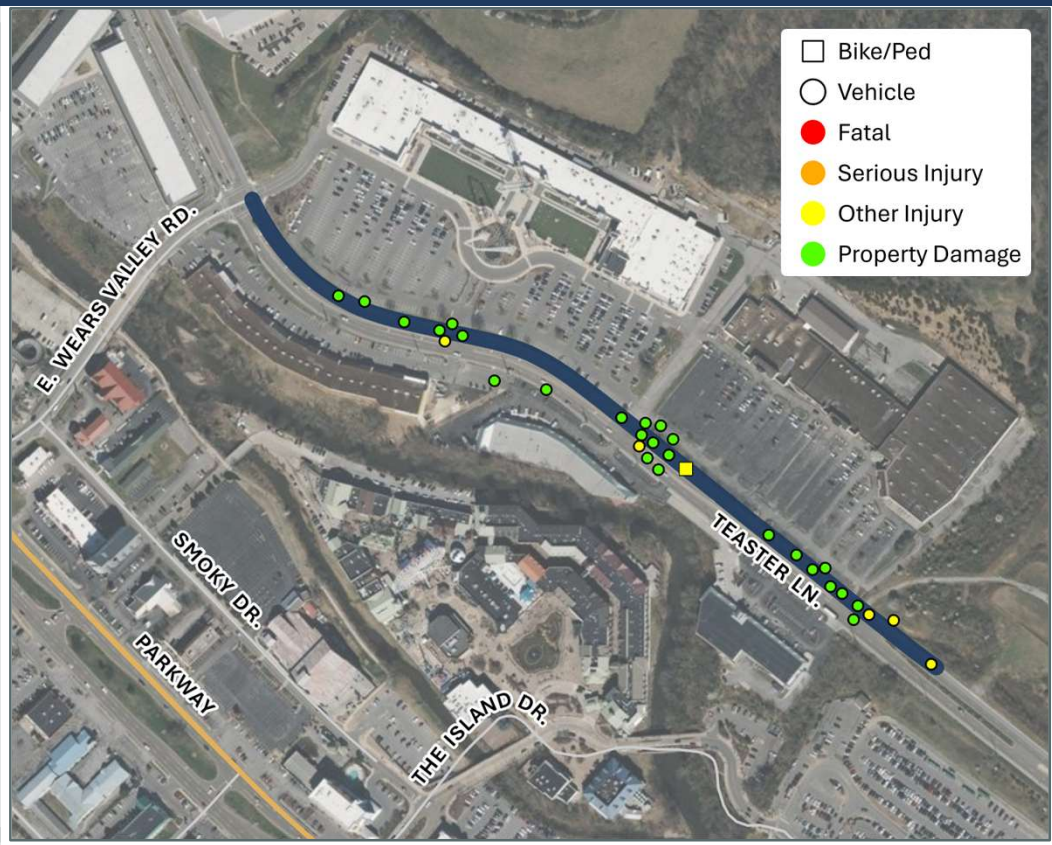
| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Major Collector |
| Posted Speed | 35 mph |
| Estimated AADT | 17,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (15), Rear-end (7) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 6 | 25 |
| Bike/Ped | 0 | 0 | 0 | 0 |

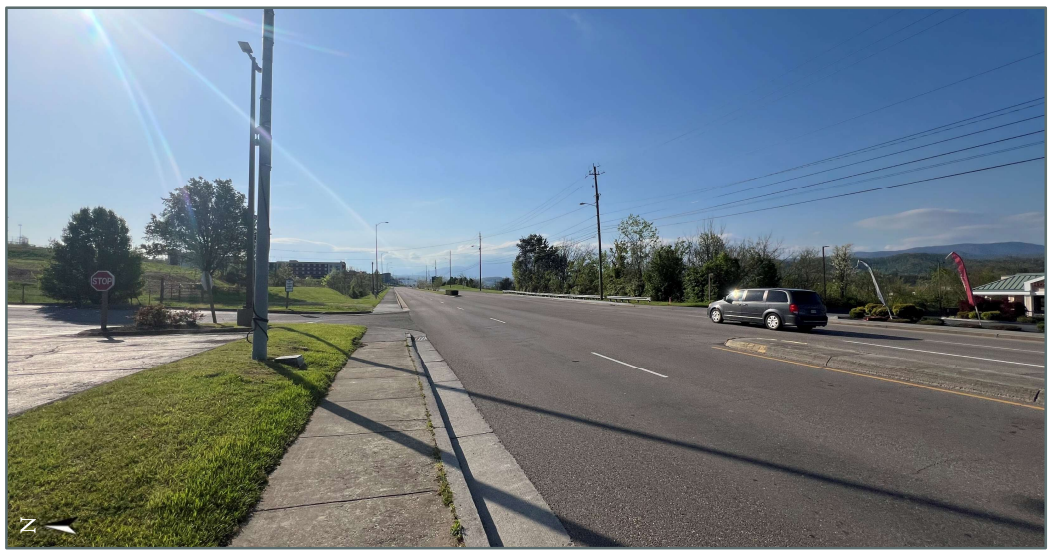
**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on access management throughout the redeveloped Mountain Mile corridor that has experienced a high number of angle crashes. Despite significant redevelopment of the retail area, no improvements were made to the roadway or driveway network. Recommended improvements include signalizing the main driveway to provide a safe and controlled access point. The median opening to the east should be converted to a Restricted Crossing U-Turn (RCUT) to eliminate direct left turns out of the development, and the median opening to the west should be closed entirely, modifying the adjacent driveway to right-in/right-out only. All left-turns out of the development would be routed through the new signal or via downstream U-turns.



