



Kingsport MTPO 2050 LRTP

MTPO Executive Board Meeting

February 12, 2026

Agenda



SLIDE 2

- 1) LRTP Overview
- 2) Key Planning Steps
- 3) Schedule
- 4) Next Steps
- 5) Discussion / Questions

Agenda Item #5 – Long Range Transportation Plan Goals & Objectives

LRTP Overview

01

Purpose and LRTP Requirements

- **Framework and Vision**

- Federally mandated
- Long-term framework guiding transportation investment and policy through 2050

- **Multimodal Integration**

- Addresses roadway, transit, freight, bicycle, pedestrian, rail, aviation, and ITS

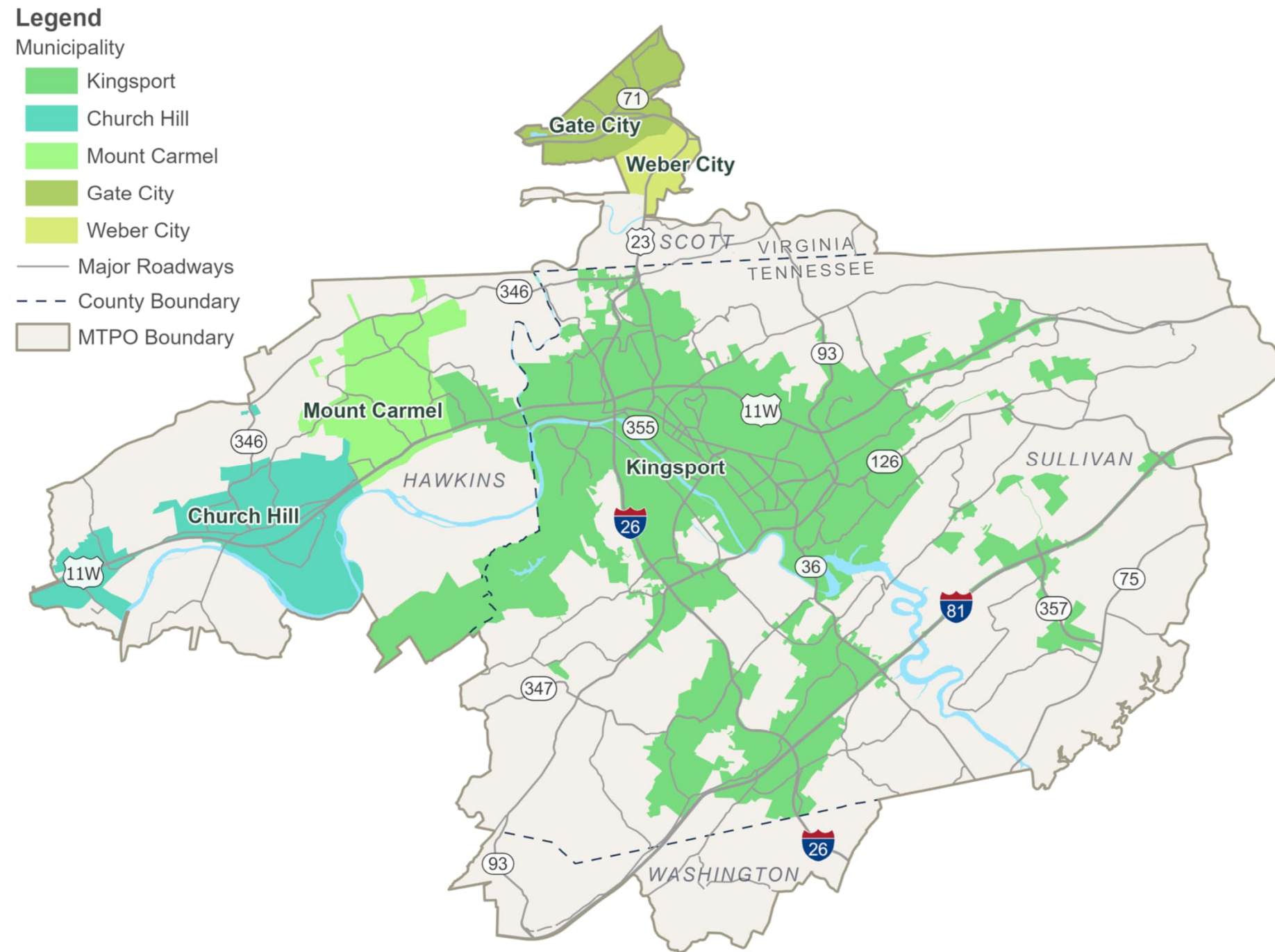
- **Regulatory Compliance**

- Addresses federal and state requirements
 - Transparent decision-making, performance measures, public/stakeholder engagement, and fiscal constraint

