



Kingsport MTPO 2050 LRTP

MTPO Executive Board Meeting

August 13, 2026

Agenda



SLIDE 2

- 1) Needs and Opportunities
- 2) Project Scoring
- 3) Preliminary Project Scoring Results
- 4) Discussion / Questions

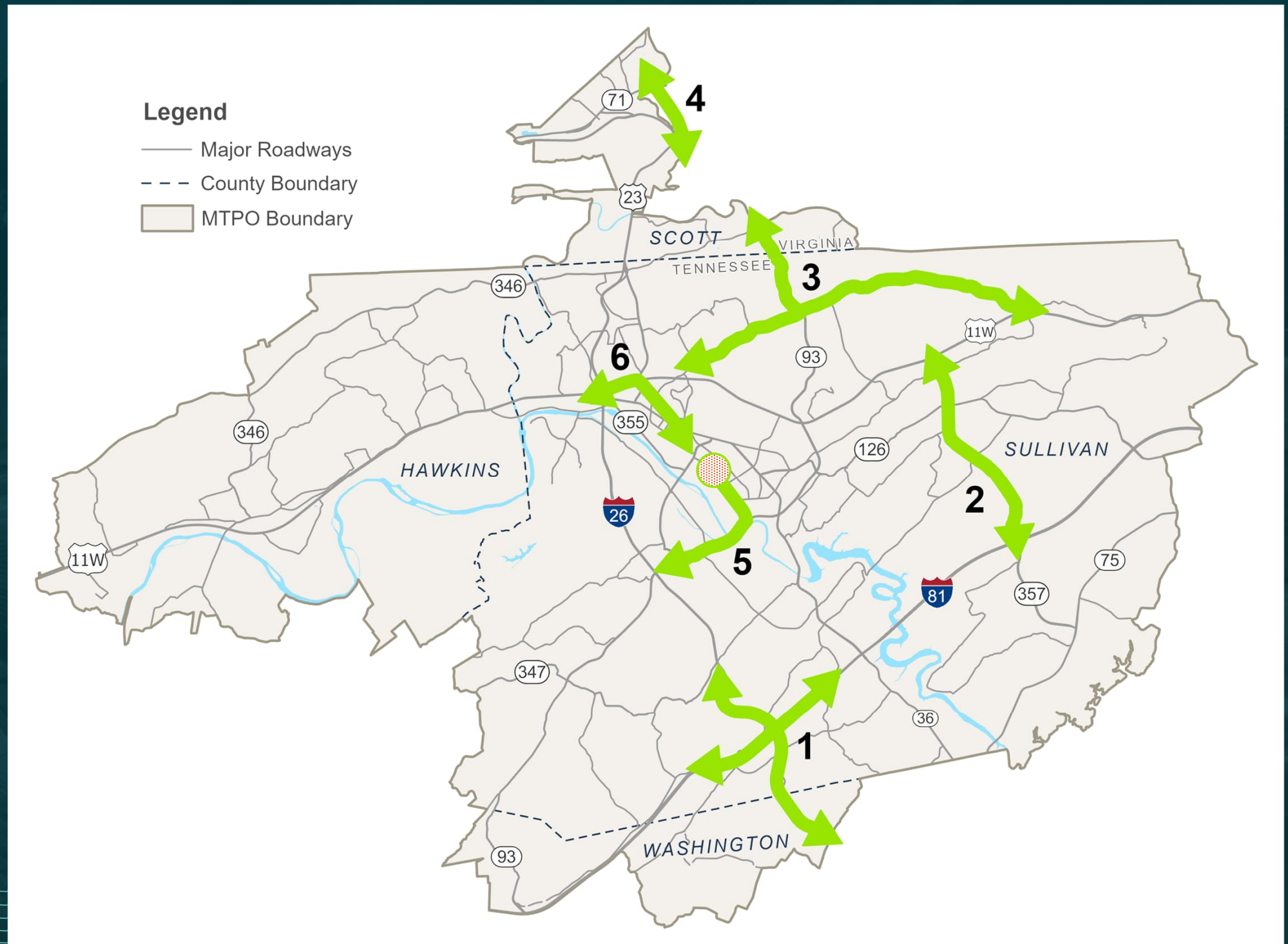
Needs and Opportunities

01

Roadway/Freight Needs and Opportunities

Network Connectivity

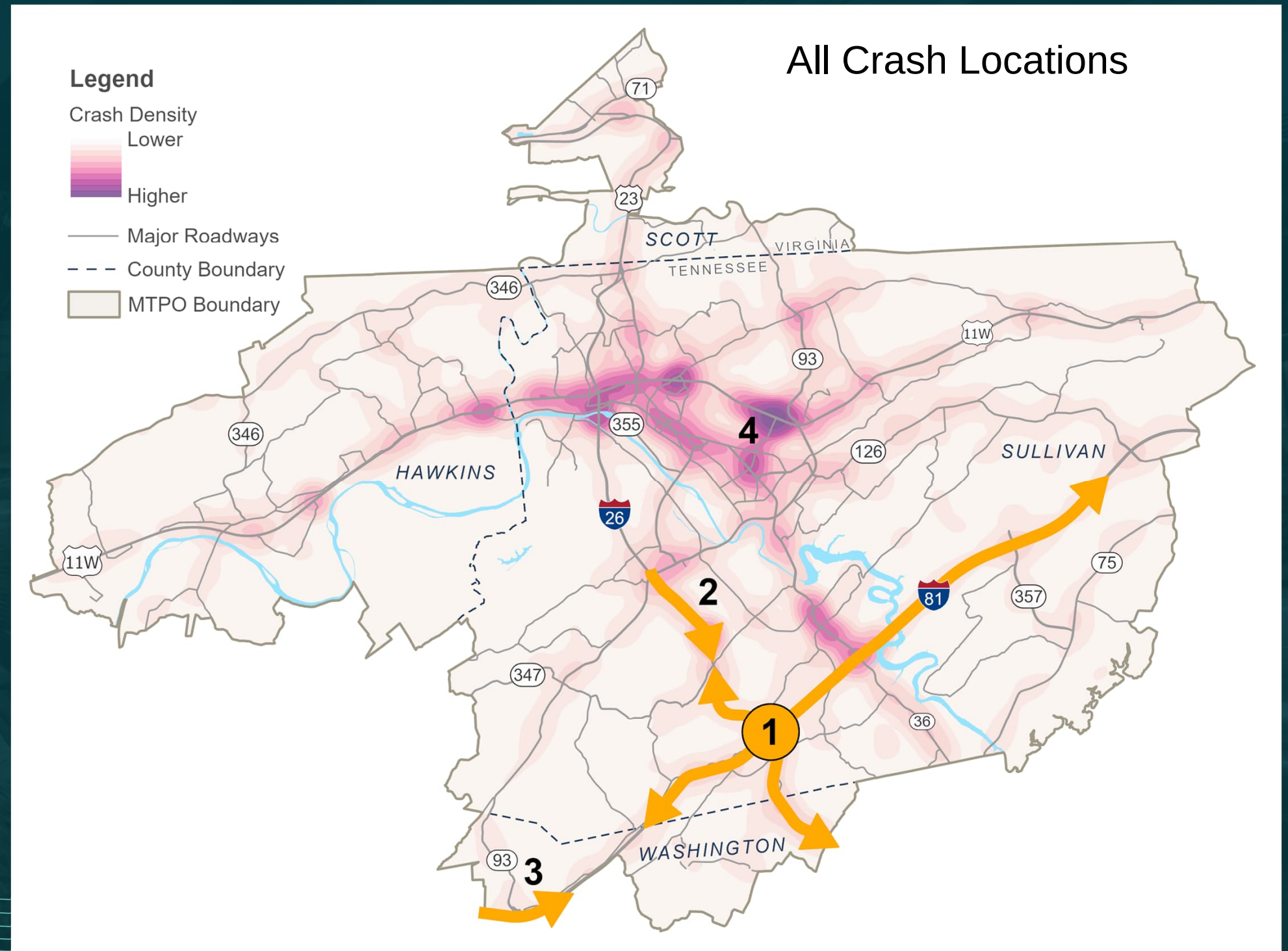
- 1) I-81/I-26 Interchange (system-to-system movements; accommodate local access)
- 2) SR-357 Extension (I-81 to US-11W, or SR-126)
- 3) Virginia – Tennessee Connection (Bloomingdale Road and Wadlow Gap Hwy)
- 4) US-23 Alternate (secondary north-south connection)
- 5) Future intermodal accommodations
- 6) Multimodal Connections to Downtown