# Teaster Lane

**from The Island Dr to Jake Thomas Rd (SR 478)**

4-Lane Urban Divided Roadway (0.35 mi)

Emphasis Area(s): Unfamiliar & Risky Driver, Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-2**

## Existing Conditions

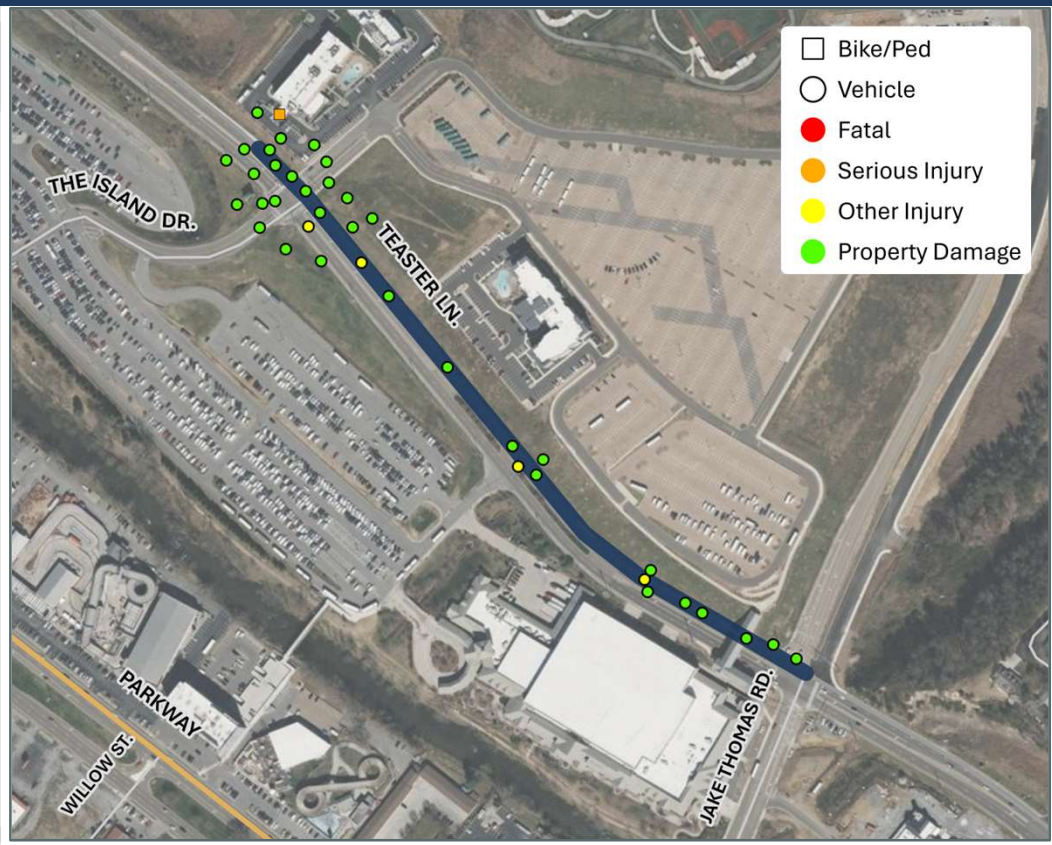
| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Major Collector |
| Posted Speed | 35 mph |
| Estimated AADT | 18,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (22) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 4 | 34 |
| Bike/Ped | 0 | 1 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on a four-lane divided roadway segment that has experienced a high number of rear-end crashes. The eastbound approach to the signal at Jake Thomas Road is impacted by the pedestrian bridge, which can obstruct the view of the traffic signal. Recommended improvements include installing reflective backplates on all signal heads to increase visibility and contrast in various lighting conditions, as well as a supplemental signal head on the eastbound approach to Jake Thomas Road to ensure clear visibility of the signal indication for approaching drivers. Additional warning signs should also be installed in advance of the signalized intersections of The Island Driver and Jake Thomas Road to alert drivers of the potential for stopped or slowing traffic.

# Teaster Lane

**from Forest Dr to Ridge Rd**

4-Lane Urban Divided Roadway (0.20 mi)

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-3**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Major Collector |
| Posted Speed | 35 mph |
| Estimated AADT | 15,563 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (18), Angle (16) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 11 | 37 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on a four-lane divided roadway segment that has experienced a high number of rear-end and angle crashes, particularly at the northern driveway and at the intersection with Ridge Road. Recommendations include installing signal warning signs on the approaches to Ridge Road and trimming trees in the median to improve sight distance. To reduce driver confusion for northbound drivers, the north driveway across from Forest Drive should be reconfigured to allow left and right turns in but restrict outbound movements to right-out only. An additional long-term recommendation includes the installation of a roundabout to consolidate and manage access for the Food City and hotel driveways.

# Teaster Lane

**at Old Mill Ave**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-4**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Major Collector |
| Posted Speed | 35 mph |
| Estimated AADT | 18,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (19), Rear-end (8) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 6 | 31 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on the unsignalized T-intersection of Old Mill Avenue at Teaster Lane, located within a curve and closely spaced near the signalized intersection at Veterans Boulevard. The intersection has experienced many angle crashes due to inadequate sight distance and difficulties turning from the minor approach when queues extend from the adjacent signal. Recommendations include signalizing if warranted, realigning the driveway across Teaster Lane with Old Mill Avenue to reduce conflict points, and adding "Do Not Block the Box" pavement markings to discourage queuing. If a signal is not feasible, a quadrant roadway utilizing the existing local street network could be considered to eliminate the need for direct left turns from Old Mill Avenue.

# The Island Drive

**from Parkway (US 321/US 441) to Teaster Ln**

2-Lane Urban Roadway (0.55 mi)