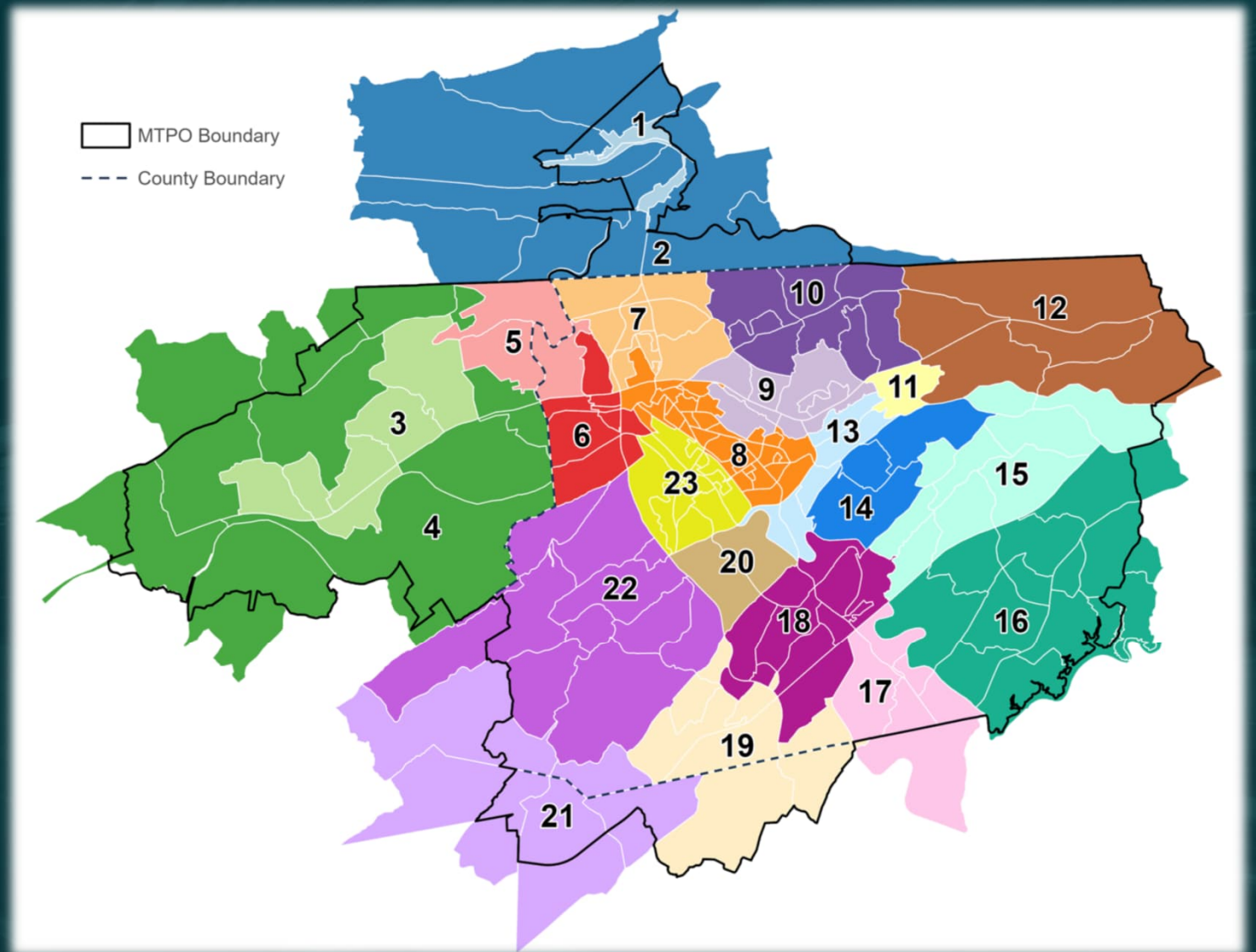
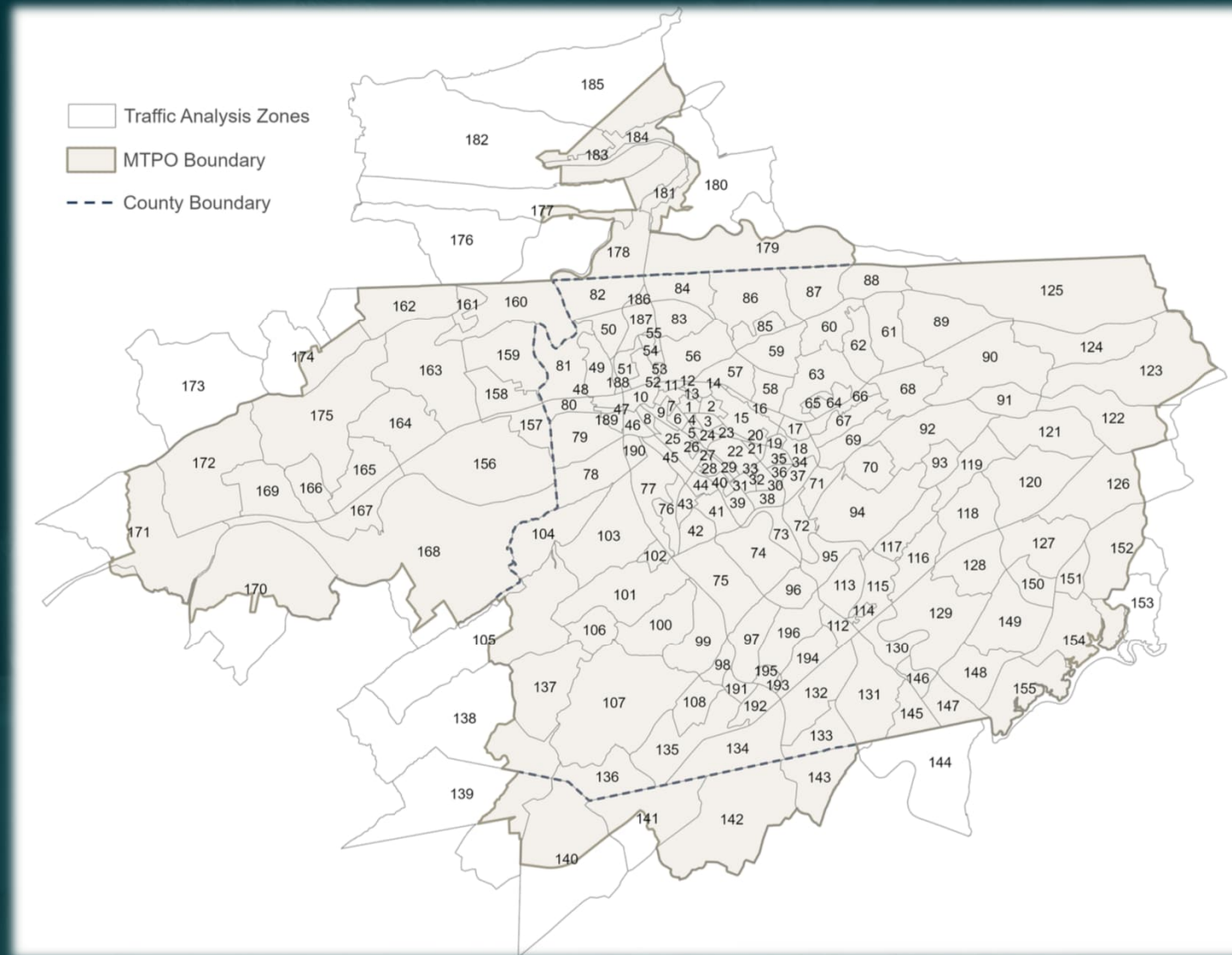
- **Regional Impacts**

- Investments support mobility, safety, economic vitality, and quality of life

Kingsport Metropolitan Planning Area



TAZs and Growth Areas



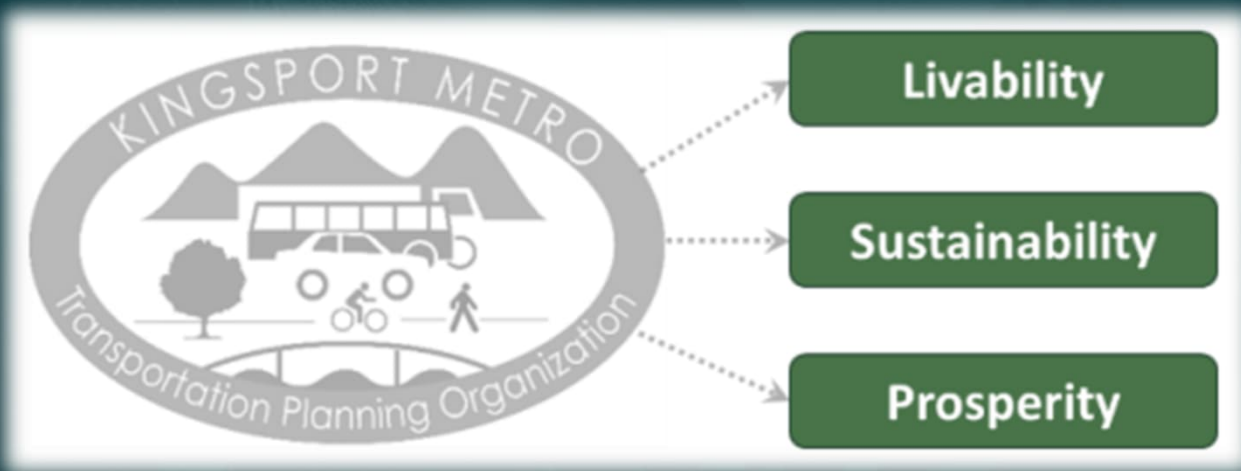
Key Planning Steps

02

Key Planning Steps

- **Goals and Objectives**
 - Establishes the regional multimodal transportation vision
 - Aligned with performance measures
- **Needs and Opportunities**
 - Assess current and future (2050) system across all modes
- **Project Evaluation and Fiscal Constraint**
 - Candidate projects are screened and evaluated using data-driven methods
 - Coordination with TDOT/VDOT to identify historical funding/projections
 - Identification of fiscal constrained projects, and illustrative projects
- **Public and Stakeholder Engagement**
 - Provide various opportunities to participate
 - Stakeholder engagement at key points; including with MTPO Executive Board

Goals and Objectives



- **Alignment with Laws and Statewide Plans**
 - Align with federal laws like IIJA, securing funding and meeting performance-based planning requirements
 - Align with TDOT and VDOT Statewide LRTPs



Kingsport 2045 MTPO LRTP Goals and Objectives

NOTE: Text highlighted in **red** indicates a change from the 2040 LRTP.