Roadway/Freight Needs and Opportunities

Safety

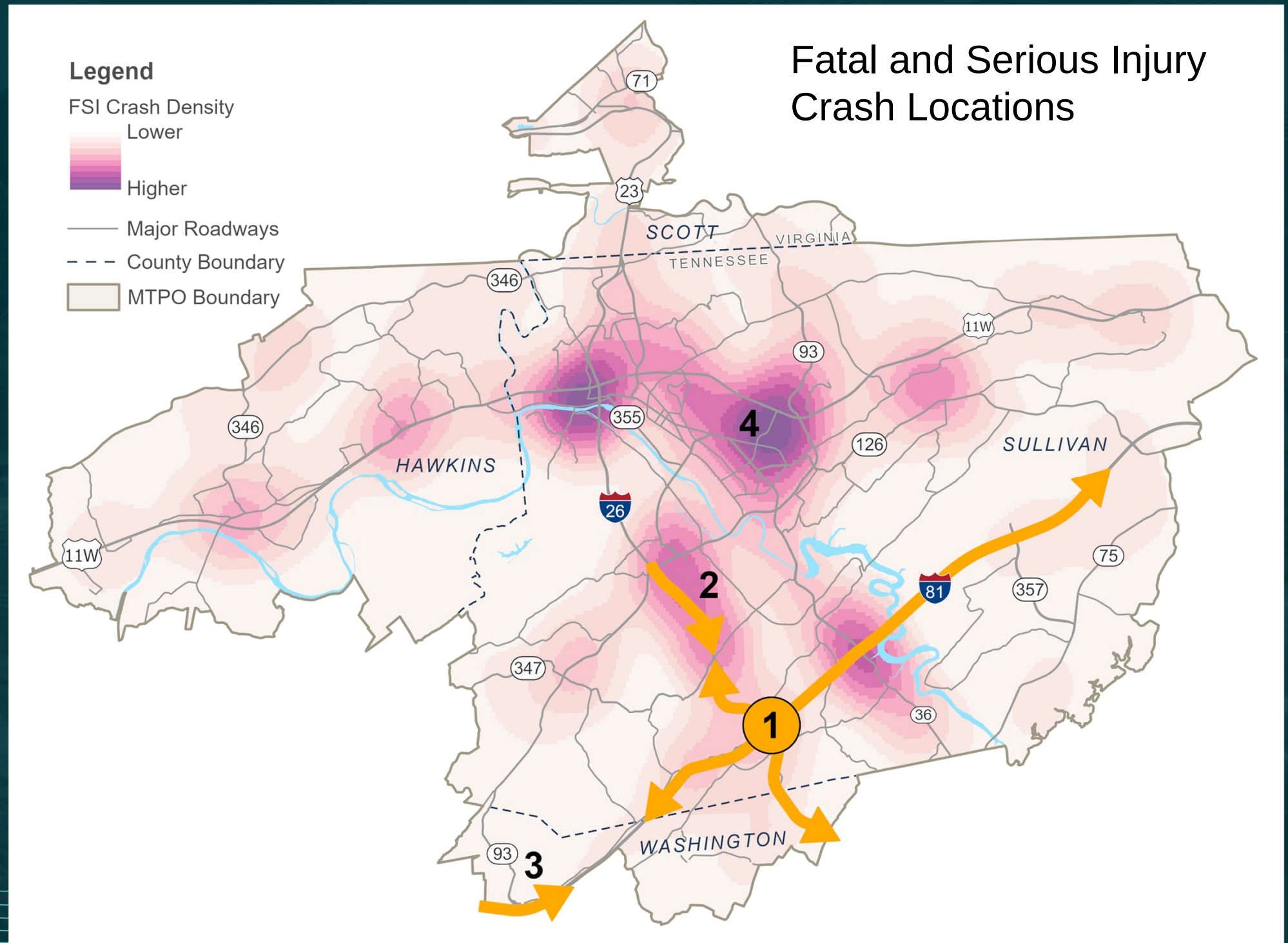
- 1) I-81/I-26 Interchange
(heavy truck traffic; deficient ramps; weaving area)
- 2) Heavy Truck Traffic
(I-26 EB Truck Climbing Lane)
- 3) Heavy Truck Traffic
(I-81 NB Truck Climbing Lane)
- 4) High Crash Locations



Roadway/Freight Needs and Opportunities

Safety

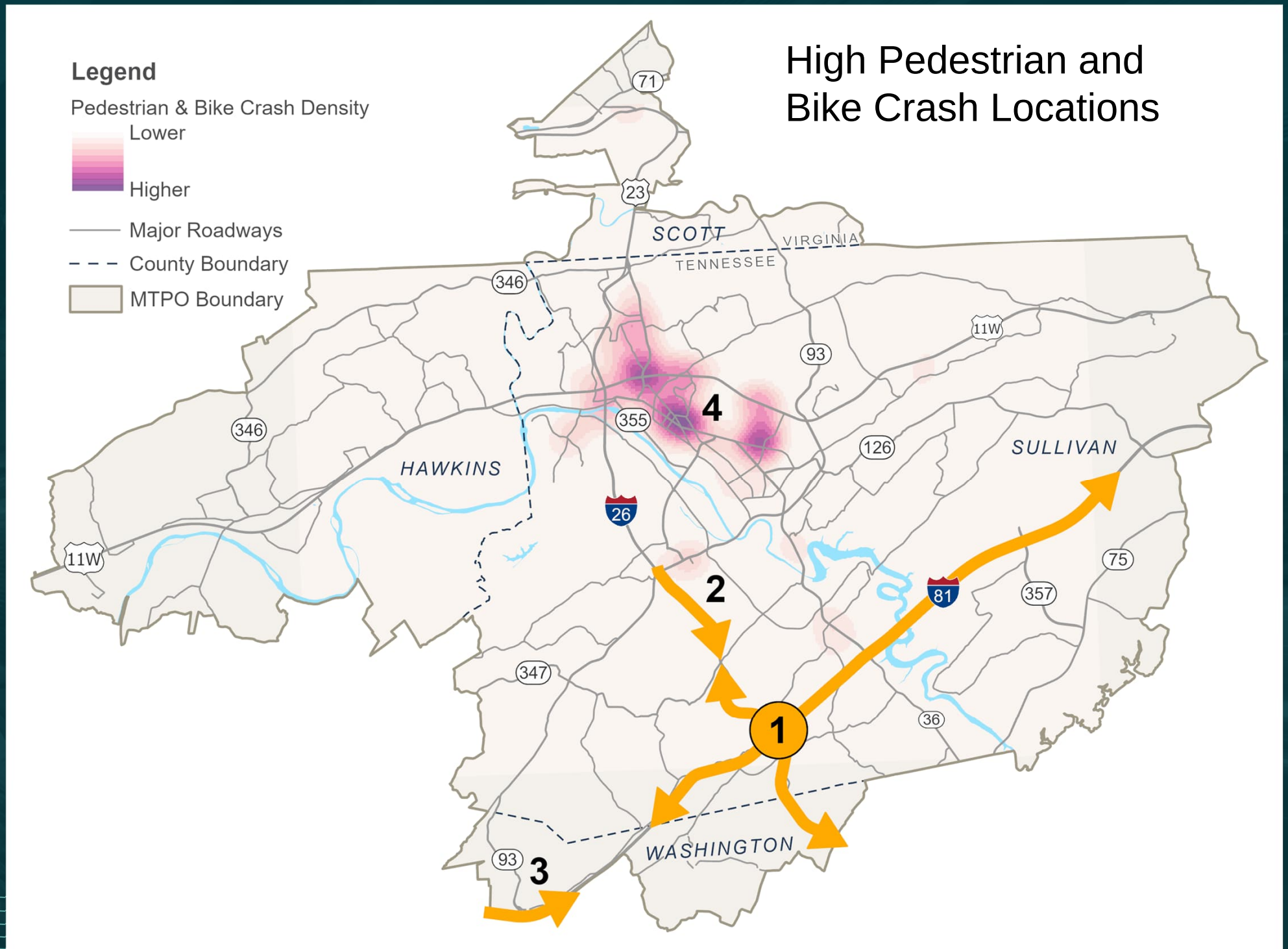
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(heavy truck traffic; deficient ramps; weaving area)
- 2) Heavy Truck Traffic
(I-26 EB Truck Climbing Lane)
- 3) Heavy Truck Traffic
(I-81 NB Truck Climbing Lane)
- 4) High Fatal and Serious Injury Crash Locations



