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RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF KNOXVILLE ENDORSING THE CREATION, ADOPTION AND ADHERENCE TO A "COMPLETE STREETS" POLICY TO PROMOTE SAFE, CONVENIENT, THOUGHTFULLY DESIGNED STREETS WITHIN THE CITY OF KNOXVILLE.

RESOLUTION NO: R-287-09  
REQUESTED BY: Councilmember Hultquist  
PREPARED BY: Council  
APPROVED AS TO FORM AND CORRECTNESS:  
Director of Law  
FINANCIAL IMPACT STATEMENT:

Director of Finance  
APPROVED ON 1ST  
READING: 08-11-2009  
APPROVED ON 2ND  
READING:  
APPROVED AS AN EMERGENCY MEASURE:  
MINUTE BOOK 73 PAGE

WHEREAS, "Complete Streets" are streets that are safe and convenient for all users, including pedestrians, bicyclists, public transportation riders and motor vehicle drivers of all ages and abilities; and,

WHEREAS, increasing walking, bicycling and use of public transportation results in cleaner air, greater health of the population, reduced traffic congestion, more livable communities, less reliance on fossil fuels and more efficient use of road space and resources; and,

WHEREAS, the City of Knoxville is committed to improving conditions for walking and bicycling; and,

WHEREAS, the City of Knoxville also is committed to improving traveling conditions and transportation choices for people of all ages and abilities; and,

WHEREAS, a significant proportion of City of Knoxville residents do not have the

1 option to drive because of age, physical disability or the costs of private vehicle ownership and  
2 therefore need to access alternative transportation modes in order to be independent; and,

3 WHEREAS, the City of Knoxville is dedicated to the safety of its citizens, residents  
4 and visitors and the Federal Highway Administration has confirmed that designing streets with  
5 pedestrians in mind significantly reduces pedestrian risk; and,

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7 WHEREAS, the City of Knoxville is committed to smart growth and economic  
8 development, realizing that the full integration of all transportation modes in the design of streets and  
9 highways will increase the capacity and efficiency of the road network, reduce traffic congestion by  
10 improving mobility options, limit greenhouse gas emissions, and improve the general quality of life;  
11 and,

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13 WHEREAS, consistent with Tennessee Department of Transportation Policy Directive  
14 No. 530-01, it is the policy of the Tennessee Department of Transportation to routinely integrate  
15 bicycling and walking options into the transportation system; and,

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17 WHEREAS, City Council wishes to encourage and promote the adoption of and  
18 adherence to a “complete streets policy” for the design, construction and maintenance of  
19 transportation arteries throughout the City of Knoxville.

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21 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF  
22 KNOXVILLE:

23 SECTION 1: The Council of the City of Knoxville hereby endorses and support the  
24 creation, adoption and adherence to a “complete streets policy” providing that all street projects  
25 undertaken within the City of Knoxville, including design, planning, reconstruction, rehabilitation,  
26 maintenance and operations, shall be designed in a balanced, responsible and equitable way to  
27 accommodate and encourage travel by bicyclists, public transportation vehicles and their passengers,  
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1 and pedestrians of all ages and abilities.

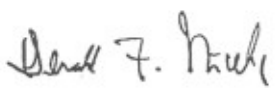
2 SECTION 2: City Council encourages the administration and staff of the City of  
3 Knoxville to review Tennessee Department of Transportation Policy Directive No. 530-01, a copy  
4 of which is attached hereto as Exhibit A, and, where feasible, to adopt and enforce that policy for  
5 transportation arteries within the City of Knoxville.  
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7 SECTION 3: City Council further encourages the administration and staff of the City  
8 to undertake future transportation policy development in accordance with nationally accepted  
9 standards for complete streets practice, as outlined by the National Complete Streets Coalition.

10 SECTION 4: This Resolution shall take effect from and after its passage, the public  
11 welfare requiring it.

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14 Presiding Officer of the Council

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

**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

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.