- ❖ **Goal 1. Livability** – Provide safe, secure, convenient, and active transportation choices to all citizens that strengthen the livability and health of our communities and region.
 - a) Improve safety by reducing transportation-related fatalities and injuries
 - b) Make streets a place for all users - “Complete Streets”
 - c) Promote active transportation by increasing opportunities for short trips through improved accessibility to alternative modes
 - d) **Strengthen local and regional partnerships to advance viable and affordable public transportation and mobility options**
 - e) Strive to balance capacity and mobility needs for all users whereby connections to and across modes and land uses function harmoniously
- ❖ **Goal 2. Sustainability** – Promote and advance sustainable transportation choices for the greater Kingsport Region that support long-term economic, social, and environmental sustainability within and throughout the region.
 - a) Maintain what we have – take a “state of good repair” approach to our community’s transportation assets
 - b) Seek cost-effective management solutions and new technologies as a means of addressing congestion, improving travel time reliability, reducing transportation delay, and improving system operations
 - c) Seek improvement options which minimize adverse impacts of surface transportation to historical, social, cultural, and natural environments, including stormwater impacts
 - d) Promote investment solutions that improve the resiliency of the transportation system and reduce transportation impacts on air-quality
- ❖ **Goal 3. Prosperity** – Promote transportation policies and investments that advance quality economic development and redevelopment, economic competitiveness, and efficient access to people, places, and goods and services within and throughout the region.
 - a) Strategically target transportation investments to areas supportive and conducive to growth and redevelopment initiatives
 - b) Support **equitable** transportation investments and policies that work to create jobs, efficiently move freight, and improve access to all modes and destinations while embracing access management and corridor management strategies that preserve the long-term functionality of a roadway’s capacity and safety
 - c) **Support multimodal investments, especially bicycle and pedestrian enhancements. Promote tourism and help contribute to the local and regional economy.**
 - d) Support land use and development patterns that reduce transportation costs and expenditures and improve accessibility for all
 - e) Continue to promote and foster an environment by which citizens, communities, jurisdictions, elected officials, and other stakeholders can collaboratively advance a sustainable multimodal transportation system that provides safe and secure connections throughout a livable and prosperous region

Approved by Kingsport MTPO Executive Board: 5/13/21 (Date)


James Phillips, Chairman
Kingsport MTPO Executive Board


William A. Albright
Kingsport MTPO Staff

Goals and Objectives

- **Strategic Foundation**

- LRTP goals guide the plan development including needs assessment and project evaluation/prioritization

- **Performance Measurement**

- Goals set expectations for safety, reliability, and sustainability

- **Stakeholder Engagement**

- Early involvement of MTPo Executive Board to review and adopt goals to reflect community priorities and needs

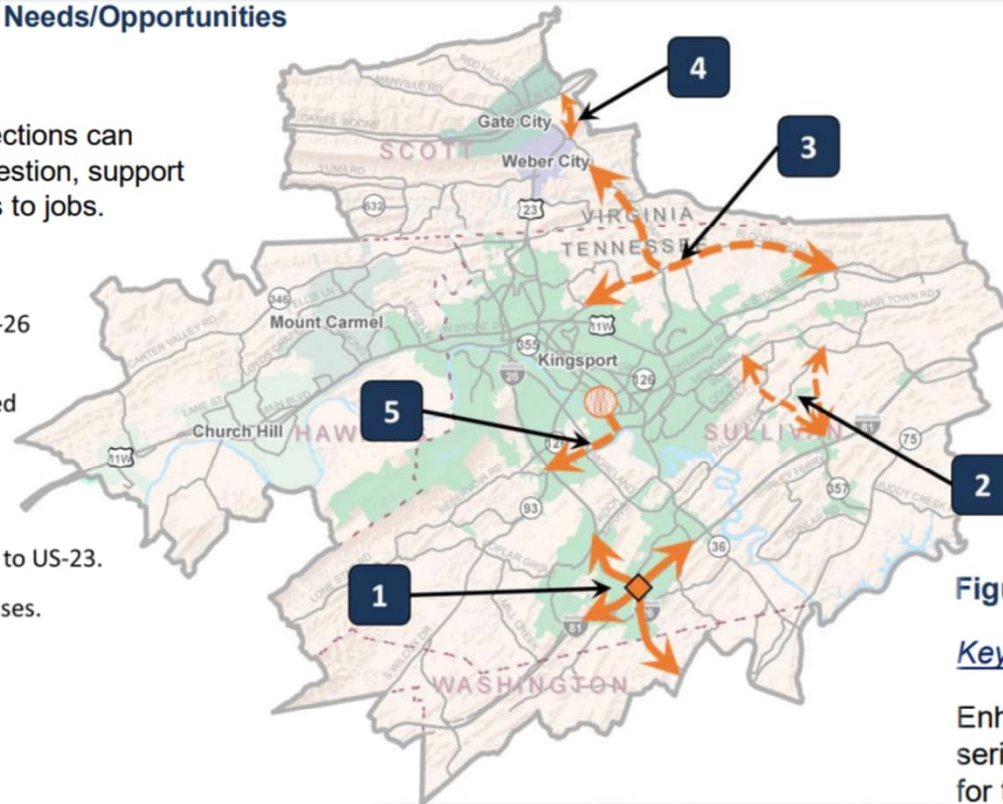
Needs and Opportunities

Figure 48. Network Connectivity Needs/Opportunities

Key Issue

Ensuring adequate roadway connections can improve accessibility, reduce congestion, support development, and enhance access to jobs. Additional details follow this figure.

- 1 Improve regional connectivity (I-81/I-26 interchange area).
- 2 Extend SR-357 north. TDOT has looked at two conceptual alignments.
- 3 Enhance travel between Virginia and Tennessee (to areas such as Bristol).
- 4 Explore an alternative travel corridor to US-23.
- 5 Enhance truck access to area businesses.