Roadway/Freight Needs and Opportunities

Safety

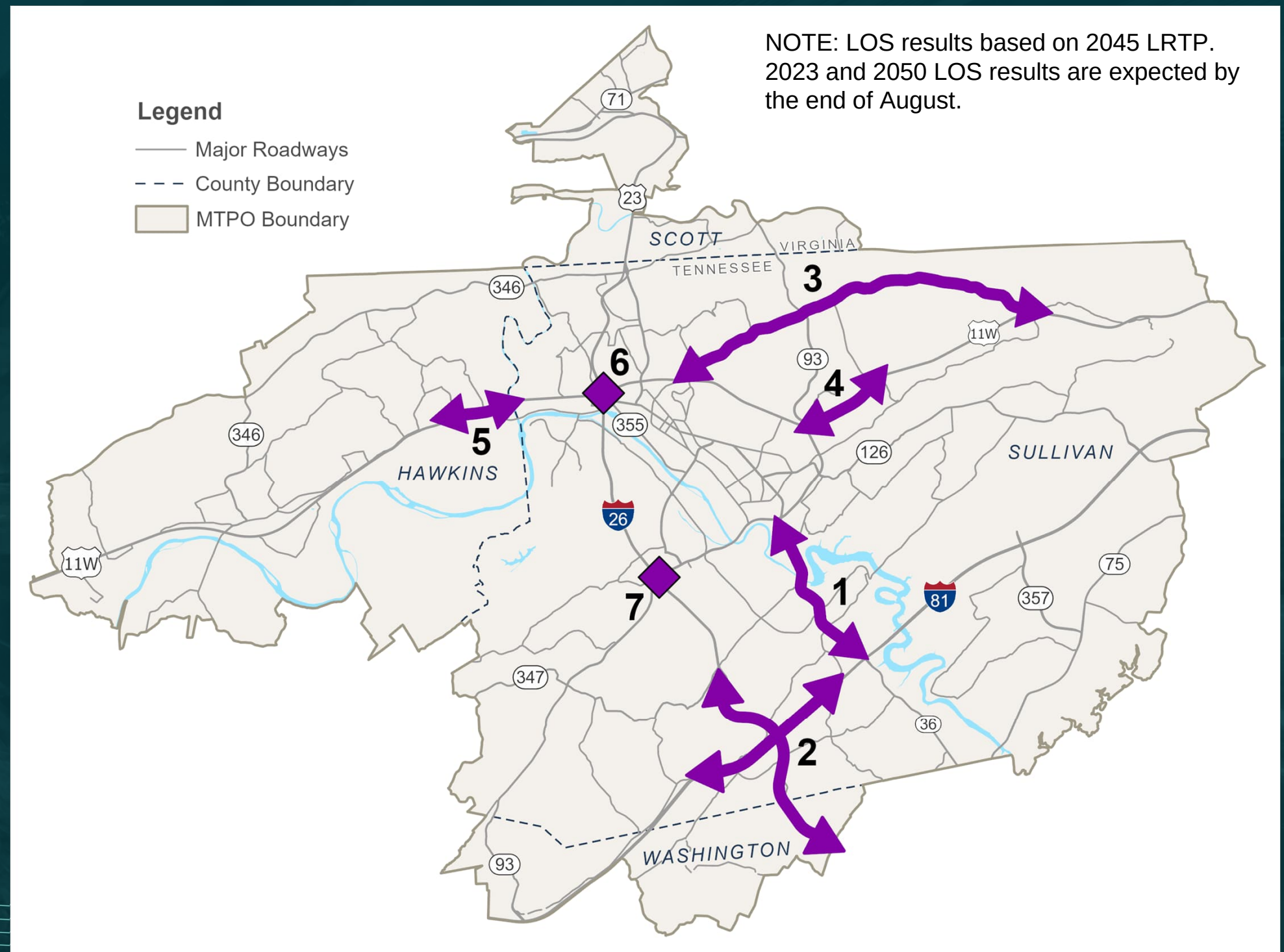
- 1) I-81/I-26 Interchange
(heavy truck traffic; deficient ramps; weaving area)
- 2) Heavy Truck Traffic
(I-26 EB Truck Climbing Lane)
- 3) Heavy Truck Traffic
(I-81 NB Truck Climbing Lane)
- 4) High Pedestrian and
Bike Crash Locations



