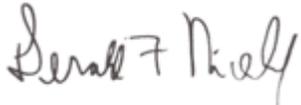


TD  T DEPARTMENTAL POLICY State of Tennessee Department of Transportation	Policy Number : 530-01
	Effective Date: December 1, 2010
Approved By: 	Supersedes: September 1, 2004
SUBJECT: Bicycle and Pedestrian Policy	

RESPONSIBLE OFFICE: Long Range Planning Division, Systems Planning Office, Bicycle and Pedestrian Coordinator

AUTHORITY: TCA 4-3-23-3, 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 use by pedestrians and bicyclists and promoting public education and safety programs for using such facilities.

APPLICATION: The policy applies to Department of Transportation employees involved in the planning, design and construction of projects, consultants and contractors, and local governments managing transportation projects with federal funding.

DEFINITIONS:

Highway: Includes roads, streets, and all their appurtenances (i.e. right-of-way, bridge, railroad-highway crossing, tunnel, drainage structure, sign, guardrail, and protective structure in connection with a highway (23 U.S.C. 101).

Reasonableness: Cost not exceeding twenty percent of the total project cost as defined in the Federal Highway Administration’s “Bicycle and Pedestrian Design Guidance”.

Reconstruction: Major changes to an existing highway within the general right-of-way, such as adding lanes and modifying horizontal and vertical alignments.

Roadway: The portion of a highway intended for vehicular use.

POLICY:

The policy of the Department of Transportation is to routinely integrate bicycling and walking facilities into the transportation system as a means to improve mobility, access and safety of non-motorized traffic. The intent of this policy is to promote the inclusion of bicycle and pedestrian accommodations in the transportation planning and project development activities at local, regional and statewide levels. TDOT will coordinate through established transportation planning processes with local government agencies and regional planning agencies to assure that bicycle and pedestrian accommodations are addressed on a multimodal planning level through the Long Range Planning Process and within the project development planning process.

The department is committed to the development of a transportation system that improves conditions for bicycling and walking through the following actions:

1. Provisions for bicycles and pedestrians shall be integrated into new construction and reconstruction of roadway projects through design features appropriate for the context and function of the transportation facility.
2. The design and construction of new facilities shall anticipate likely future demand for bicycling and pedestrian facilities and not preclude the provision of future improvements.
3. The design of facilities for bicyclists and pedestrians shall follow standard drawings designed by the Department and approved by FHWA, in accordance with the American Association of State Highway and Transportation Officials (AASHTO) "Guide for the Development of Bicycle Facilities," and the department's "Bicycle and Pedestrian Plan."
4. Bicycle and Pedestrian access along corridors served by new or reconstructed roadways shall not be made more difficult or impossible by roadway improvements. If all feasible roadway alternatives have been explored and suitable bicycle or pedestrian facilities cannot be provided within the existing or proposed right of way due to economical or environmental restraints, an alternate bicycle/pedestrian route that provides continuity and enhances the safety and convenience of bicycle/pedestrian travel shall be considered.
5. Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
6. For all Federal-aid highway bridge replacement and rehabilitation projects on routes that are not the Interstate or have full access control, bicycle and pedestrian traffic accommodations, such as minimum shoulders, shall be provided when the cost is reasonable.
7. For all Federal-aid highway bridge replacement and rehabilitation projects that fall on a route identified in an adopted local government plan as a bicycle or pedestrian facility, bicycle and/or pedestrian traffic accommodations in addition to minimum shoulders shall be considered. Because these additional accommodations can change the layout and design of the structure, the route must be identified before the preparation of the preliminary bridge plans.

8. Bicycle and pedestrian facilities shall be integrated into the study, planning, design, and implementation of federal and state funded transportation projects involving air, rail, marine, and public transportation, including public parking facilities, and included in the Statewide Transportation Improvement Program when Federal Funds are being used.
9. While it is not the intent of system preservation projects to expand existing facilities, opportunities to provide or enhance bicycle facilities identified in an adopted local government plan shall be considered during the program development stage of paving projects.
10. Pedestrian facilities shall 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 shall 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 conditions include:

1. Facilities where bicyclists and pedestrians are prohibited by law, such as the Interstate, from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor.
2. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need and probable use. In accordance with the “Bicycle and Pedestrian Design Guidance” provided by FHWA, excessively disproportionate is defined as exceeding twenty percent (20%) of the cost of the project. The 20 percent figure should be used in an advisory rather than an absolute sense, especially in instances where the cost may be difficult to quantify.
3. Bridge projects that are fully funded with state maintenance funds, although consideration will be given to providing bicycle and pedestrian accommodations if (a) the bridge is part of a route identified in an adopted local government plan as a bicycle or pedestrian route and (b) the cost of providing bicycle and pedestrian accommodations is less than 20% of the project cost as described in number 2 above.
4. Other factors where there is a demonstrated absence of need or prudence, or as requested by the Commissioner of the Department of Transportation.

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.

Policy Number: 530-01

Effective Date: 12-01-2010

Design Guidance:

Pedestrian, Bicycle, and Shared Use Path design standards have been developed by the Tennessee Department of Transportation and approved by FHWA. These design standards should be followed by local, regional and state agencies when considering including bicycle and pedestrian features on an existing facility or new construction.