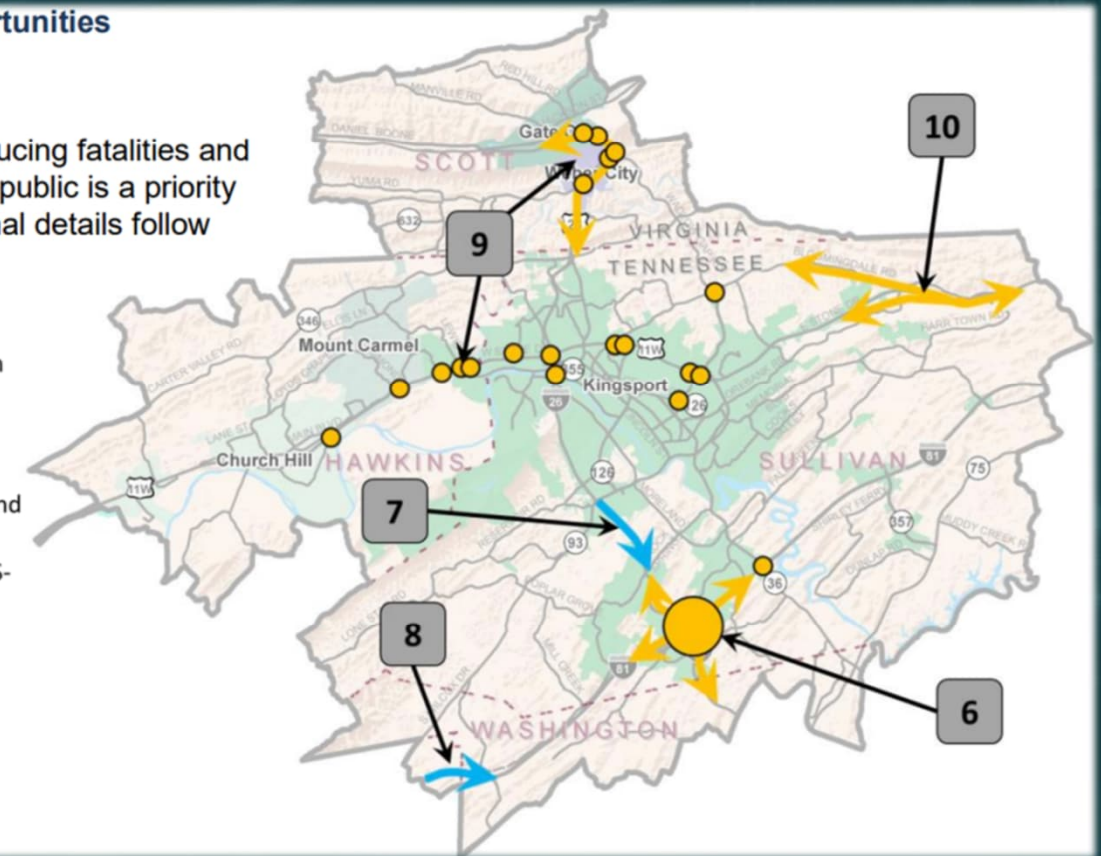
Network Connectivity

Figure 50. Safety Needs/Opportunities

Key Issue

Enhancing safety, especially reducing fatalities and serious injuries, for the traveling public is a priority for the Kingsport region. Additional details follow this figure.

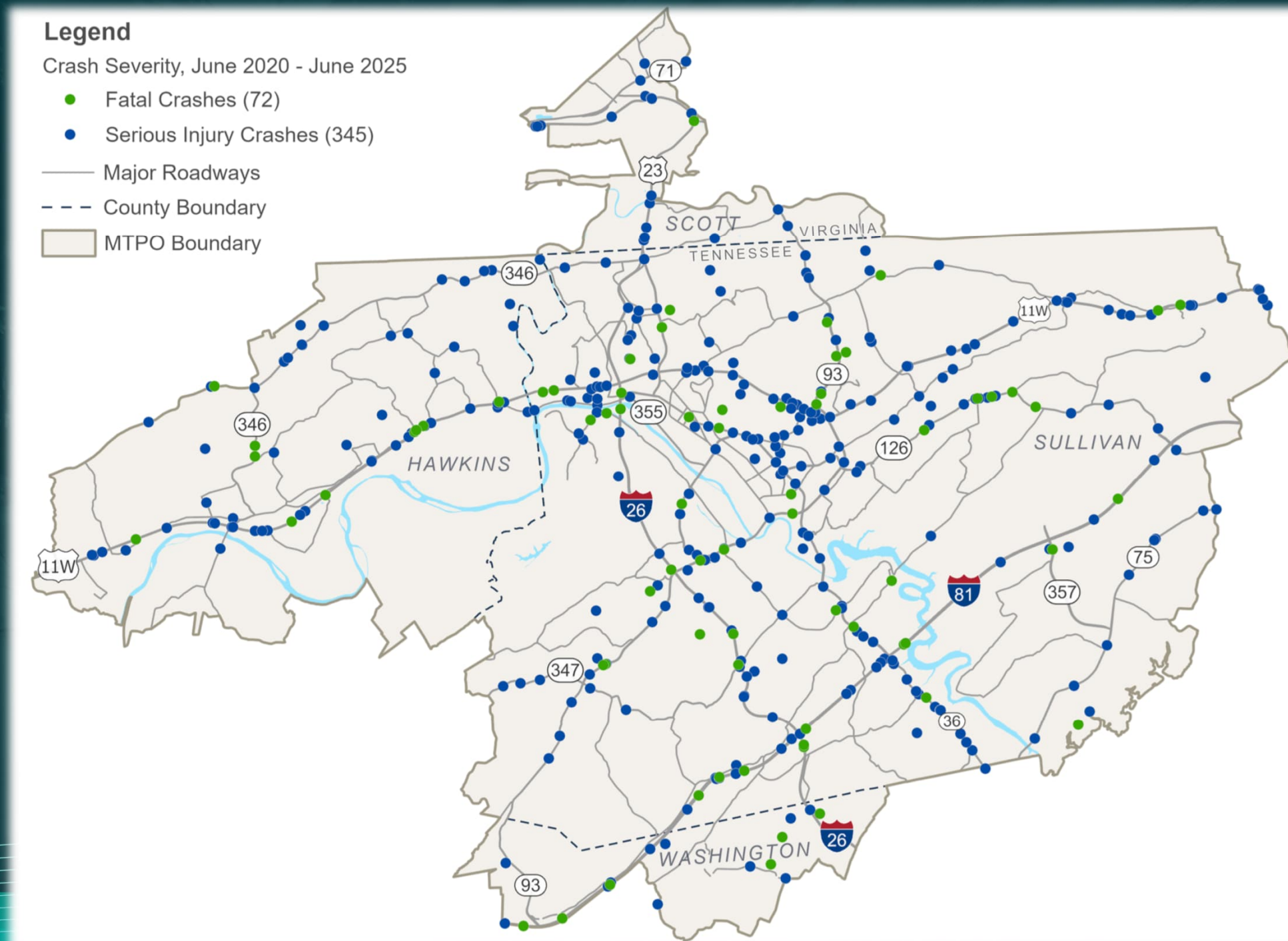
- 6 Improve ramp spacing and merging in the I-81/I-26 interchange area.
- 7 Add truck climbing lane on eastbound I-26 (improve merging).
- 8 Add truck climbing lane on northbound I-81 (improve merging).
- 9 Address high crash locations along US-11W and US-23.
- 10 Address high travel speeds and reckless driving (also a priority for the entire MPA).



Safety

Needs and Opportunities

Crashes (June 2020 to July 2025)