Roadway/Freight Needs and Opportunities

Congestion/ Restricted Travel Corridors

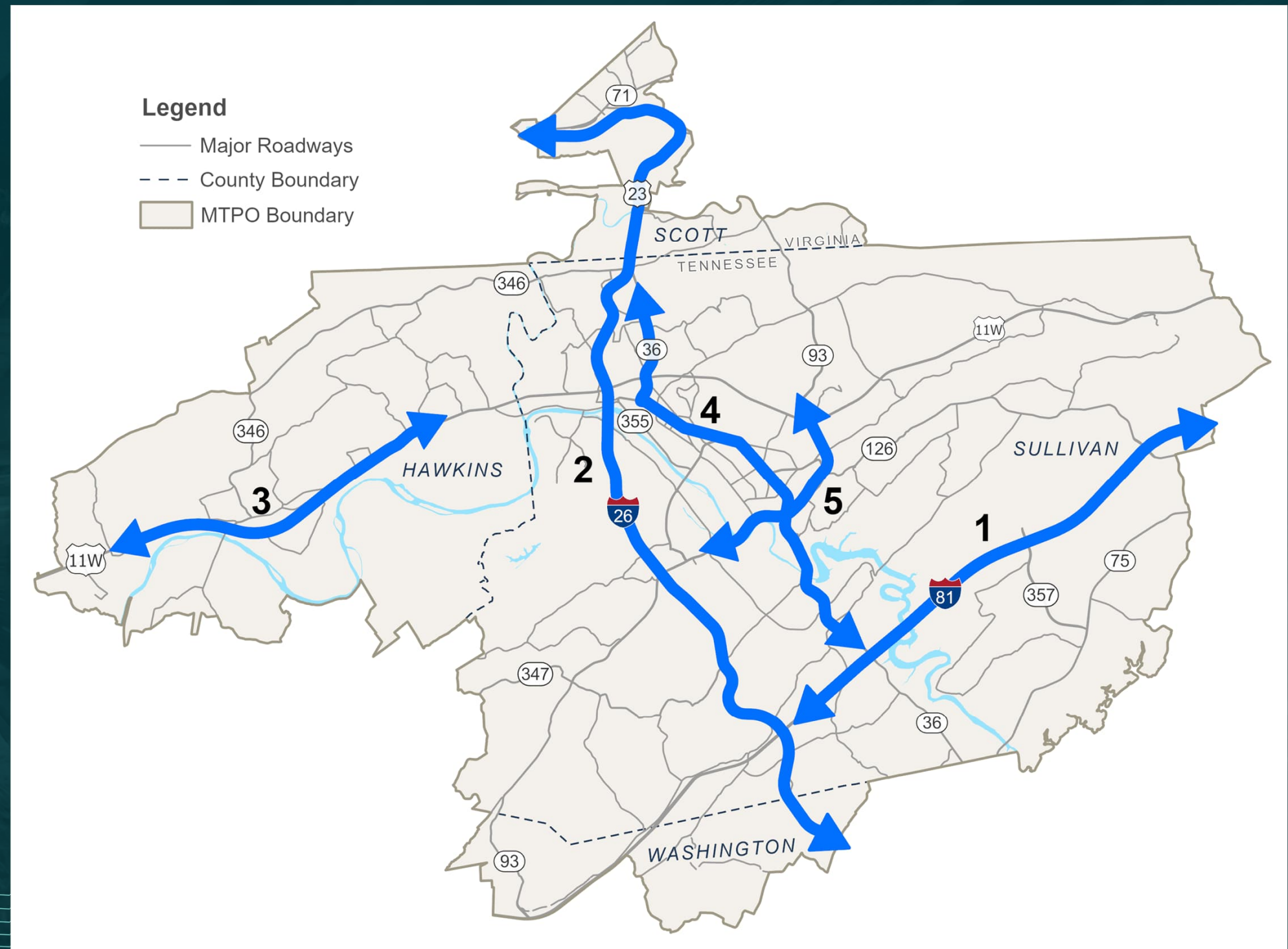
- 1) SR-36 (north of I-81 to SR-93)
- 2) I-26/I-81 Interchange
- 3) Bloomingdale Road
- 4) US-11W (John B. Dennis to New Beason Well / Cleek)
- 5) US-11W (Netherland Inn Road to Lewis Lane)
- 6) I-26 at US-11W (transitioning into US-23)
- 7) I-26 at John B. Dennis Hwy/ SR-93



Roadway/Freight Needs and Opportunities

Traffic Operations

- 1) I-81
(ITS expansion)
- 2) I-26/US-23
(Install technology improvements;
VDOT District priority corridor)
- 3) US-11W
(existing traffic; accommodate
future development; potential
frontage road)
- 4) SR-36
(Improve access management
and traffic signal coordination)
- 5) John B. Dennis Hwy/SR-93
(Improve access management
and intersections)



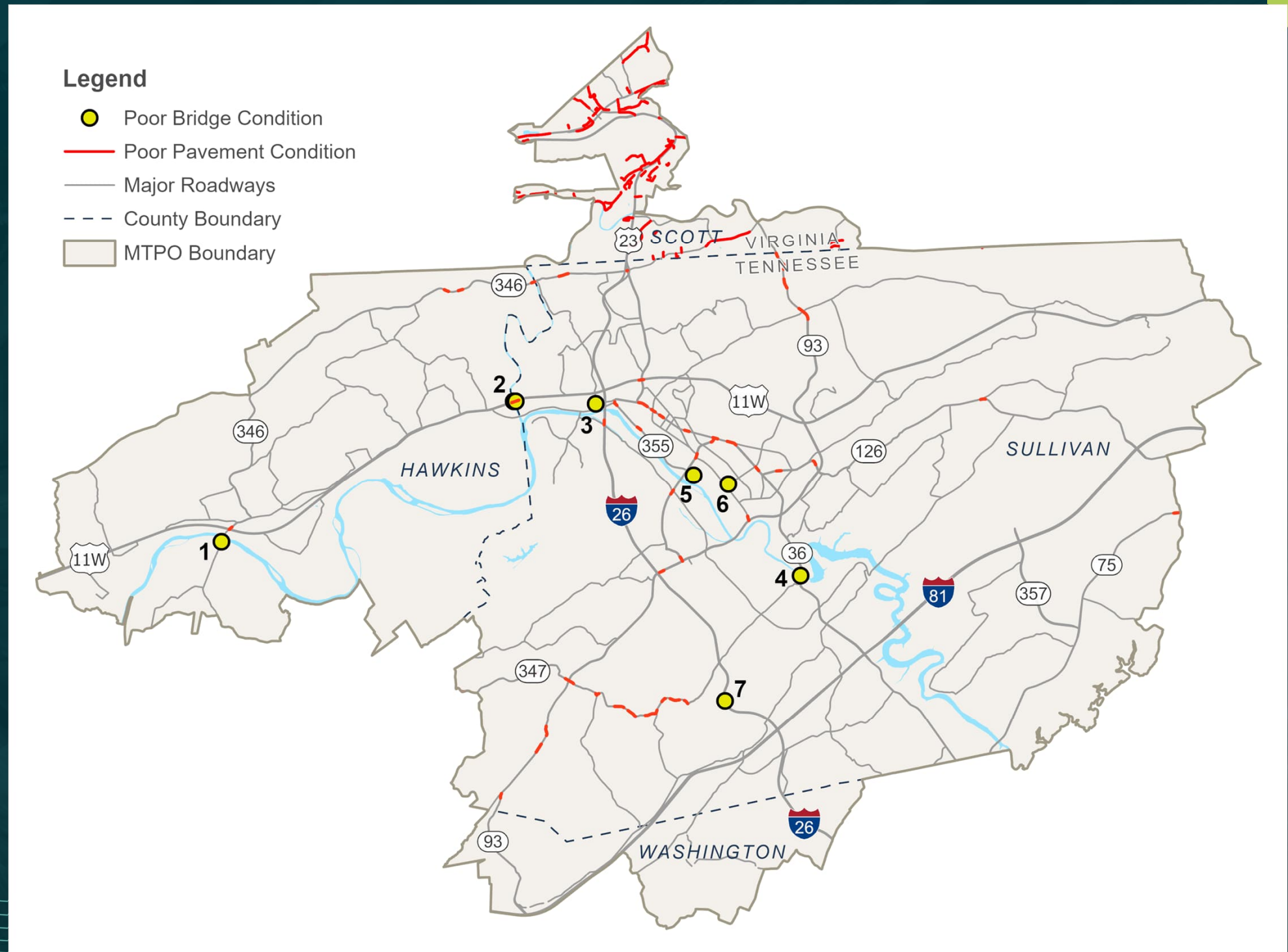
Roadway/Freight Needs and Opportunities

Pavement

- SR-347
- SR-36
- W Carters Valley Rd / E Carters Valley Rd
- E Jackson St
- Kane St

