

Knox County Commission

LARSEN JAY

Commissioner, At-Large Seat 10



September 1, 2023

Mayor Glenn Jacobs
400 Main Street – Suite 615
Knoxville, TN 37902

Re: Northshore Corridor Infrastructure & Continued Public Safety Improvements

Dear Mayor Jacobs,

As discussions surrounding development in the “Northshore Drive Corridor” continues, it’s clear that a majority of constituents I’ve corresponded with feel the local infrastructure is inadequate to add additional housing to this fast-growing area of Knox County.

Along with support from County Commission, we have successfully worked on safety improvements in the Northshore Corridor for the past five years, including the addition of the multi-modal greenway, installation of the boardwalk along with removal of the at-grade crossing, Concord Park road widening / paving, road shoulder stability, and enhanced safety around the busy park entrances. Additionally, planning and design is underway with the team at Knox County Engineering & Public Works (EPW) on several new road and safety improvements along Northshore Drive, which I look forward to helping announce alongside you later this fall.

While the aforementioned safety projects are valuable investments that should be applauded, I believe there’s an opportunity for Knox County to invest in additional long-lasting solutions that will make the Northshore Corridor safer, easier for residents to navigate, and provide for future, and much needed, housing inventory.

Most all citizens who’ve contacted me cited the increase in traffic and accidents along Northshore Drive. To verify these claims, I recently asked EPW for accident data on Northshore Drive between the Choto & Concord roundabouts. I have included that data in this correspondence for your review. As you will see, the Tennessee Department of Transportation (TDOT) reports between 2018 – 2022 accidents along the Northshore Corridor have increased 39%. According to the data, a majority of the accidents occurred during daylight hours (63.92%), in clear weather conditions (71.13%), and along the roadway not near an intersection (83.51%).

My own experience traveling in this area, along with the TDOT data, reinforces the perception that a large volume of drivers are traveling along Northshore Dr. at high rates of speed, and with the combination of a rather narrow roadway, inevitably leads to an increase in accidents. Further data

analysis supports this as 32.99% of reported accidents are rear-end collisions which certainly can be attributed to the increased volume of traffic continuing to build up in this area.

As you are aware, even one small accident along this stretch of Northshore Drive can back up traffic for miles and delay both citizens and commercial business professionals for hours on end. Additional concerns from citizens include difficulties turning out of several large neighborhoods onto Northshore Dr. (Jefferson Park, Montgomery Cove, etc.) due to the high volume of traffic, especially during peak morning and late-afternoon periods.

To address these concerns, amongst others, I would like to suggest that you and the EPW team consider adding additional roundabouts at the intersection of Northshore Drive and Charlottesville Blvd. and the intersection of Northshore Drive and Mont Cove Blvd. / Bayou Bend Way / Harbor Crest Way. This would provide easier in/out access for neighborhood residents and serve as a natural slowing of traffic at key points where accidents seem to be on the rise. Based on my conversations with EPW, these new safety enhancements would cost an estimated \$2-4M of capital investment (in today's dollars) and take one to three years to complete.

I am very aware of the vast number of infrastructure projects that are needed all across Knox County and understand there must be a fine balance of where our resources are allocated. However, I believe our focus on major infrastructure investments are long overdue. According the AdvanceKnox 2022 "State of the County" report, Knox County has experienced a nearly 50% gain in population in the last 40 years (320,000 to 479,000), yet we have not kept up with the investment in our infrastructure needs at the same rapid pace. I believe we must commit more resources in infrastructure needs to support the rapid growth that doesn't seem to be slowing anytime soon.

As you consider capital investments in the coming year and prepare the FY'25 budget for presentation to County Commission, I urge you to consider adding the necessary funding to pursue these suggested improvements in the Northshore Drive Corridor.

I know how much you care about Knox County and am confident you will want to work together to build the foundation for a thriving community for decades to come. Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Larsen Jay', is positioned below the text 'Sincerely,'.