Emphasis Area(s): VRU Safety

SEVIER COUNTY SS4A

PROJECT **PF-5**

## Existing Conditions

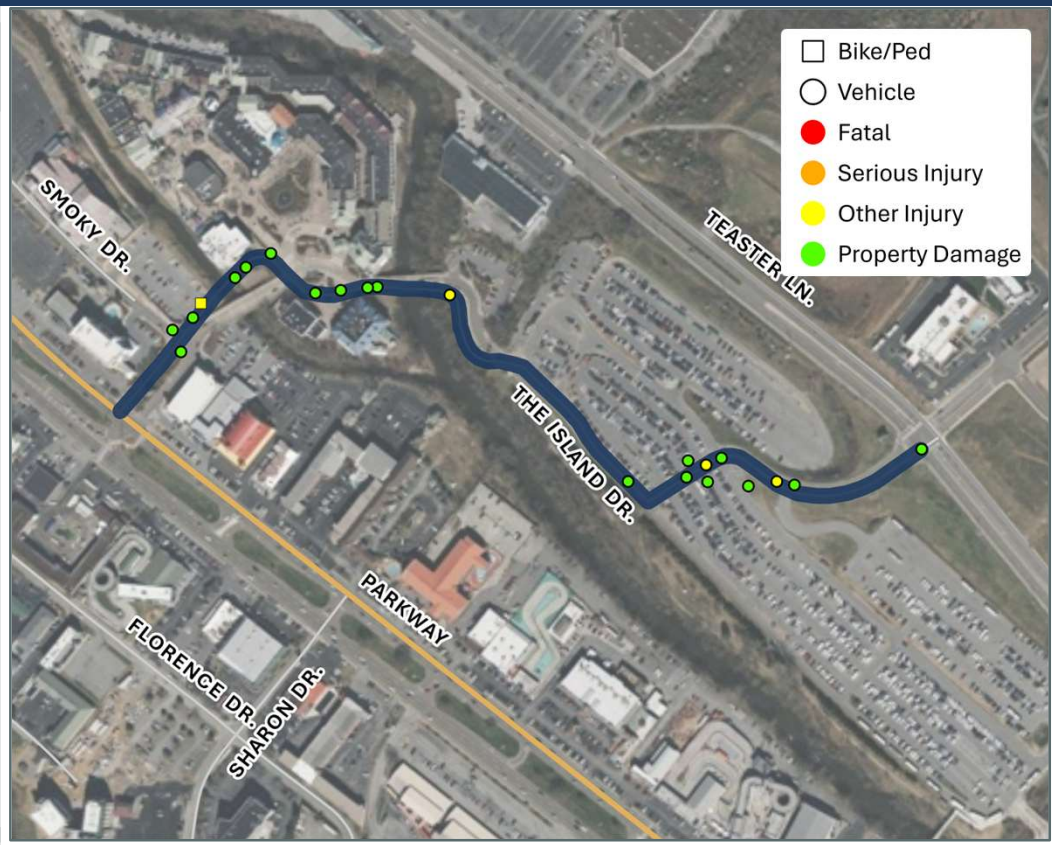
| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Local |
| Posted Speed | 15 mph |
| Estimated AADT | 7,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (8), Angle (4) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 3 | 18 |
| Bike/Ped | 0 | 0 | 1 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on a large parking lot situated between a high-volume tourist area, several hotels, and a trolley stop, resulting in significant pedestrian activity throughout the day. The current pedestrian facilities within the lot are insufficient, leading many pedestrians to take unsafe routes between destinations. It is recommended to improve pedestrian connectivity through accessible, designated pathways and signage that direct users to safe, convenient crossing points. Improvements could include clearly marked pedestrian routes through the lot, curb extensions or refuge islands at high traffic crossing points, pedestrian-scale lighting, and signage directing users to the trolley stop and surrounding attractions.

# Parkway (US 321/US 441)

**at Dollywood Ln**

Urban Signalized Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-6**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 49,563 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Angle (29), Rear-end (28) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 15 | 60 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on a signalized T-intersection that has experienced frequent angle and rear-end crashes. The minor street approach currently includes a dedicated left-turn lane and a shared left/right-turn lane, contributing to queuing issues and uncertain lane use, especially during peak periods when vehicles exit Dollywood. Recommended improvements include closing the driveway nearest the intersection to reduce conflict points and better overhead and roadside lane assignment signage to clearly communicate turn movements. A widening project is proposed along the Dollywood Lane approach that will widen the road to three lanes, which is expected to improve capacity and enhance safety. Leading pedestrian intervals and pedestrian scale lighting is also recommended.

# Dollywood Lane (SR 449)

**at River Rd**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): VRU Safety, Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-7**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 25 mph |
| Estimated AADT | 17,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (28), Rear-end (14) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 20 | 31 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on intersection safety improvements at the unsignalized intersection of Dollywood Lane and River Road, which has experienced a high frequency of angle crashes, many of which have resulted in injury. To improve safety and promote compliance with turning restrictions, it is recommended to harden the existing right-out-only approaches on River Road to enforce right-in/right-out access. This geometric enhancement will help physically deter unsafe turning movements. In addition, left turns onto River Road should be restricted to eliminate conflict points and reduce the likelihood of high-risk maneuvers. These measures are intended to address driver behavior, improve operational safety, and reduce crash potential in this high-volume tourist area.

# Veterans Boulevard (SR 449)

**at Dollywood Ln**

Urban Signalized Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-8**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 25 mph |
| Estimated AADT | 20,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (43), Angle (11) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 9 | 49 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on a signalized intersection currently configured with wide, sweeping channelized right-turn lanes that are no longer necessary given the current traffic conditions. These channelized lanes create operational challenges and safety concerns, particularly rear-end crashes. Drivers in the lead vehicle must yield when merging into the adjacent through lane, while following drivers may be focused on gaps in traffic and not anticipate the stop, resulting in crashes. It is recommended to reconfigure the intersection by eliminating the channelization and bringing the right-turn lanes up to the signal. This adjustment will allow right-turning vehicles to make movements under signal control, reducing confusion and conflict points.

IMPROVE ANGLE

# McCarter Hollow Road

**from Veterans Blvd (SR 449) to McCarter Dr**

5-Lane Urban Divided Roadway with Two-Way Left-Turn Lane (0.55 mi)

Emphasis Area(s): Rural Roadway Safety

SEVIER COUNTY SS4A

PROJECT **PF-9**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Local |
| Posted Speed | 20 mph |
| Estimated AADT | 8,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (14), Sideswipe (8) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 5 | 26 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on the entrance to Dollywood, where many angle and sideswipe crashes have occurred, likely due to poor lane discipline, high volumes, and limited visibility of pavement markings. It is recommended to install raised pavement markers throughout the corridor to enhance visibility of lane lines, particularly in wet or low-light conditions. New pavement striping should also be applied, especially where they are currently faded or missing on the concrete bridge. Supplemental improvements include the installation of raised separators with delineators between opposing directions of travel to discourage crossover movements. “Stay in Lane” signage at key locations is recommended to reinforce proper driver behavior and lane discipline.