Bridges

- 1) Goshen Valley Rd at Holston River
- 2) W Stone Dr at North Fork Holston River
- 3) Fort Robinson Dr, W of Bridge St
- 4) Fort Henry Dr at Fort Patrick Henry Dam
- 5) Wexler Bend Rd at Mad Branch Creek
- 6) N Eastman Rd at CSX Railroad
- 7) I-26, NW of I-81 Junction



Roadway/Freight Needs and Opportunities

Combined Map

Network Connectivity

Safety

Congestion /
Restricted Travel
Corridors

Traffic Operations

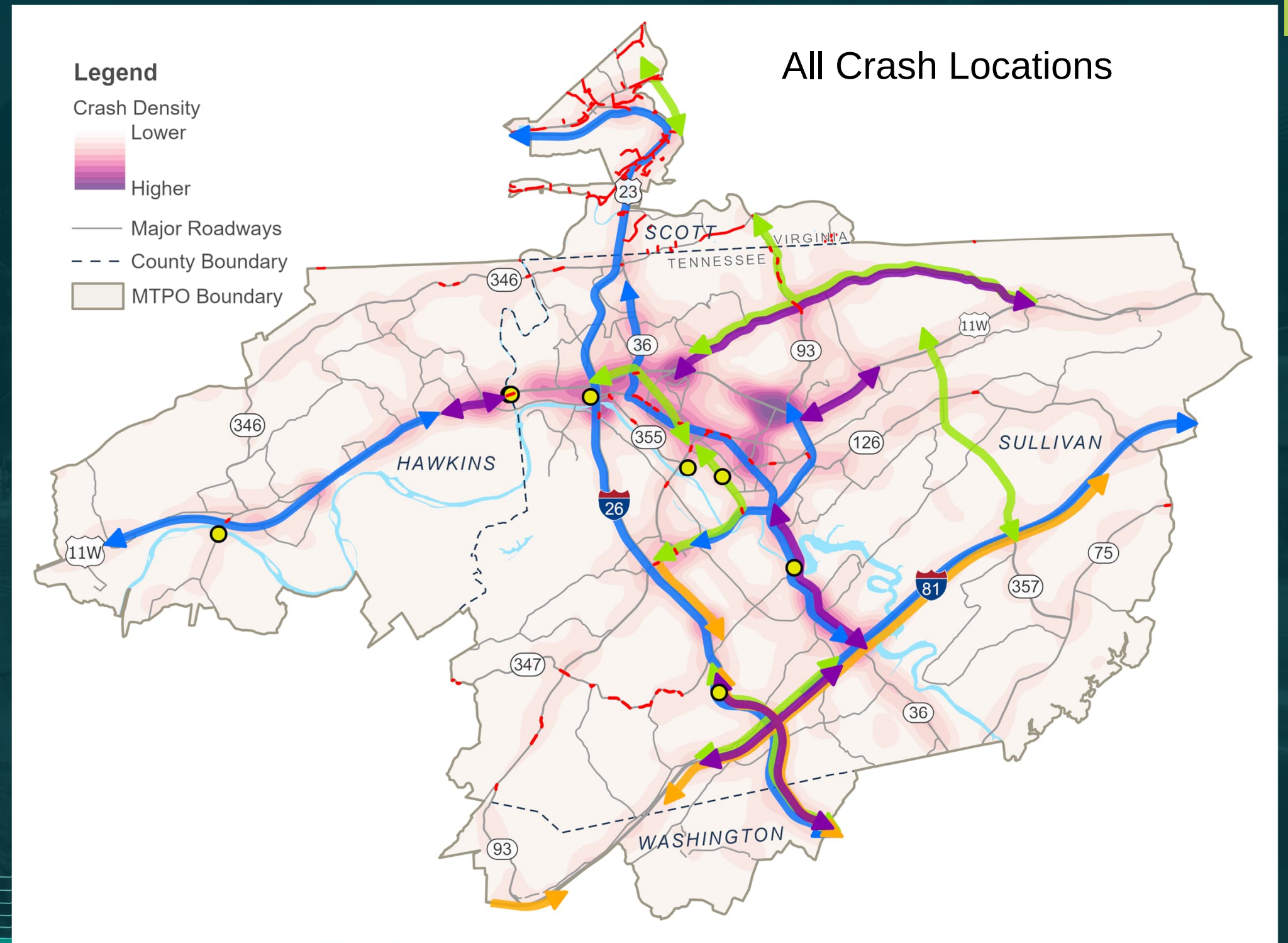
Pavement

Bridge

Other Considerations

Truck Parking

ITS / Technology



Roadway/Freight Needs and Opportunities

Combined Map

Network Connectivity

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Traffic Operations

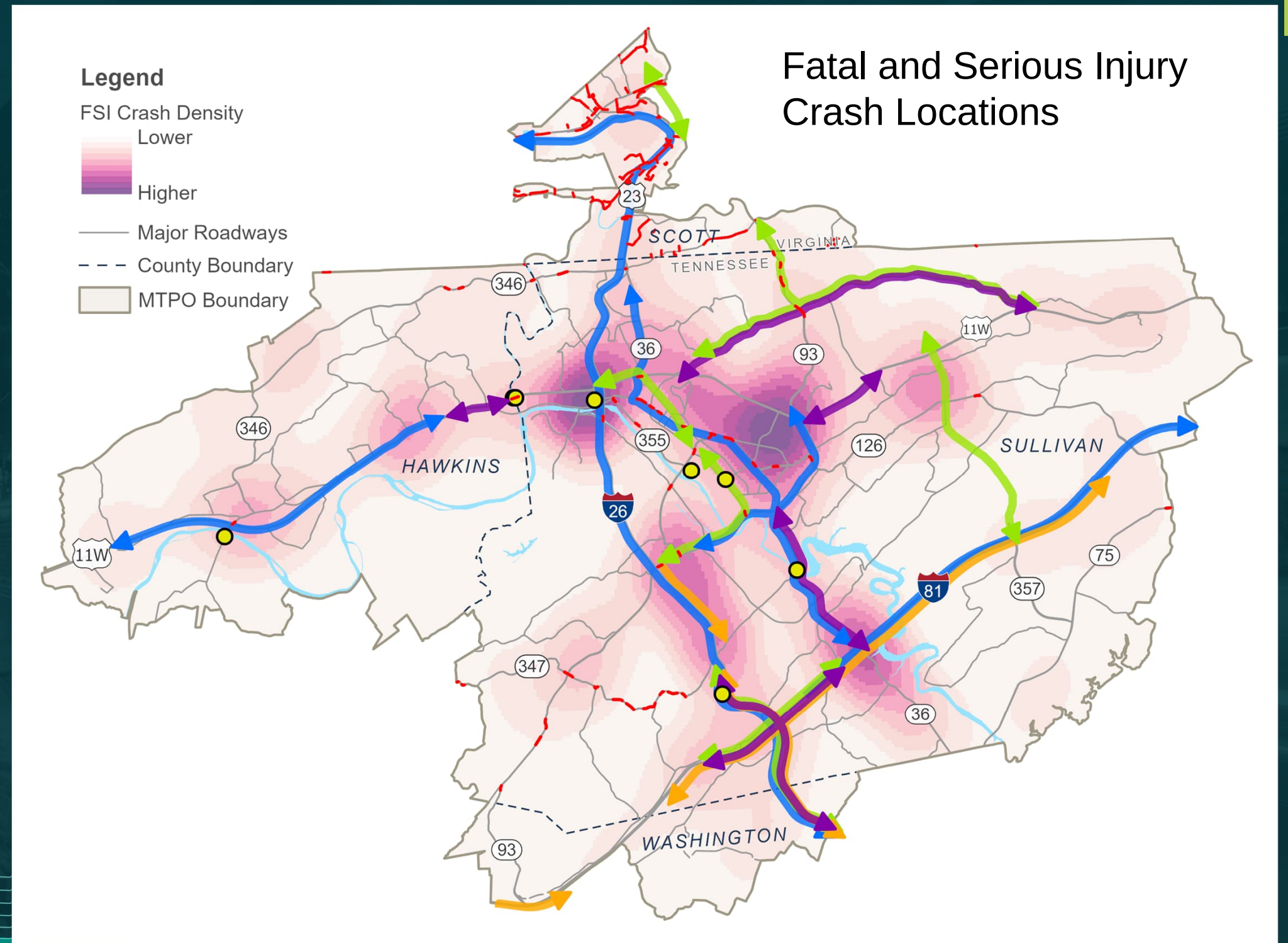
Pavement

Bridge

Other Considerations

Truck Parking

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Project Scoring

02

2050 LRTP Goals



Livability

- Improve safety
- Promote Complete Streets
- Promote active transportation
- Advance viable public transportation
- Balance roadway capacity, mobility, and land use



