

TPO Accommodation Policy (from 2009 Knoxville Regional Bicycle Plan)

1. Appropriate bicycle and pedestrian facilities shall be established in all new construction and reconstruction projects unless one or more of three conditions are met:
 - Bicyclists and pedestrians are prohibited by law from using the roadway (such as on interstates). In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
 - The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
 - Sparsity of population or other factors indicate an absence of need, including future needs.

2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate. Rumble strips or raised pavement markers are not recommended where shoulders are used by bicyclists unless there is a minimum clear width of 1' from the rumble strip to the traveled way and 4' from the rumble strip to the outside edge of the paved shoulder, or 5' to the adjacent guardrail or curb.

3. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
 - Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
 - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 - Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
 - Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities and AASHTO's A Policy on Geometric Design of Highways and Streets.