# Parkway (US 321/US 441)

**from Sevierville City Limits to Ranmoor Way**

6-Lane Urban Divided Roadway (4.85 mi)

Emphasis Area(s): VRU Safety, Congested Corridor

SEVIER COUNTY SS4A

PROJECT **PF-10**

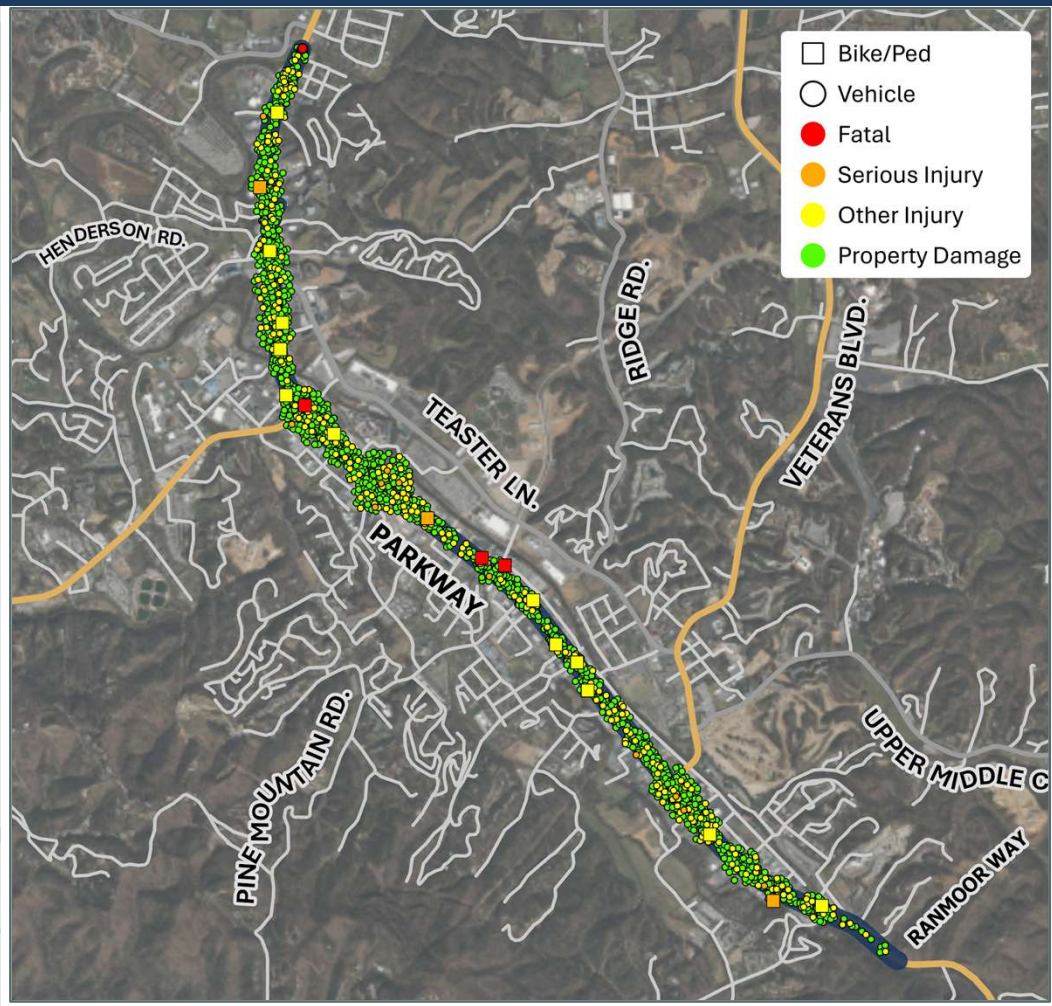
## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 55,646 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (701), Angle (576) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 1 | 12 | 283 | 1,436 |
| Bike/Ped | 3 | 3 | 12 | 0 |

**Identification Criteria** HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on the Parkway, which serves as a major corridor for tourist traffic. The roadway experiences recurring congestion, complex access points, and safety challenges for all users, particularly pedestrians and cyclists. Comprehensive, corridor-wide improvements are recommended to enhance safety. These include the installation of dynamic message boards to help manage traffic, a median access study to evaluate and optimize access management strategies, and pedestrian-scale lighting to improve nighttime visibility. To better accommodate non-motorized users, it is recommended to improve bike and pedestrian infrastructure, including consolidating and limiting crossing opportunities to clearly defined and safer locations.

# Parkway (US 441)

**at Teaster Ln**

Urban Signalized Intersection

Emphasis Area(s): Rural Roadway, Unfamiliar & Risky Driver,

SEVIER COUNTY SS4A

PROJECT
**PF-11**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 60,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (35) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 12 | 64 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF


## Recommendations

This project focuses on the signalized intersection of Teaster Lane at the Parkway where rear-end crashes are the predominant crash type, likely due to heavy congestion. To improve safety and driver awareness, it is recommended to install directional signage on the Teaster Lane approach to instruct drivers to use the outer right-turn lane when accessing Henderson Chapel Road shortly after turning onto the Parkway. In addition, guide lines should be added through the intersection to assist vehicles navigating dual turn lanes, helping to reduce weaving and last-minute lane changes. These improvements aim to support smoother operations and reduce the likelihood of rear-end collisions in this high-volume tourist corridor.