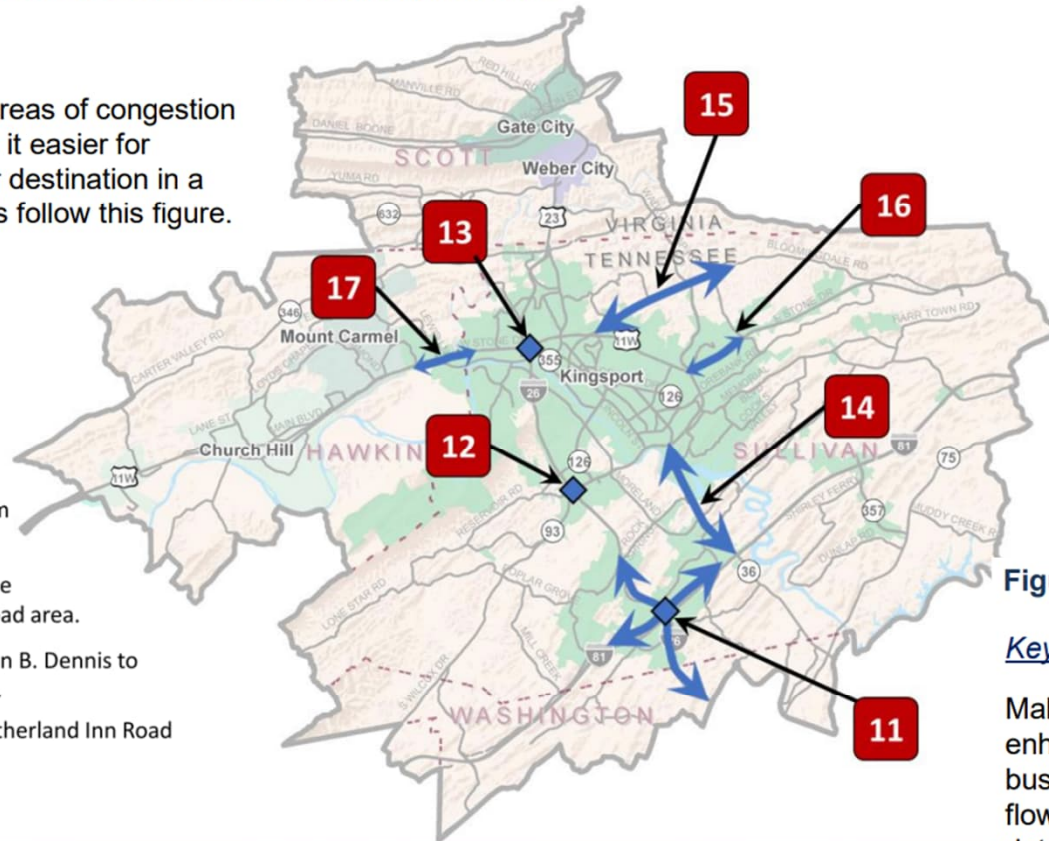
Needs and Opportunities

Figure 52. Congested/Restricted Travel Corridors Needs/Opportunities

Key Issue

Addressing current and future areas of congestion improves traffic flow and makes it easier for people and goods to reach their destination in a timely manner. Additional details follow this figure.

- 11 I-81/I-26 interchange area.
- 12 I-26 at John B. Dennis (SR-93) interchange area.
- 13 I-26 at US-11W (transitioning into US-23).
- 14 Address congestion along SR-36 from I-81 north to John B. Dennis (SR-93).
- 15 Accommodate increased traffic in the Bloomingdale Pike/Bloomingdale Road area.
- 16 Address capacity along US-11W (John B. Dennis to New Beason Well Road/Cleek Road).
- 17 Address capacity along US-11W (Netherland Inn Road to Lewis Lane).



Congestion

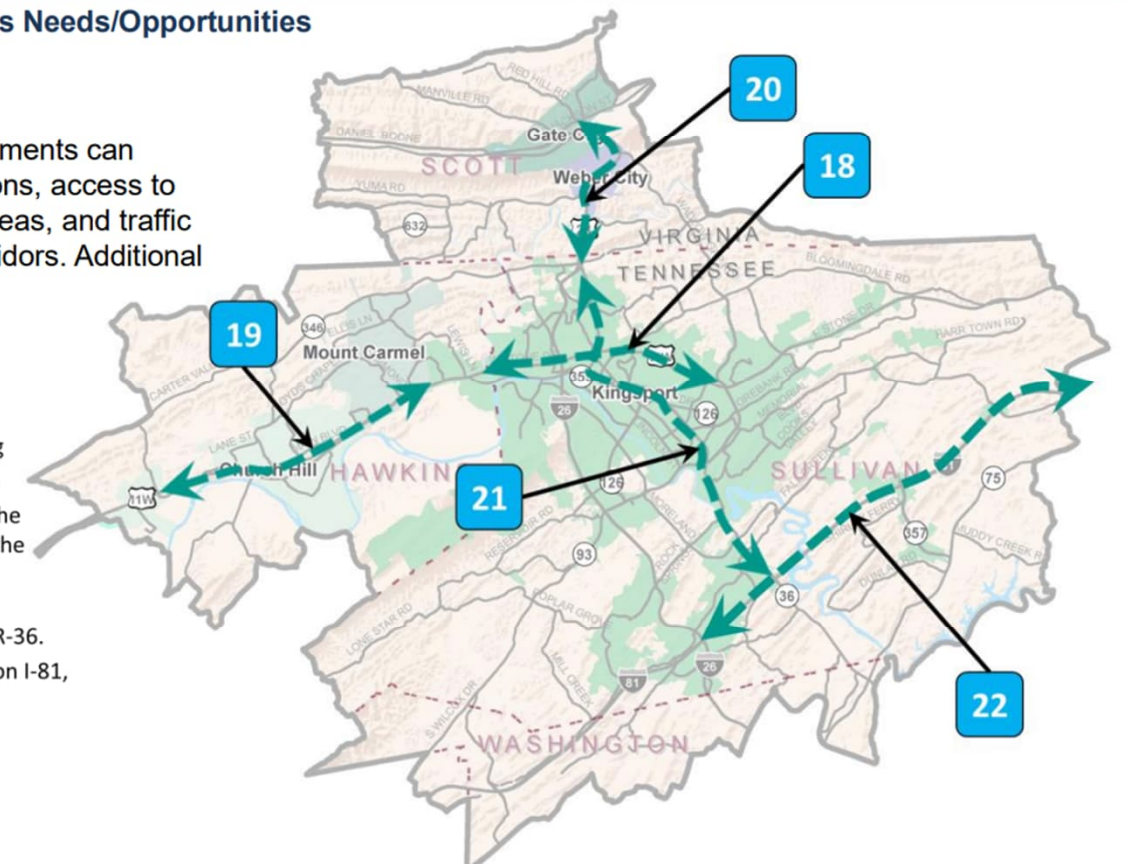
Traffic Operations

Figure 53. Traffic Operations Needs/Opportunities

Key Issue

Making spot location improvements can enhance intersection operations, access to businesses and residential areas, and traffic flow along primary travel corridors. Additional details follow this figure.