Sustainability

- Maintain transportation assets
- Pursue cost-effective management strategies and technologies
- Minimize impacts to the natural and built environment
- Improve system resiliency



Prosperity

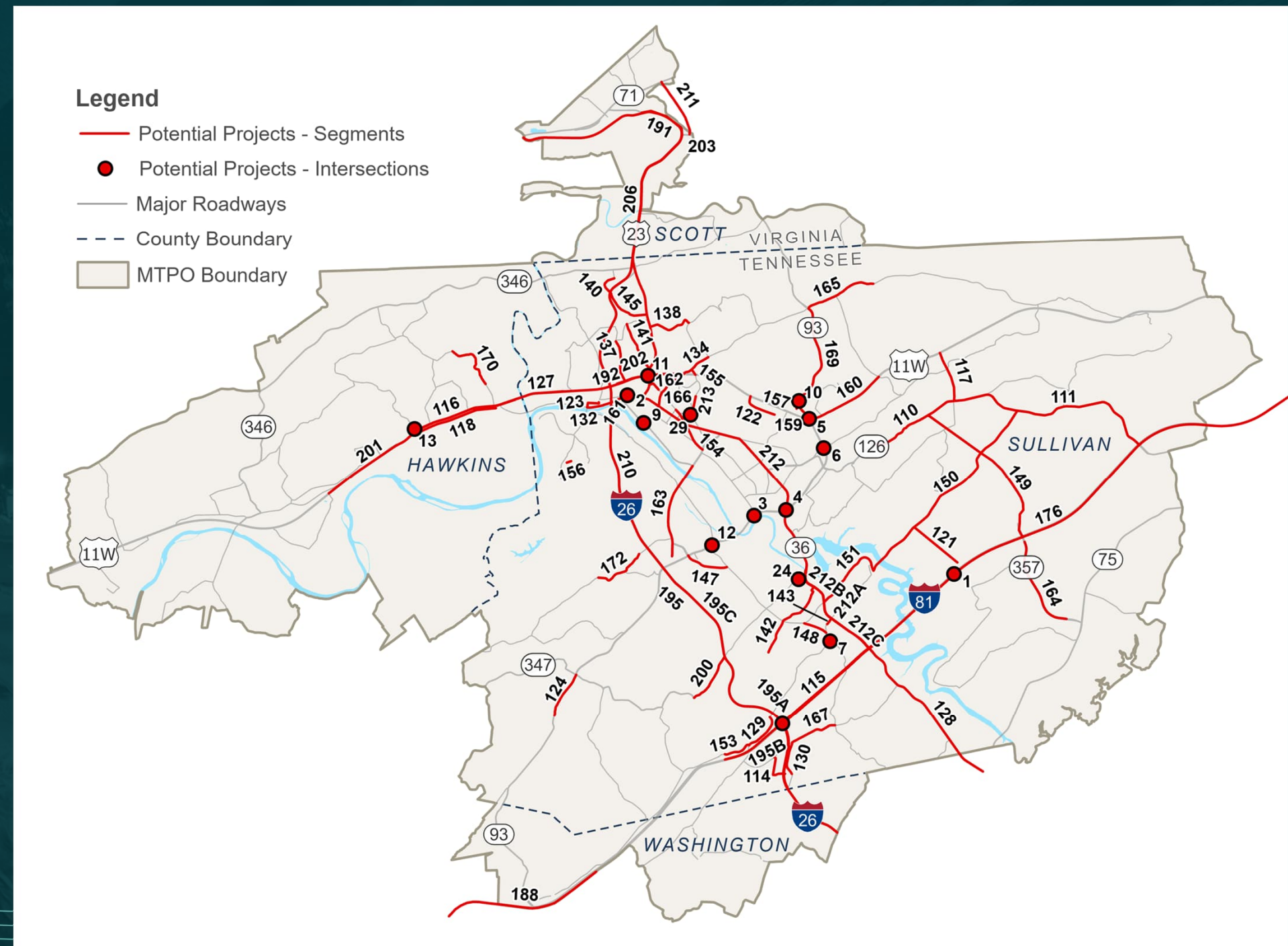
- Target investments that support growth and redevelopment
- Support tourism, including bike and pedestrian improvements
- Support land use patterns that reduce costs
- Develop a safe and secure transportation system

Challenges/Needs Compared to 2050 LRTP Goals & Objectives

Key Public Input Theme	Representative Issues Raised	Alignment to 2050 LRTP Goals & Objectives		
		 Livability	 Sustainability	 Prosperity
Poor Road Conditions & Maintenance	Widespread concerns about potholes, rough pavement, substandard patching, sunken roadways, poor striping, and long-term lack of maintenance. Some noted vehicle damage and safety risks.	Improve safety	Maintain transportation assets; improve system resiliency	
Traffic Congestion	Heavy congestion cited repeatedly on Stone Drive, Center Street, Eastman Rd., Allandale area, I-26, SR-36, and peak-hour travel. Comments note lack of capacity, turning difficulties, and growth pressures.	Balance roadway capacity, mobility, and land use		Support growth and redevelopment
Traffic Signal Timing & Operations	Frequent complaints about unsynchronized signals, long cycle lengths, inefficient phasing, congestion near major commercial nodes, and safety concerns such as rear-end crashes.	Improve safety	Cost-effective management strategies and technologies	
Driver Behavior & Traffic Safety	Speeding, red-light running, aggressive driving, poor use of turn/merge lanes, lack of law adherence, road rage, aging drivers, and general safety concerns were commonly cited.	Improve safety		Develop a safe and secure transportation system
Lack of Sidewalks, Crosswalks, and Pedestrian Safety	Numerous comments cited missing or sidewalks needing repair, lack of crosswalks, jaywalking conflicts, and pedestrian access gaps (notably Bloomingdale Pike, Colonial Heights, neighborhoods).	Promote complete streets; promote active transportation		
Limited Bicycle Infrastructure & Safety	Residents expressed desire to bike for daily trips but cited lack of bike lanes, protected facilities, and secure parking. Safety was a dominant concern, particularly on high-speed corridors.	Promote active transportation; Improve safety	Minimize impacts to the natural and built environment	
Public Transit Availability	Comments about limited bus hours, no weekend/Saturday service, infrequent routes, lack of neighborhood coverage, long wait times, and affordability issues. Some noted impacts on residents without cars.	Advance viable public transportation		Support land use patterns that reduce costs
Car Dependency & Lack of Multimodal Options	Residents described the region as highly car-dependent, with few viable alternatives. Strong interest in walkable development, better transit, bicycling, and even intercity rail service was expressed.	Promote complete streets; advance viable public transportation	Minimize impacts to the natural and built environment	
Intersection Design & Turn Lane Deficiencies	Comments referenced inefficient intersections, lack of turn lanes, poor roundabout usage, improper striping, and road designs not meeting current traffic demands.	Improve safety; balance roadway capacity	Cost-effective management strategies and technologies	
Growth and Access Challenges	Some respondents accepted congestion as a result of growth but noted lack of parallel routes, parking constraints, limited downtown access, and overcrowding impacting quality of life.	Balance mobility and land use		Target investments that support growth & redevelopment