# Parkway (US 441)

**at Community Center Dr**

Urban Signalized Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-12**

## Existing Conditions

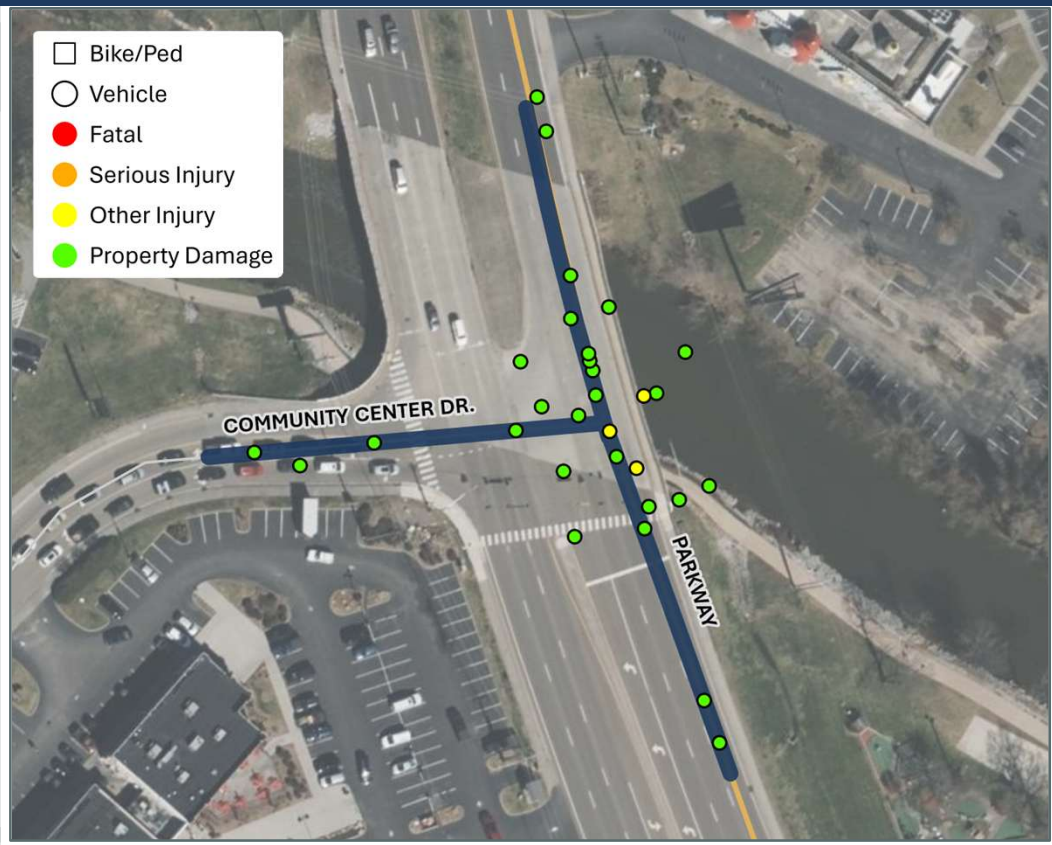
| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 49,563 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (19) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 3 | 27 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on the intersection of Community Center Drive and the Parkway, which is a signalized T-intersection where rear-end crashes are the predominant crash type. Heavy congestion frequently results in gridlock conditions caused by queues spilling back from the upstream intersection. To reduce crash risk and improve traffic flow, it is recommended to coordinate signal timing between this intersection and the adjacent upstream signal at Christmas Tree Lane. Improved signal coordination will help prevent queuing through the intersection, reduce unexpected stopping, and enhance overall corridor operations.

# Parkway (US 441)

**at Wears Valley Rd (US 321) and Florence Dr**

Urban Signalized Intersection

Emphasis Area(s): Unfamiliar & Risky Driver, VRU Safety, Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-13**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 49,563 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (60), Angle (57) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 20 | 146 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF


## Recommendations

This project focuses on two closely spaced intersections along Wears Valley Road. To reduce conflict points and improve operational efficiency, it is recommended to reconfigure access to Florence Drive as a right-in/right-out only, eliminating the existing left-turn movements that contribute to congestion and crash risk. The existing left-turn lane onto Florence Drive should be removed and replaced with additional storage length for the dual left-turn lanes onto the Parkway. Additional improvements at the Parkway intersection include providing consistent crosswalk markings to improve pedestrian safety and updating signage and pavement markings to clearly communicate the Right Turn On Red restriction.

# Parkway (US 441/US 321)

**at Sharon Dr**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Rural Roadway, Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-14**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 49,563 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Angle (41), Rear-end (31) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 2 | 19 | 61 |
| Bike/Ped | 0 | 0 | 2 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF


## Recommendations

This project focuses on the unsignalized intersection of Sharon Drive along the Parkway. This location consists of a full-access median opening where both angle and rear-end crashes have been prevalent. The current configuration allows for left-turns and through movements across multiple lanes of traffic, which presents safety challenges and contributes to congestion. To reduce conflict points and improve safety, it is recommended to close the median opening and restrict access to right-in/right-out only. In addition, on-street parking along Sharon Drive should be reconfigured to eliminate back-out maneuvers into the travel lane, which can further contribute to collisions.

# Parkway (US 441/US 321)

**at Jake Thomas Rd (SR 478)**

Urban Signalized Intersection

Emphasis Area(s): VRU Safety, Congested Corridor

SEVIER COUNTY SS4A

PROJECT PF-15

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 51,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (16), Angle (8) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 2 | 4 | 26 |
| Bike/Ped | 2 | 0 | 0 | 0 |

**Identification Criteria** HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on the intersection of Jake Thomas Boulevard and the Parkway, which has experienced a combination of rear-end and angle crashes, but more notably, two vulnerable road user fatalities, two serious injuries, and four additional injuries. Given the severity and nature of these incidents, the recommendations emphasize pedestrian safety and accessibility improvements. Key enhancements include installing audible pedestrian signal messages to assist visually impaired users, adding pedestrian-scale lighting to improve visibility in low-light conditions, and adjusting the pedestrian signal timing to better align with the existing two-phase signal. These improvements aim to provide safer and more intuitive crossings for non-motorized users.

# Parkway (US 441/US 321)

**at Mill Creek Rd**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Rural Roadway, Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-16**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 48,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (29), Rear-end (9) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 2 | 9 | 38 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on the unsignalized intersection of Mill Creek Road and the Parkway that currently features a full-access median opening and has experienced a high number of angle crashes, several of which have resulted in injuries. The current configuration has multiple conflict points and contributes to unsafe turning movements across heavy through volumes. To improve safety and reduce crash potential, it is recommended to reconfigure the median opening as a Restricted Crossing U-Turn (RCUT), which would eliminate direct left turns and cross-median movements. Additionally, the stop bars on the minor road approaches should be relocated closer to the edge of the travel lane to improve driver positioning and increase visibility when entering the Parkway.

# Parkway (US 441/US 321)

**at Jehu St**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Rural Roadway, Congested Corridor

SEVIER COUNTY SS4A

PROJECT PF-17

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 43,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (18), Sideswipe (14) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 8 | 36 |
| Bike/Ped | 0 | 1 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on the unsignalized intersection of Jehu Street and the Parkway that currently features a full-access median opening and has experienced a high number of angle crashes, several of which have resulted in injuries. The current configuration has multiple conflict points and contributes to unsafe turning movements across heavy through volumes. To improve safety and reduce crash potential, it is recommended to reconfigure the median opening as a Restricted Crossing U-Turn (RCUT), which would eliminate direct left turns and cross-median movements. Additionally, the stop bars on the minor road approaches should be relocated closer to the edge of the travel lane to improve driver positioning and increase visibility when entering the Parkway.