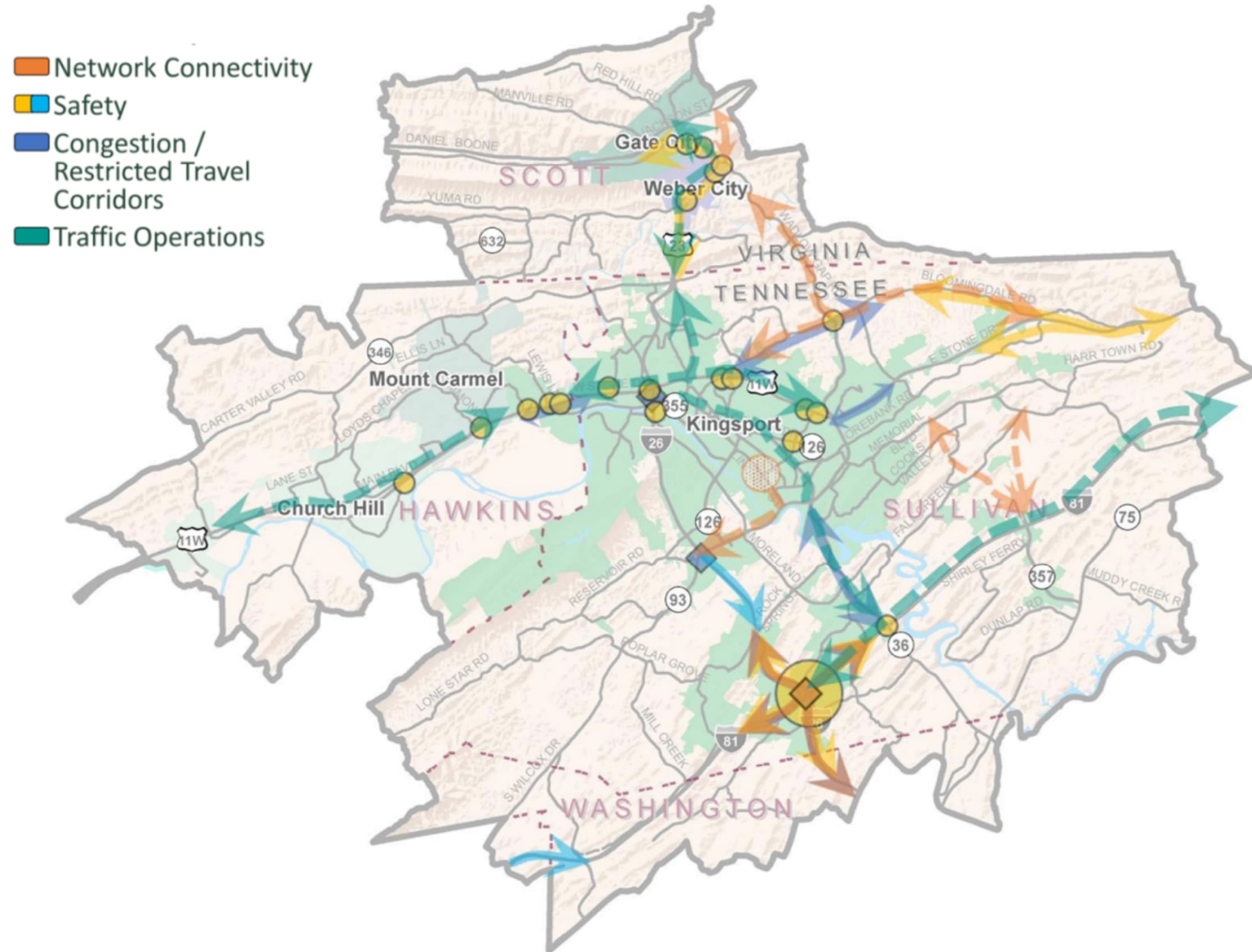
- 18 Improve traffic flow and access to commercial areas along US-11W.
- 19 Plan for future development along US-11W (potential frontage road).
- 20 Implement recommendations in the US-23 study (being completed at the time of this LRTP update).
- 21 Improve access management and traffic signal coordination along SR-36.
- 22 Install technology improvements on I-81, from I-26 to I-381 in Virginia.



Needs and Opportunities

Combined Needs Identification

Figure 59. Combined Roadway/Freight Needs

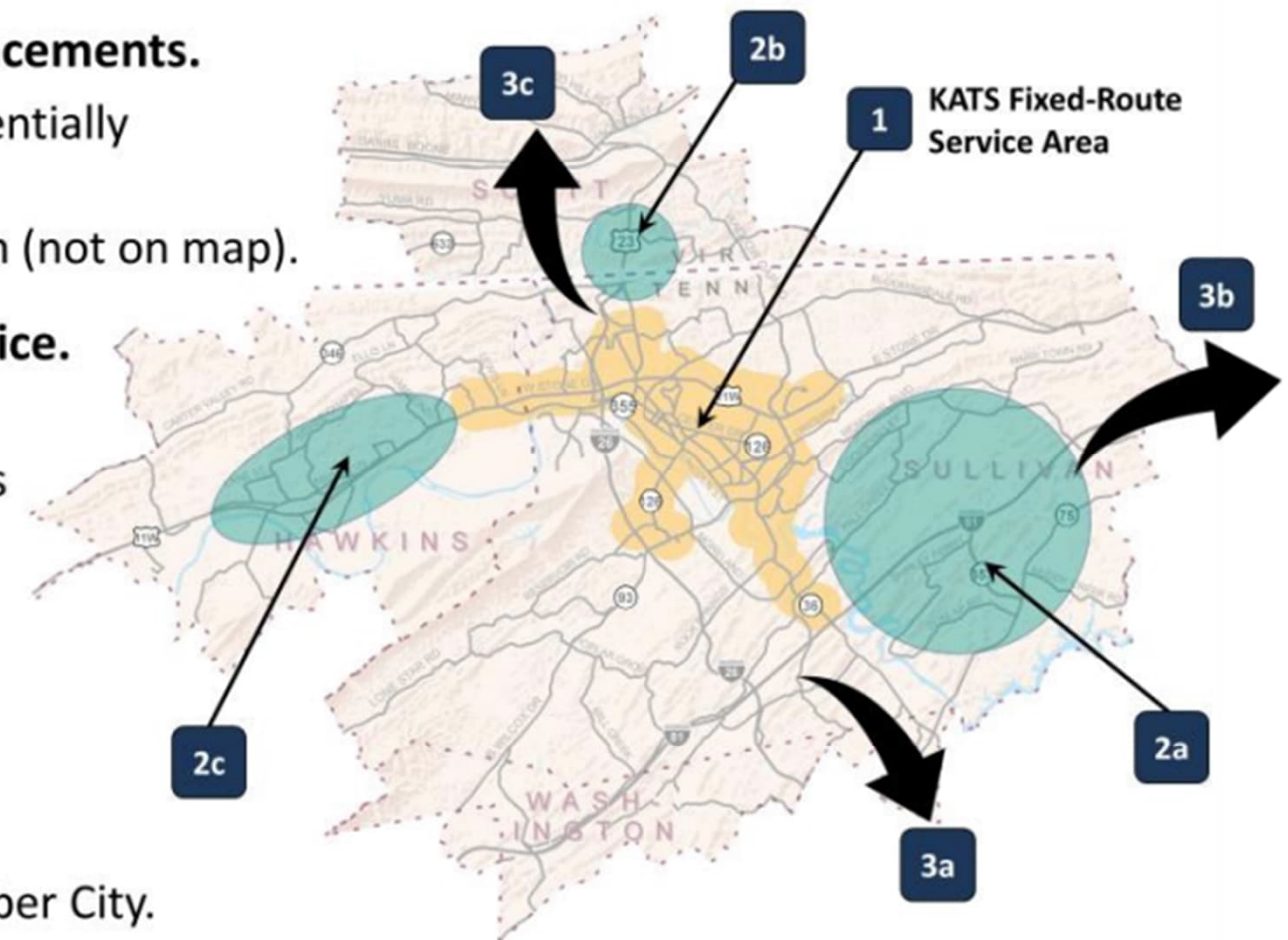


Needs and Opportunities

Public Transportation

Figure 54. Local and Regional Transit Needs and Opportunities

- 1 Monitor short- to mid-range KATS service enhancements.**
 - a) Explore alternative transit services, including potentially transitioning to a full demand response system.
 - b) Add later service hours; currently ends at 5:30 pm (not on map).
- 2 Potential expansion areas for future transit service.**
 - a) Developing southeast area, toward I-81/SR-357.
 - b) US-23 corridor, connecting to park-n-ride facilities located in Virginia.
 - c) US-11W corridor, to Mt. Carmel and Church Hill.
- 3 Enhance regional transit connections.**
 - a) Improve service connections to Johnson City.
 - b) Improve service connections to Bristol.
 - c) Improve service connections to Gate City and Weber City.
 - d) Explore park-n-ride facilities in the Tennessee portion of the MPA (not on map).