Larsen Jay, Knox County Commissioner (At-Large, Seat 10)

Northshore Drive

Created on May 19, 2023

Created by Coby Webster

Data extents: January 1, 2018 to December 31, 2022



Applied Filters

Shape: Polygon



Total Crashes	194	Fatal Crashes	0
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Summary	Crash	
Total Crashes	194	100.00%
Truck/Bus Involved	16	8.25%
Alcohol Involved	10	5.15%
Distracted Driver Involved	4	2.06%
Motorcycle Involved	3	1.55%
Pedestrian Involved	0	0.00%

Type of Crash	Crash	
(O) Property-Damage Only	154	79.38%
(B) Suspected Minor Injury	27	13.92%
(C) Possible Injury	10	5.15%
(A) Suspected Serious Injury	3	1.55%
(K) Fatal Injury	0	0.00%

Type of Injury	Person	
Suspected Minor Injury	28	4.90%
Possible Injury	20	3.50%
Suspected Serious Injury	3	0.53%
Fatal Injury	0	0.00%

Date of Crash (Year)	Crash	
2022	46	23.71%
2021	46	23.71%

2020	35	18.04%
2019	34	17.53%
2018	33	17.01%
+ 5 more	0	0%
Manner of First Collision		Crash
Rear-End	64	32.99%
No Collision W/ Vehicle	59	30.41%
Angle	25	12.89%
Sideswipe, Opp Dir	25	12.89%
Sideswipe, Same Dir	8	4.12%
Head-On	3	1.55%
Other	3	1.55%
+ 3 more	0	0%
First Harmful Event		Crash
Vehicle in Transport	125	64.43%
Ditch	15	7.73%
Overturn	8	4.12%
Standing Tree	7	3.61%
Deer (Animal)	4	2.06%
Other Non-Collision	4	2.06%
Utility Pole	4	2.06%
Earth Embankment	3	1.55%
Culvert	2	1.03%
Concrete Traffic Barrier	1	0.52%
Curb	1	0.52%
Embankment Rock/Stone/Concrete	1	0.52%
Fence	1	0.52%
Guardrail End	1	0.52%
Guardrail Face	1	0.52%
Highway Traffic Sign Post	1	0.52%
Mail Box	1	0.52%
Other Fixed Object	1	0.52%
Other Object (not fixed)	1	0.52%
Parked Motor Vehicle	1	0.52%
Set in Motion By Motor Vehicle	1	0.52%
Shrubbery	1	0.52%
Thrown or Falling Object	1	0.52%
Vehicle in Transport in other Roadway	1	0.52%
Boulder	0	0.00%
Bridge Parapet End		
Bridge Pkt/Abutment		
Bridge Rail		
Bridge/Overhead Structure		
Building		

Cable Barrier
 Cargo Equip Loss/Shift
 Down Hill Run-Away
 Embankment Material Unknown
 Equipment Failure
 Fell/Jumped from Vehicle
 Fire Hydrant
 Fire/Explosion
 Gas Inhalation
 Immersion
 Impact Attenuator
 Injured in Vehicle
 Jackknife
 Luminaire/Light Support
 Motor Vehicle-In-Motion Outside Trafficway
 Occupant Struck By Own Vehicle
 Other Animal
 Other Post, Pole, Supports
 Other Traffic Barrier
 Other Type Non-Motorist
 Overhead Sign Support
 Paved Surface-Irregular
 Pedalcycle
 Pedestrian
 Railway Train
 Ran Off Road-Left
 Ran Off Road-Right
 Ridden Animal/Drawn Conveyance
 Separation Of Units
 Snow Bank
 Traffic Signal Support
 Unknown Harmful Event
 Wall
 Work Vehicle

Crash Location		Crash
Along Roadway	162	83.51%
At an Intersection	31	15.98%
Ramp	1	0.52%
+ 4 more	0	0%

Light Conditions		Crash
Daylight	124	63.92%
Dark-Not Lighted	36	18.56%
Dark-Lighted	17	8.76%
Dusk	4	2.06%
Dark-Unknown Lighting	3	1.55%
Dawn	2	1.03%
+ 2 more	0	0%

Weather Conditions		Crash
Clear	138	71.13%
Cloudy	25	12.89%
Rain	17	8.76%
Fog	3	1.55%
+ 8 more	0	0%