# Parkway (US 441/US 321)

**at Conner Heights Rd**

Urban Signalized Intersection

Emphasis Area(s): Speed Management, Rural Roadway,

SEVIER COUNTY SS4A

PROJECT
**PF-18**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 40,686 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (22), Sideswipe (6) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 7 | 26 |
| Bike/Ped | 0 | 0 | 1 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on the intersection of Conner Heights Road and the Parkway. This intersection is the first signalized intersection encountered when entering from Gatlinburg. Due to its location at the gateway to a busy corridor, vehicles may approach at higher speeds and encounter unexpected congestion, contributing to rear-end crashes. To address this, it is recommended to install warning signage with flashing beacons in advance of the intersection to alert drivers to potential signal-related delays and queuing. Along Conner Heights Road, improvements should include the installation of roadway striping, such as edge lines and centerlines, to better define travel lanes and enhance driver guidance through the intersection.

# Ridge Road

**from Round Top Rd to Highland Park Dr**

2-Lane Urban Roadway (0.40 mi)

Emphasis Area(s): Rural Roadway

SEVIER COUNTY SS4A

PROJECT
**PF-19**

## Existing Conditions

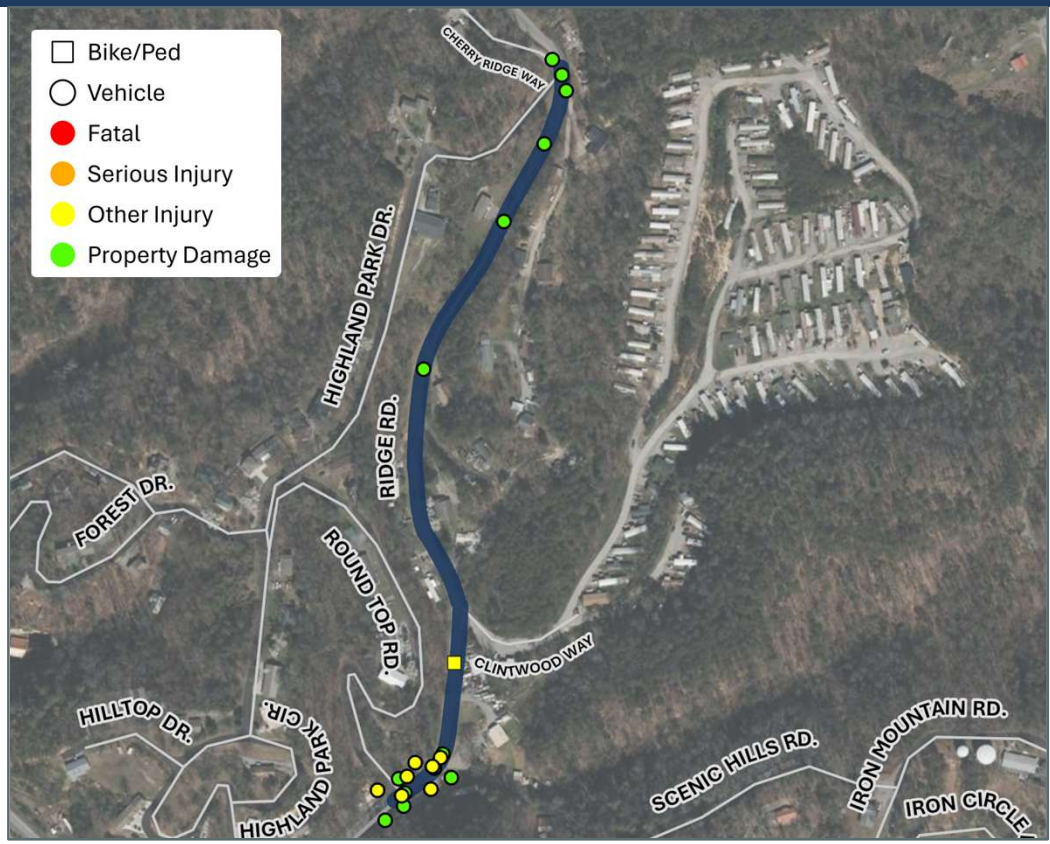
| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Major Collector |
| Posted Speed | 20 mph |
| Estimated AADT | 1,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (6), Single-Vehicle (6) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 8 | 12 |
| Bike/Ped | 0 | 0 | 1 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF




## Recommendations

This project focuses on a curvy two-lane roadway that serves a cabin and rental area where visibility limitations and alignment challenges contribute to safety concerns. To enhance nighttime and low-light visibility, it is recommended to install reflective centerline and outside edge line markers along the corridor. Additionally, widening the edge line will help define the roadway and provide more guidance to drivers navigating the curves. Curve warning signs should be installed throughout the segment to alert drivers of upcoming turns. At the sharp curve near Roundtop Drive, it is recommended to improve the northbound driveway and install a large arrow warning sign on the southbound approach to provide advanced warning of the severe curve.

# Ridge Road

**from Rolen Hollow Rd to Sugar Hollow Rd**

2-Lane Urban Roadway (0.80 mi)

