

About the Knoxville Regional Bicycle Program

The Knoxville Regional Transportation Planning Organization (TPO) coordinates a comprehensive, multi-modal transportation planning process for the Knoxville urban area. Members include: Cities of Alcoa, Knoxville and Maryville, Town of Farragut, Lenoir City, and Blount, Knox, Loudon, and Sevier Counties, Tennessee Department of Transportation, and East Tennessee Development District.

As a component of the TPO, the Knoxville Regional Bicycle Program envisions a convenient, efficient transportation system where people can bike safely to all destinations. Bicycling is a great way to get around town. It saves money, improves air quality and is good exercise. The program works with all City and County departments within the TPO boundary to implement the Regional Bicycle Plan.



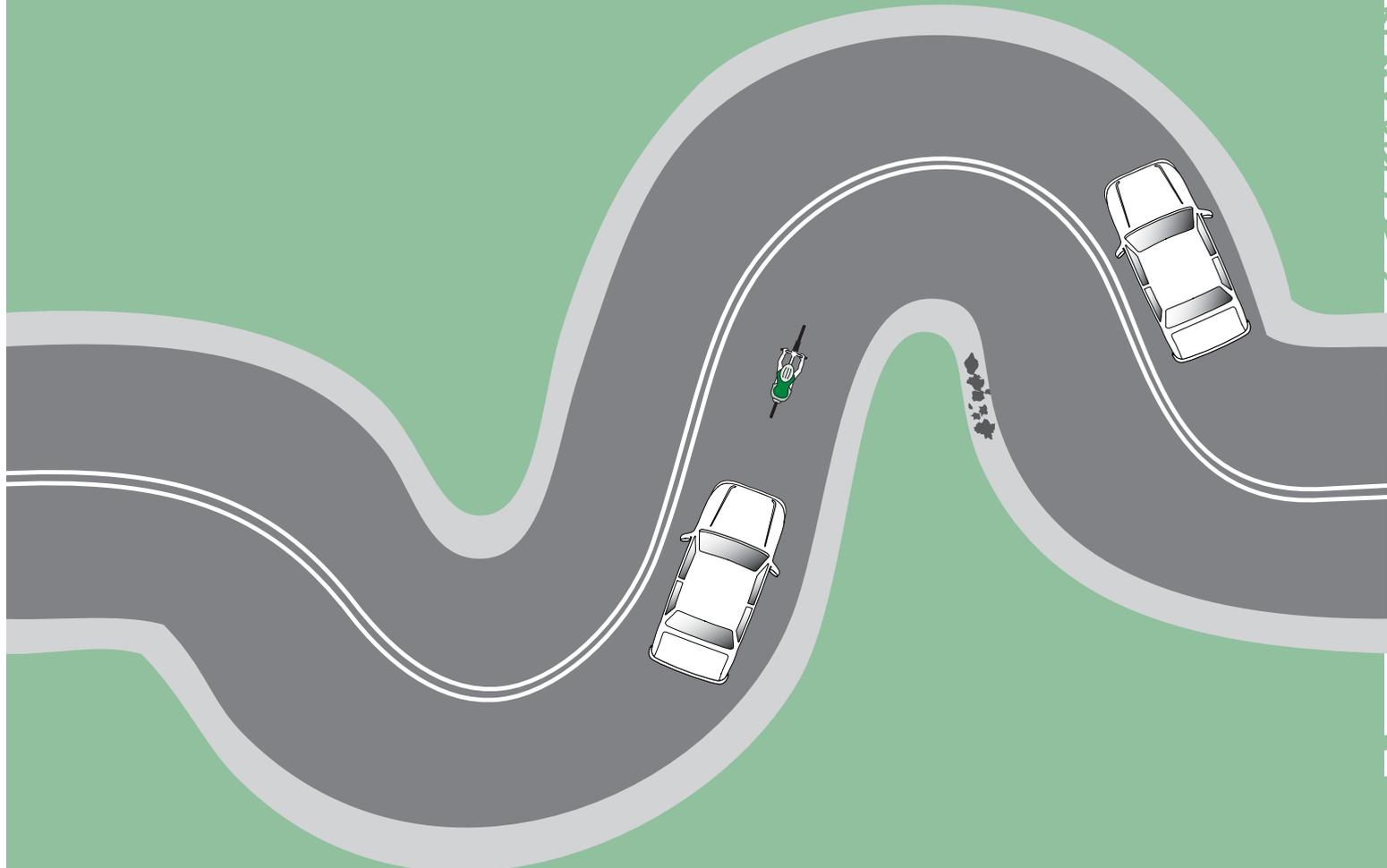
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Ride Smart



-  Bicyclists take the lane on curvy, hilly roads to prevent unsafe passing. You never know what is around that bend or over that hill.
-  Bicyclists might not ride in the shoulder, even when there is one, because many shoulders are filled with broken glass, gravel and other debris. It's safest to ride consistently in a straight line, rather than having to suddenly swerve left to avoid hazards.