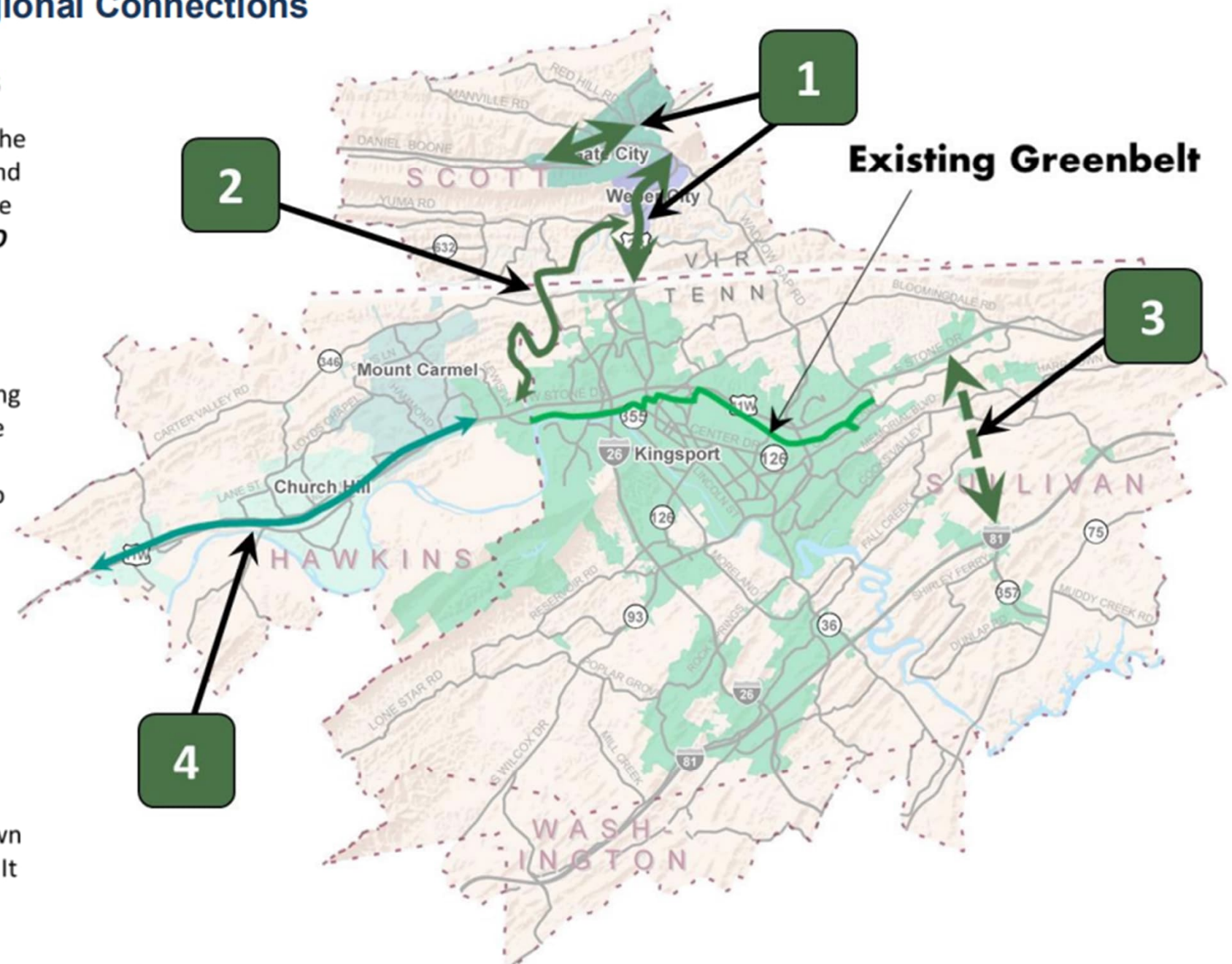
Needs and Opportunities

Active Transportation

Figure 55. Non-Motorized Regional Connections

Enhance Regional Connections

- 1 Developing a non-motorized facility in the US-23 corridor would enhance safety and connect to the existing Lynn Garden bike lane. This supports the **Kingsport MTPO Regional Bicycle and Pedestrian Plan** which identifies a need to improve connections to Virginia.
- 2 Creating a low-stress bicycle facility along Apple Orchard Road would enhance the connection between Virginia and Tennessee and provide an alternative to the US-23 corridor.
- 3 Extending SR-357 would provide an opportunity to develop a north-south bicycle connection. It also expands the use of alternative travel modes in a developing part of the region.
- 4 Enhancing bicycle and pedestrian connections along US-11W enhances regional connectivity between downtown Kingsport, Mt. Carmel, and Church Hill. It also enhances connections to the Kingsport Greenbelt.



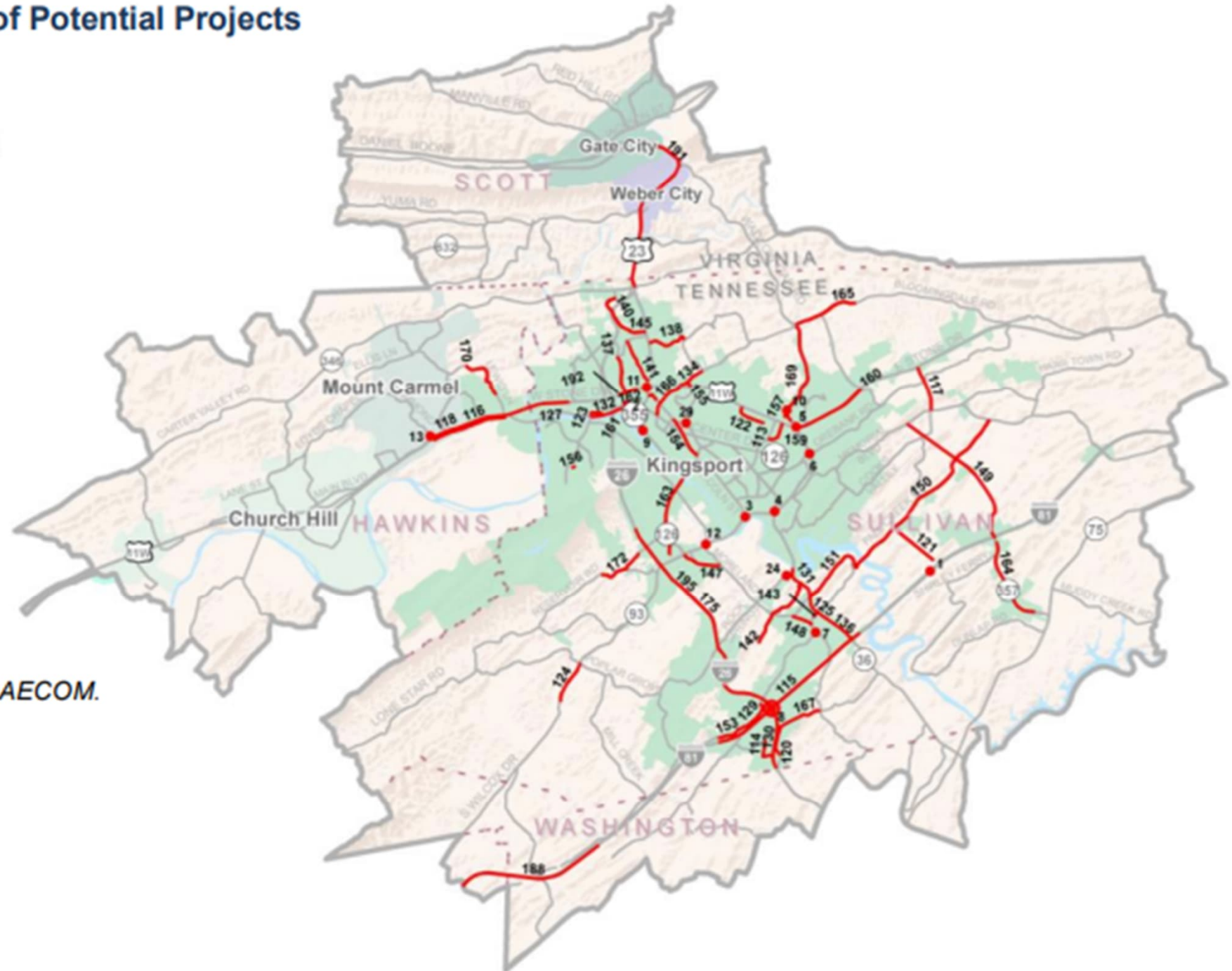
Project Evaluation and Fiscal Constraint

Project Identification

Figure 62. Overview of Potential Projects

Legend

- Illustrative, Planned
- Illustrative, New, Planned
- Municipality
- Kingsport
- Church Hill
- Mount Carmel
- Weber City
- Gate City
- Major Roadways
- County Boundary
- MTPO Boundary



Source: Kingsport MTPO; AECOM.