Emphasis Area(s): Rural Roadway

SEVIER COUNTY SS4A

PROJECT
**PF-20**

## Existing Conditions

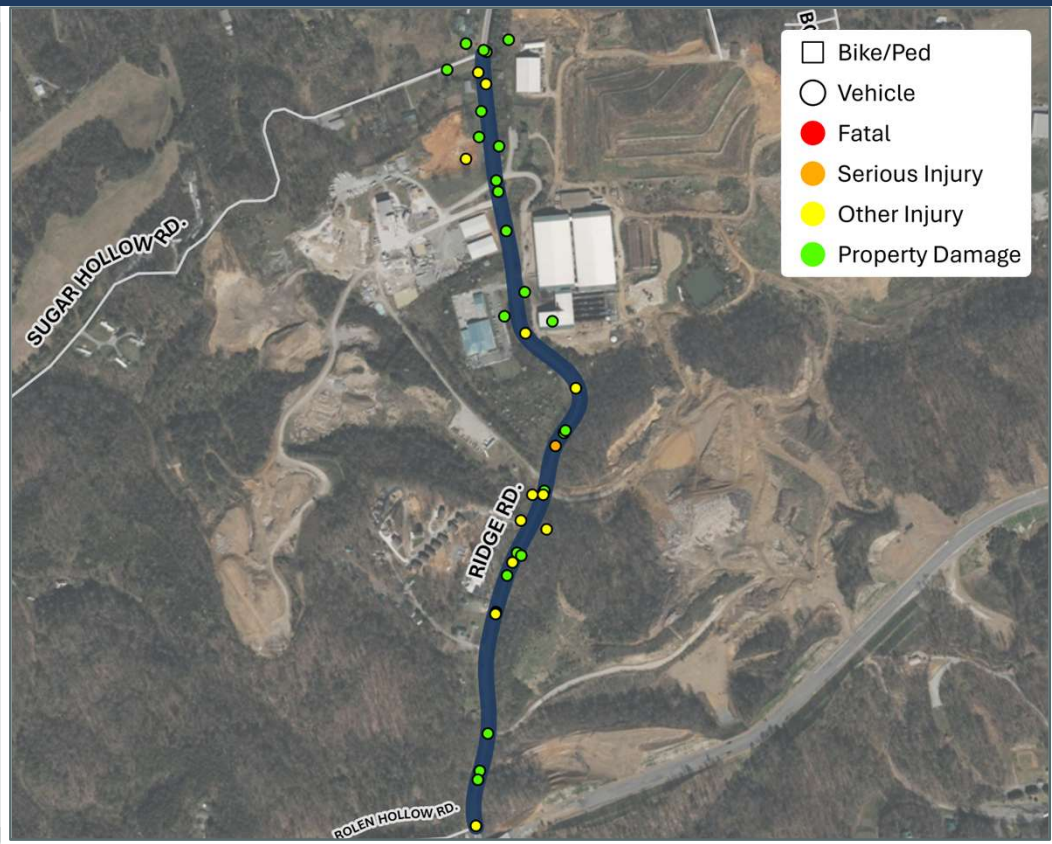
| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Major Collector |
| Posted Speed | 30 mph |
| Estimated AADT | 1,114 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Single-Vehicle (19) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 12 | 24 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on a curvy two-lane roadway with a high number of single-vehicle roadway departure crashes, likely caused by poor traction and excessive speeds. Recommended improvements include installing a wheel clean-off station near the solid waste facility entrance to reduce debris on the roadway from large trucks and improve traction. Heavy-duty, high visibility centerline striping with reflective markers should be added to enhance lane delineation, especially in low-light or wet conditions. Improving shoulders where feasible will provide recovery space for errant vehicles, while chevron signs within curves will help alert drivers to upcoming curvature and guide them safely. To further reduce crash risk, non-local truck traffic should be prohibited.

# Sugar Hollow Road

**from Alpine Village Way to Ridge Rd**

2-Lane Urban Roadway (1.10 mi)

Emphasis Area(s): Rural Roadway

SEVIER COUNTY SS4A

PROJECT
**PF-21**

## Existing Conditions

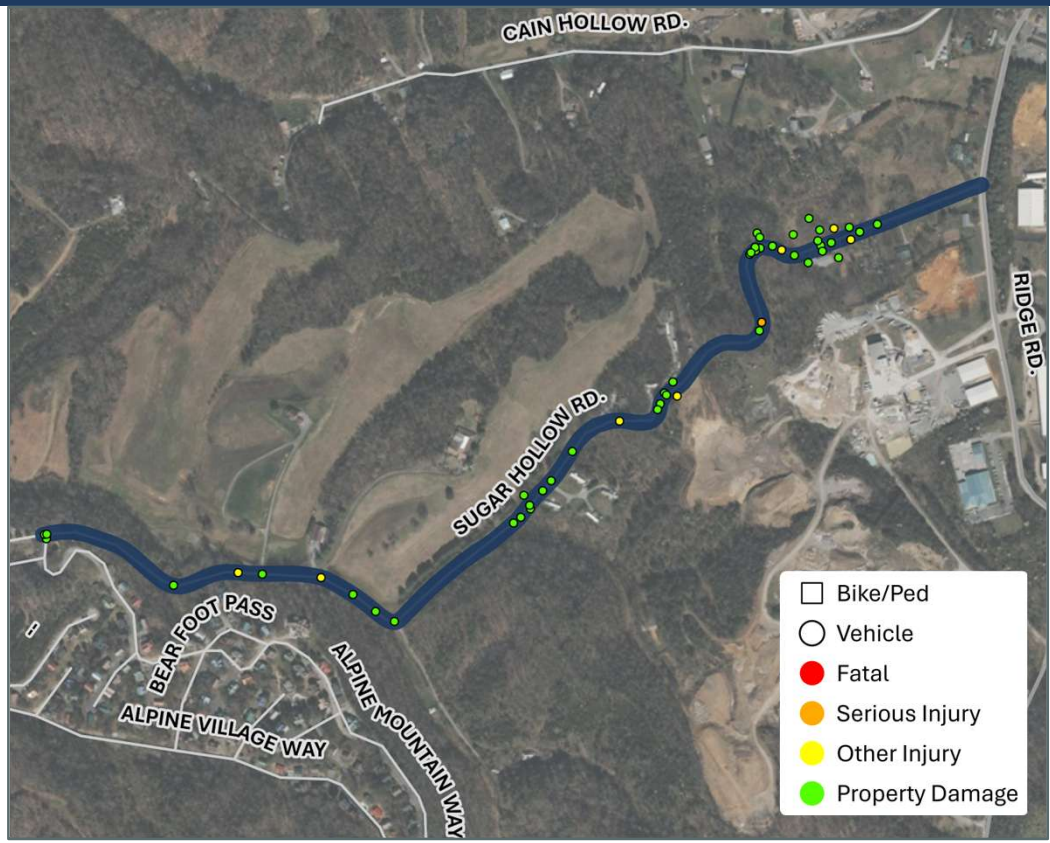
| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Local |
| Posted Speed | 20 mph |
| Estimated AADT | 1,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Single-Vehicle (20), Sideswipe (15) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 1 | 7 | 43 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF




## Recommendations

This project focuses on a narrow, winding two-lane roadway that has experienced a high number of roadway departure and sideswipe crashes, largely due to limited lane widths and poor curve visibility. To enhance safety and reduce crash risk, it is recommended to install chevron signs in both directions for all curves and add centerline striping to improve lane delineation. A large arrow warning sign should also be placed to alert drivers of the sharp 90-degree curve. Given the recurring crash trends along this corridor, a comprehensive safety study should be conducted to further evaluate systemic risks and identify long-term countermeasures.