Ride Smart



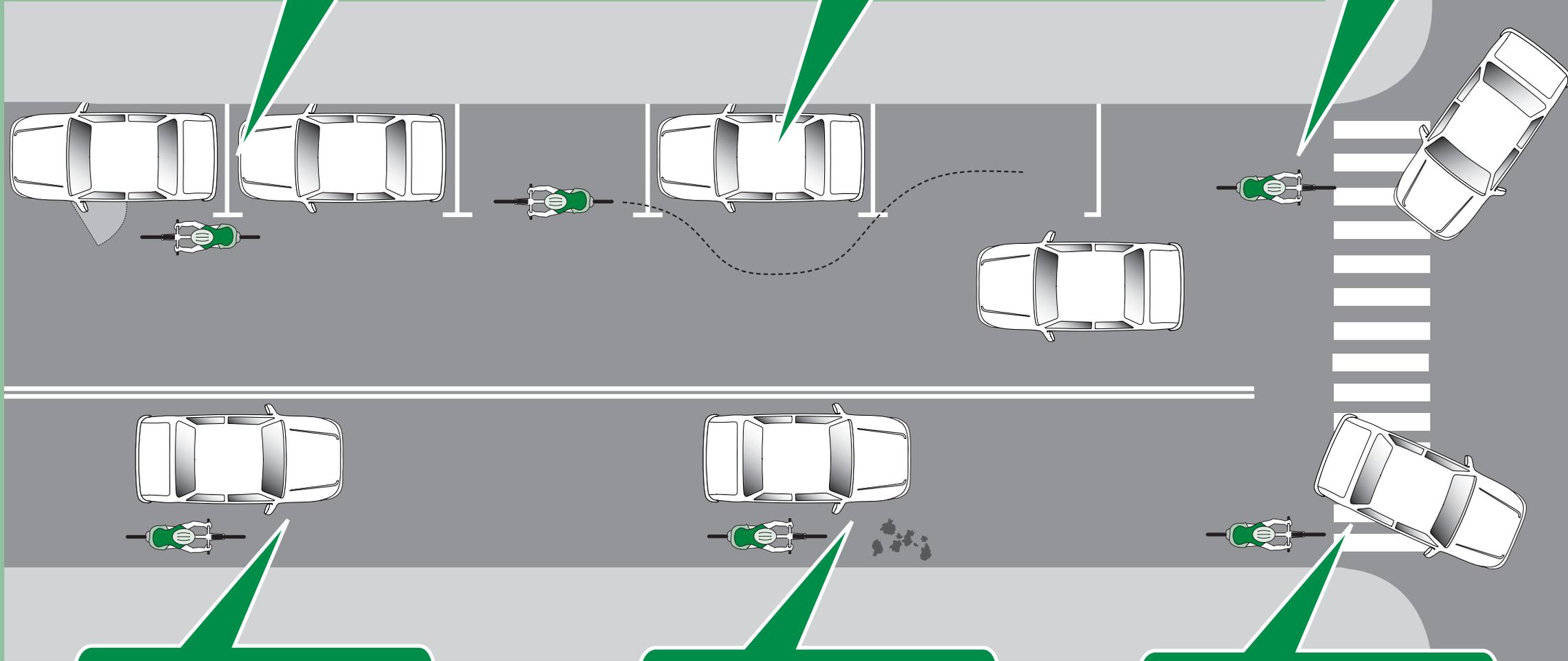
 It's best to ride at least 2-3 feet from the curb or edge of road to avoid hazards and stay visible to motorists. Hazards in the edge zone can include broken glass and debris, sunken grates and pavement cracks.

 Tennessee law also allows bicyclists to ride farther left in narrow lanes (lanes where a bicycle and car cannot operate side by side). Remember—motorists have to leave at least 3 feet when passing a bicyclist.

DOOR ZONE
Ride at least 3 feet from parked cars to avoid getting "doored" when a motorist unexpectedly opens their door.

DON'T WEAVE
Don't be tempted to weave in and out of vacant parking spaces. What happens when a car is passing you at the same time you need to get back into the travel lane? You're safest when you ride consistently and in a straight line.

WRONG WAY
Don't ride the wrong way. You won't be able to see stop signs, signals and other important signs. Motorists won't be expecting you where no traffic is supposed to be.



TOO CLOSE
In a narrow lane, if you ride too far to the right, motorists will be tempted to squeeze past, even though they will be breaking the 3-foot passing law. They may even force you off the road.

TRAPPED
This bicyclist allowed enough space for a motorist to squeeze by, but is now faced with broken glass and debris ahead. There's nowhere for the bicyclist to go, so she will be forced to ride over the glass, hoping not to crash or get a flat.

RIGHT HOOK
If you're going straight through an intersection, it's best to establish your intentions by taking the lane. This bicyclist is riding too far to the right, allowing the motorist to pass—even though he was about to turn right. Right hooks are a common type of bicycle/car crash.