
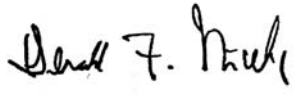


<b>TD</b>  <b>T</b>  <b>DEPARTMENTAL POLICY</b> <b>State of Tennessee</b> <b>Department of Transportation</b>	<b>Policy Number : 530-01</b>
	<b>Effective Date:</b> <b>September 1, 2004</b>
<b>Approved By:</b>  	<b>Supersedes:</b>
<b>SUBJECT: Bicycle and Pedestrian Policy</b>	

**RESPONSIBLE OFFICE:** Planning Division, Bicycle and Pedestrian Coordinator

**AUTHORITY:** TCA 4-3-2303

If any portion of this policy conflicts with applicable state or federal laws or regulations, that portion shall be considered void. The remainder of this policy shall not be affected thereby and shall remain in full force and effect.

**PURPOSE:** It is the intent of the Department of Transportation to promote and facilitate the increased use of non-motorized modes of transportation, including developing facilities for the use of pedestrians and bicyclists and promoting public education, and safety programs for using such facilities.

**APPLICATION:** Department of Transportation employees involved in the planning, design and construction of projects, as well as, consultants and contractors participating in the same.

**DEFINITIONS:** None

**POLICY:**

The policy of the Department of Transportation is to routinely integrate bicycling and walking options into the transportation system as a means to improve mobility and safety of non-motorized traffic. This policy pertains to both bicycle and pedestrian facilities.

**Bicycle:**

TDOT is committed to the development of the transportation infrastructure, improving conditions for bicycling through the following actions:

- Provisions for bicycles will be integrated into new construction and reconstruction of roadway projects through design features appropriate for the context and function of the transportation facility.

- The design and construction of new facilities should anticipate likely future demand for bicycling facilities and not preclude the provision of future improvements.
- Addressing the need for bicyclists to cross corridors as well as travel along them, the design of intersections and interchanges should accommodate bicyclists in a manner that is accessible and convenient.
- The design of facilities for bicyclists will follow design guidelines and standards as developed by the department.
- The measurement of usable shoulder width does not include the width of a gutter pan.
- Where shoulders with rumble strips are installed, a minimum clear path of 4 feet of smooth shoulder is to be provided.
- In cases where a minimum shoulder width of 4 feet cannot be obtained, such as in restrictive urban areas, an increased curb lane width will better accommodate bicycles and motor vehicles within the shared roadway. The recommended width for shared use in a wide curb lane is 14 feet.

### **Pedestrian:**

TDOT is committed to the development of the transportation infrastructure, improving conditions for walking through the following actions:

- In urbanized areas, sidewalks or other types of pedestrian travel ways should be established in new construction or reconstruction projects, unless one or more of the conditions for exception are met as described in this policy.
- The design and construction of new facilities should anticipate likely future demand for walking facilities and not preclude the provision of future improvements.
- Addressing the need for pedestrians to cross corridors as well as travel along them, the design of intersections and interchanges should accommodate pedestrians in a manner that is accessible and convenient.
- The design of facilities for pedestrians will follow design guidelines and standards as developed by the department.
- Provisions for pedestrians will be integrated into new construction and reconstruction projects through design features appropriate for the context and function of the transportation facility.
- Pedestrian facilities must be designed to accommodate persons with disabilities in accordance with the access standards required by the Americans with Disabilities Act (ADA). Sidewalks, shared use paths, street crossings (including over- and under-crossings) and other infrastructure must be constructed so that all pedestrians, including people with disabilities, can travel independently.

### **Exceptions:**

There are conditions where it is generally inappropriate to provide bicycle and pedestrian facilities. These instances include:

1. Facilities where bicyclists and pedestrians are prohibited by law, such as interstates, from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists elsewhere within the same transportation corridor.

2. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty (20%) of the cost of the project.
3. Bridge Replacement/ Rehabilitation projects funded with Highway Bridge Replacement and Rehabilitation Program ( HBRRP ) funds on routes where no pedestrian or bicycle facilities have been identified in a plan advanced to the stage of having engineering drawings nor any state bridge maintenance funded projects.
4. Other factors where there is a demonstrated absence of need or prudence.  
Exceptions for not accommodating bicyclists and pedestrians in accordance with this policy will be documented describing the basis for the exception. For exceptions on Federal-aid highway projects, concurrence from the Federal Highway Administration must be obtained.
5. Facilities for bicyclists and pedestrians which conflict with local municipality plans to accommodate bicycles and pedestrians or as requested by the Commissioner of the Department of Transportation.