Project Identification

- 2045 LRTP projects reviewed and updated
- Technical analysis will potentially identify additional projects



2050 Project Evaluation Measures

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Safety

- **#1** (10 points) – Number of vehicle crashes
- **#2** (5 points) – Number of bike/pedestrian crashes
- **#3** (10 points) – Fatal and serious injury vehicle crashes

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Operational Efficiency

- **#4** (5 points) – Addresses Existing LOS
- **#5** (5 points) – Addresses Future LOS
- **#6** (2 points) – Traffic signal project and / or incorporates new technology
- **#7** (5 points) – Creates parallel facility / system redundancy
- **#8** (3 points) – Difference between existing and projected future volumes

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Accessibility

- **#9** (3 points) – Population growth surrounding project (2023 - 2050)
- **#10** (3 points) – Employment growth surrounding project (2023 - 2050)
- **#11** (4 points) – Improves connectivity of system

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Active Transportation

- **#12** (5 points) – Non-motorized demand near project
- **#13** (5 points) – Extent to which the project reaches communities with greater needs
- **#14** (5 points) – Pedestrian Level of Traffic Stress (LTS) and Bicycle LTS

10

Environmental

- **#15** (5 points) – Number of challenging areas the project touches (floodplains, historical areas, and parks)
- **#16** (5 points) – Project improves capacity without widening or adding new facility

20

Economic

- **#17** (5 points) – Percent of trucks in existing network
- **#18** (5 points) – Within 1/2 mile of identified economic development nodes
- **#19** (5 points) – Job access score
- **#20** (5 points) – Improves access to identified tourist destinations

Preliminary Project Scoring Results

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Project Rankings (example scoring table)

Project Information				Total Score	Safety (Max: 25)							
Project ID	Route	From/To	Description		1- Number of vehicle crashes		2- Number of bike/pedestrian crashes		3- Fatal and serious injury vehicle crashes		4- Existing LOS addressed	
					Data (Range: 0 - 1625)	Score (Max: 10)	Data (Range: 0 - 20)	Score (Max: 5)	Data (Range: 0 - 43)	Score (Max: 10)	Data (Range: 0.00 - 1.12)	Score (Max: 5)
210	I-26/US-23	MPA boundary in TN and VA	Establishment of ITS along I-26/US-23 Corridor	81	1334	10	6	5	43	10	0.87	4
202	US-11W (Stone Dr)	I-26 / Bloomingdale Pike	Safety enhancements / improved multimodal connection to downtown	78	374	8	5	5	3	4	0.78	3
212	SR-36 (Fort Henry Dr/Center St/Lynn Garden Dr)	I-81 to TN/VA State Line	Access management, traffic signal coordination	76	1625	10	20	5	23	10	0.89	4
201	US-11W (W Stone Drive)	I-26 / Silver Lake Road (Church Hill)	Safety enhancements / Access Management / Frontage Road Development	75	941	10	3	3	26	10	0.88	4
195	I-26	MM3 / MM10	Widen from 4 to 6 lanes	73	517	10	1	3	21	10	0.87	4
128	SR-36 (Fort Henry Drive) - IMPROVE Act Project	I-81 / SR-75 (Airport Road)	Widen from 2 lanes to 5 lanes with sidewalks on both sides	68	302	8	1	3	15	10	1	5
176	I-81 - ITS Expansion - IMPROVE Act Project	I-26 / Virginia Exit 3	Technology Improvements (23.3 miles)	68	562	10	0	0	18	10	0.52	2
212C	Fort Henry Drive (SR-36)	Moreland Drive/Hemlock Road / I-81	Improve intersections, coordinate signal timings, and evaluate driveway cuts	65	342	8	3	3	5	8	0.89	4
116	Stone Drive (US-11W)	Hammond Avenue / East Avenue	Widen from 4 to 6 lanes	62	367	8	0	0	11	10	0.77	3
191	US-23	Kane Street / W Carters Valley Rd	Access management improvements, pedestrian accomodations, and coordination of traffic signals	61	99	4	1	3	5	8	0.59	2
115	I-81	Fort Henry Drive (SR-36) (MM 59) / Tri-Cities Crossing (MM 56)	Widen from 4 to 6 lanes	60	262	8	1	3	12	10	0.65	2
154	East Sullivan Street	Church Circle / N Wilcox Drive	Widen from 2 to 3 lanes with multimodal and aesthetic improvements	59	122	6	4	5	1	4	0.45	1
163	Wilcox Drive (SR-126)	John B. Dennis (SR-93) / Industry Drive	Replace center turn lane with raised landscaped median providing left turn lanes	59	118	6	1	3	2	4	0.68	2
166	Clinchfield Street	Center Street / Stone Drive (US-11W)	Coordinate signal system to improve traffic flow	59	191	6	1	3	2	4	0.41	1
160	Stone Drive (US-11W)	John B. Dennis (SR-93) / New Beason Well Road	Widen to 6 lanes	58	206	8	0	0	1	4	0.78	3
206	US-23 Corridor Improvements	TN/VA State Line / Wadlow Gap Hwy	Access management, turn lane improvements, safety and railroad crossing improvements	58	213	8	2	3	6	8	0.54	2
11	Lynn Garden Drive	Stone Drive (US-11W)	Improve interchange ramps	57	7	1	0	0	0	0	0.51	2