# Waldens Creek Road

**at Goose Gap Rd and Old Valley Rd**

Urban Signalized Intersection

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-22**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Major Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 8,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (17) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 5 | 29 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on the signalized intersection of Waldens Creek Road and Goose Gap Road/Old Valley Road that has experienced several angle crashes, indicating turning movement conflicts. It is recommended to install reflective backplates on all signal heads to enhance visibility. Left-turn lanes should be installed on Waldens Creek Road to separate turning traffic from through movements, and protective left-turn phasing should be implemented for these approaches to reduce conflicts between opposing vehicles. Signal timings should be evaluated to ensure adequate clearance intervals. These enhancements will improve safety while reducing crash potential.

# Henderson Springs Road

**Curve near Henderson Springs Blvd**

2-Lane Urban Roadway (0.05 mi)

Emphasis Area(s): Speed Management, Rural Roadway

SEVIER COUNTY SS4A

PROJECT
**PF-23**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Local |
| Posted Speed | 20 mph |
| Estimated AADT | 2,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Single-Vehicle (10), Angle (4) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 2 | 15 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on a curve along Henderson Springs Road that has experienced a high number of roadway departure crashes, likely due to excessive speeding. To address the safety concerns, it is recommended to install chevron signs within the curve to better communicate the alignment of the roadway and encourage drivers to reduce speed. Speed feedback signs and increased enforcement are also recommended to reinforce compliance with the posted speed limit. In addition, pedestrian activity is prevalent in this area due to a nearby RV park, yet the roadway lacks designated pedestrian facilities. Warning signs should be installed to discourage walking in the travel lanes, and signage should direct pedestrians to safe, designated walkways where available.

# Wears Valley Road (US 321)

**from Sequoia Rd to McGill St**

**4**-Lane Urban Roadway with Center Two-Way Left-Turn Lane (0.50 mi)

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-24**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 35 mph |
| Estimated AADT | 25,879 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Angle (36), Rear-end (26) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 2 | 14 | 73 |
| Bike/Ped | 0 | 0 | 0 | 1 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF


## Recommendations

This project focuses on a four-lane urban roadway segment located near Pigeon Forge High School with a continuous two-way left-turn lane. This section of Wears Valley Road has experienced a high number of angle and rear-end crashes, many of which resulted in injury. The frequency and severity of these crashes suggest operational and safety concerns, likely tied to frequent turning movements and a high number of access points. To improve safety and reduce conflict points, it is recommended to implement access management strategies such as driveway consolidation, installation of medians where feasible, and improved signage. Additionally, a signal warrant study should be conducted to determine whether traffic volumes warrant signalization at key intersections.

# Veterans Boulevard (SR 449)

**from Jake Thomas Rd (SR 478) to McCarter Hollow Rd**

6-Lane Urban Divided Highway (0.36 mi)

Emphasis Area(s): Congested Corridor

SEVIER COUNTY SS4A

PROJECT
**PF-25**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Principal Arterial |
| Posted Speed | 40 mph |
| Estimated AADT | 23,901 (TDOT 2024) |
| Underserved Community | No |
| Common Crash Manner | Rear-end (24), Angle (21) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 1 | 4 | 17 | 44 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on a segment of Veteran's Boulevard that has experienced several rear-end and angle crashes, including one fata crash, one serious injury, and multiple other injury crashes. The crash patterns suggest visibility and signal timing may be contributing factors. To enhance safety and reduce the likelihood of future crashes, it is recommended to install reflective backplates on all signal heads to improve their visibility in both daytime and nighttime conditions. In addition, signal retiming should be conducted to optimize traffic operation, reduce unnecessary delay, and mitigate the risk of crashes caused by driver confusion or abrupt stopping.

# Henderson Road

**at Hickory Ln**

Urban Two-Way Stop Controlled Intersection

Emphasis Area(s): Speed Management, Rural Roadway

SEVIER COUNTY SS4A

PROJECT
**PF-26**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Local |
| Posted Speed | 20 mph |
| Estimated AADT | 2,500 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Single-Vehicle (14), Angle (3) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 4 | 18 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN HRN HRN LOCAL PUBLIC CTF PSTF


## Recommendations

This project focuses on a narrow two-lane roadway characterized by horizontal and vertical curvature that makes it difficult for drivers to maintain proper lane position. Several roadway departure crashes have occurred along this segment, and the number of unfamiliar drivers using the route has increased dramatically in recent years due to navigation apps directing users through the area. To improve safety, it is recommended to install speed feedback signs and implement other speed reduction measures to encourage slower, more controlled driver through the curves. Additionally, intersection warning signs should be installed to alert drivers to potential turning movements ahead, especially where visibility may be limited.

# Pine Mountain Road

**from Pine Peak Way to Fiddlers Creek Way**

2-Lane Urban Roadway (0.40 mi)

Emphasis Area(s): Speed Management, Rural Roadway

SEVIER COUNTY SS4A

PROJECT
**PF-27**

## Existing Conditions

| | |
|---|---|
| Jurisdiction | City of Pigeon Forge |
| Functional Classification | Local |
| Posted Speed | 20 mph |
| Estimated AADT | 2,000 (Replica 2023) |
| Underserved Community | No |
| Common Crash Manner | Angle (10), Single-Vehicle (9) |

### Crash History (2019-2024)

| | Fatal | Serious Injury | Other Injury | Property Damage |
|---|---|---|---|---|
| Vehicle | 0 | 0 | 5 | 23 |
| Bike/Ped | 0 | 0 | 0 | 0 |

**Identification Criteria**

HIN | HRN | HRN LOCAL | PUBLIC | CTF | PSTF


## Recommendations

This project focuses on a mountainous two-lane roadway with extreme elevation changes, a hairpin turn, and multiple curves where roadway departure and angle crashes have occurred. The steep terrain and sharp curvature create challenges for safe travel, especially for unfamiliar drivers. Recommended safety improvements include curve warning signs with advisory speed plaques, chevron signs, and speed feedback signs to encourage compliance. Guardrail with reflective delineation should be installed to prevent run-off-road incidents in areas with steep drop-offs. Shoulders should be widened where possible. Visibility enhancements such as snow-plowable reflective pavement markers and enhanced centerline and edge line striping are also recommended.