SLIDE 20

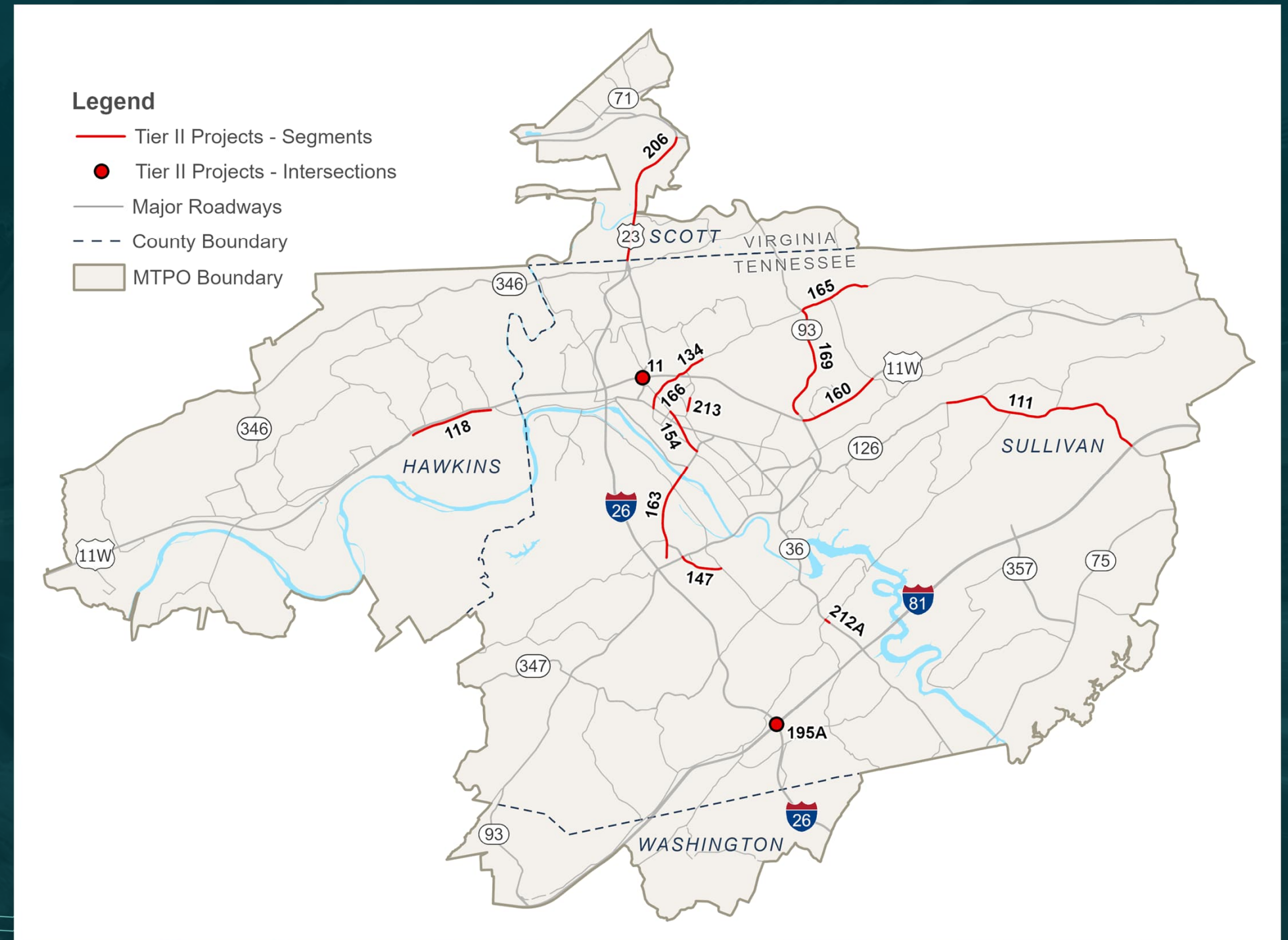
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- Legend**
- Top Scoring Projects
 - Major Roadways
 - County Boundary
 - MTPO Boundary
- The map displays the MTPO area, which includes parts of Scott, Hawkins, Sullivan, and Washington counties in Tennessee, and extends into Virginia. Major roadways are shown, including Interstates 26, 81, and 75, and State Routes 23, 346, 93, 11W, 126, 36, 195, 115, 176, 357, 75, 128, and 212. Top Scoring Projects are highlighted in red, including routes 71, 191, 201, 116, 210, 212, 195, 115, 212C, 176, and 128. The map also shows county boundaries and the MTPO boundary.

Top Scoring Projects (60+ Total Points)

Project ID	Route	From/To	Description	Total Score
210	I-26/US-23	MPA boundary in TN and VA	Establishment of ITS along I-26/US-23 Corridor	81
202	US-11W (Stone Dr)	I-26 / Bloomingdale Pike	Safety enhancements / improved multimodal connection to downtown	78
212	SR-36 (Fort Henry Dr/Center St/Lynn Garden Dr)	I-81 to TN/VA State Line	Access management, traffic signal coordination	76
201	US-11W (W Stone Drive)	I-26 / Silver Lake Road (Church Hill)	Safety enhancements / Access Management / Frontage Road Development	75
195	I-26	MM3 / MM10	Widen from 4 to 6 lanes	73
128	SR-36 (Fort Henry Drive) - IMPROVE Act Project	I-81 / SR-75 (Airport Road)	Widen from 2 lanes to 5 lanes with sidewalks on both sides	68
176	I-81 - ITS Expansion - IMPROVE Act Project	I-26 / Virginia Exit 3	Technology Improvements (23.3 miles)	68
212C	Fort Henry Drive (SR-36)	Moreland Drive/Hemlock Road / I-81	Improve intersections, coordinate signal timings, and evaluate driveway cuts	65
116	Stone Drive (US-11W)	Hammond Avenue / East Avenue	Widen from 4 to 6 lanes	62
191	US-23	Kane Street / Wadlow Gap Hwy	Access management improvements, pedestrian accommodations, and coordination of traffic signals	61
115	I-81	Fort Henry Drive (SR-36) (MM 59) / Tri-Cities Crossing (MM 56)	Widen from 4 to 6 lanes	60

Tier II Projects

- 59 – East Sullivan Street [#154]
- 59 – Wilcox Drive (SR-126) [#163]
- 59 – Clinchfield Street [#166]
- 58 – W Stone Drive (US-11W) [#160]
- 58 – US-23 [#206]
- 57 – Lynn Garden Drive [#11]
- 57 – I-26 [#195A]
- 56 – US-11W/SR-1 Frontage Road [#118]
- 54 – Bloomingdale Pike [#134]
- 54 – John B. Dennis Hwy (SR-93) [#169]
- 53 – Bloomingdale Road [#165]
- 52 – South Wilcox Drive [#147]
- 50 – SR-126 (Memorial Blvd) - Phase 3 - IMPROVE Act Project [#111]
- 50 – Fort Henry Dr (SR-36) [#212A]
- 50 – Gibson Mill Rd [#213]



Tier II Projects

Project ID	Route	From/To	Description	Total Score
154	East Sullivan Street	Church Circle / N Wilcox Drive	Widen from 2 to 3 lanes with multimodal and aesthetic improvements	59
163	Wilcox Drive (SR-126)	John B. Dennis (SR-93) / Industry Drive	Replace center turn lane with raised landscaped median providing left turn lanes	59
166	Clinchfield Street	Center Street / Stone Drive (US-11W)	Coordinate signal system to improve traffic flow	59
160	Stone Drive (US-11W)	John B. Dennis (SR-93) / New Beason Well Road	Widen to 6 lanes	58
206	US-23 Corridor Improvements	TN/VA State Line / Wadlow Gap Hwy	Access management, turn lane improvements, safety and railroad crossing improvements	58
11	Lynn Garden Drive	Stone Drive (US-11W)	Improve interchange ramps	57
195A	I-26	I-81	Improve cloverleaf geometry and add collector-distributor lanes	57
118	US-11W/SR-1 Frontage Road	Lewis Lane / Hammond Avenue	Develop in conjunction with economic development along US-11W/SR-1	56
134	Bloomingtondale Pike	Stone Drive West (US-11W) / Shipp Springs Road	Widen from 2 to 3 lanes to include center turn lane and other safety improvements	54
169	John B. Dennis (SR-93)	Stone Drive (US-11W) / Bloomingtondale Road	Implement access management	54
165	Bloomingtondale Road	John B. Dennis (SR-93) / Packinghouse Road	Improve shoulders and geometry with spot safety improvements	53
147	South Wilcox Drive Extension	John B. Dennis (SR-93) / Moreland Drive	Extend 4-lane roadway with economic development	52
111	SR-126 (Memorial Boulevard) - Phase 3 - IMPROVE Act Project	Cooks Valley Road / I-81	Construct a 3 lane section from east of Cooks Valley Road to Harr Town Road, 2 lane section from Harr Town Road to I-81	50
212A	Fort Henry Drive (SR-36)	Lebanon Road / Wendover Drive	Improve vertical geometry	50
213	Gibson Mill Road	Robertson Street / Watauga Street	Reconstruct existing roadway	50

Discussion / Questions

04