Project Evaluation and Fiscal Constraint

Project Evaluation

25

Safety

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

20

Operational Efficiency

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

10

Accessibility

- Measure #9 (3 points) – Population growth surrounding project (2018 - 2045)
- Measure #10 (3 points) – Employment growth surrounding project (2018 - 2045)
- Measure #11 (4 points) – Improves connectivity of system

15

Active Transportation

- Measure #12 (5 points) – Non-motorized demand near project
- Measure #13 (5 points) – Number of above average EJ and underserved populations touched by project
- Measure #14 (5 points) – Pedestrian Level of Traffic Stress (LTS) and Bicycle LTS

10

Environmental

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

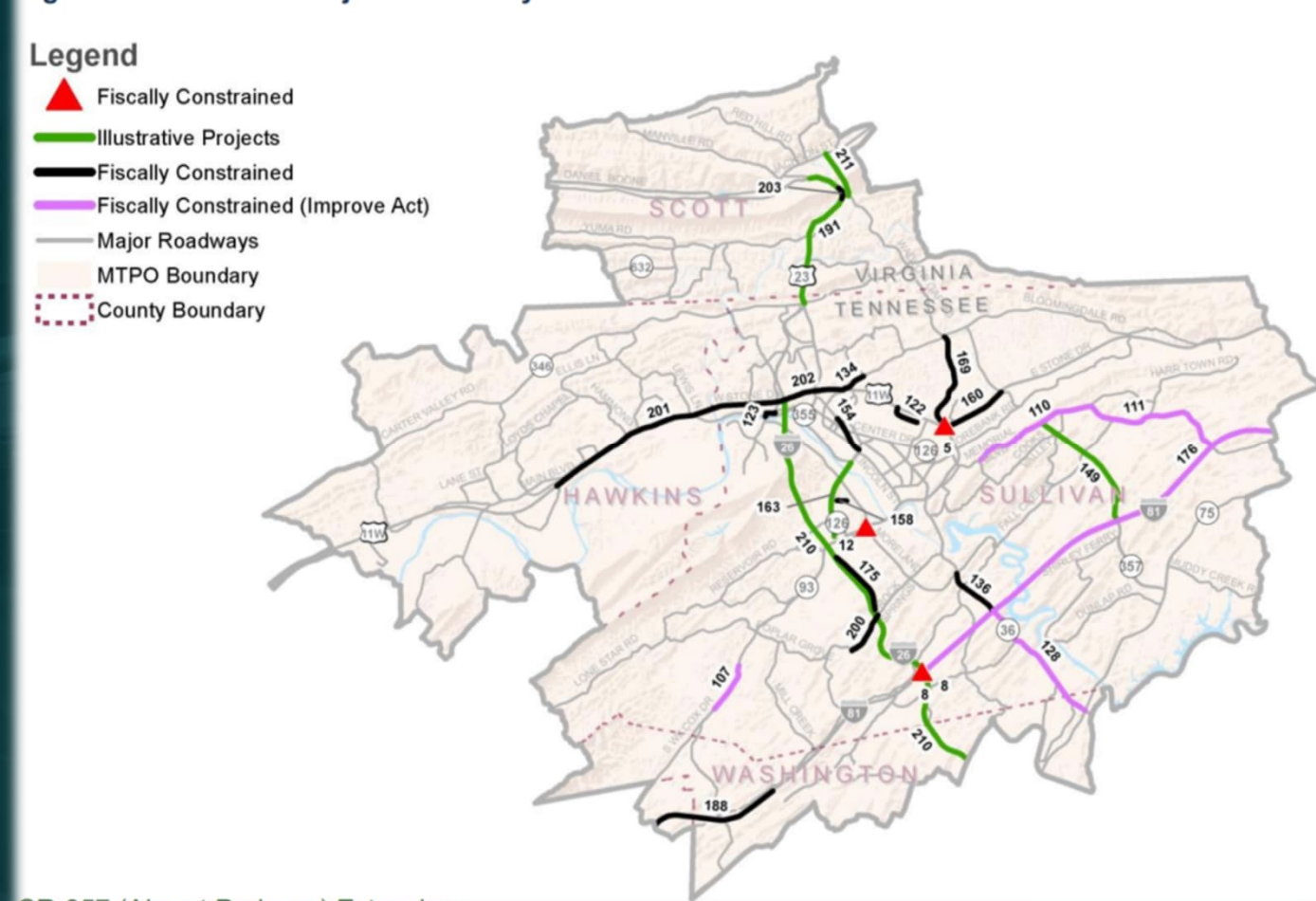
20

Economic

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

Illustrative Projects

Figure 74. Illustrative Projects – Fiscally Unconstrained Vision



aecom.com

Public and Stakeholder Engagement

- **Project Website**
 - Existing conditions survey
 - Project preference survey
 - Issues mapping
- **Virtual Stakeholder meetings**
 - Eight
- **Public Events/Open Houses**
 - Three
- **MTPO Executive Board**
 - Updates and input
 - Plan adoption

Table 34. Key Themes/Needs Identified from Stakeholder Meetings

Safety	Healthy Communities	Economic Development	Regional Mobility	Equity	Freight
• Improve traffic: – US-11W (SR-1/Stone Drive) – SR-36 (Fort Henry Drive) – US-23 (in Virginia) • Improve I-81/I-26 interchange. • Enhance access near West Ridge High School.	• Extend the Kingsport Greenbelt. • Increase walking opportunities. – Enhance neighborhood connections – Add more sidewalks • Increase access to medical facilities and exercise.	• Maintain existing transportation facilities. • Enhance safety and access for trucks. • Enhance roadway connectivity, especially in the southeast area. • Coordinate land use, development, and site planning.	• Expand evening bus service hours. • Extend bus routes to developing areas. • Conduct a regional (Tri-Cities) transit study. – Improve connections to Bristol and Johnson City, TN. – Improve connections to Gate City and Weber City, VA. – Enhance access to jobs, medical services, etc.	• Expand evening bus service hours. – Enhance access to jobs. – Enhance late afternoon access to medical services • Add sidewalks and provide safer road/intersection crossings. • Improve bus stops. – Enhance access for all users	• Improve I-81/I-26 interchange area. – Improve ramps and eliminate weaving • Add truck climbing lanes. – Along I-81 and I-26 • Enhance access to/from existing industries. • Provide truck parking in region.

Source: AECOM Stakeholder Meetings; April 2021.

Schedule

03

Schedule / Key Milestones

- **Plan Review**
 - On-going through February 2026
- **Needs and Opportunities**
 - Current conditions (on-going through March 2026)
 - Future conditions (March 2026 – May 2026); including travel demand modeling
- **Project Identification and Evaluation**
 - May 2026 – July 2026
- **Fiscal Constraint**
 - August 2026 – September 2026
- **Plan Development / Review**
 - October 2026 – Prepare comprehensive Plan
 - November 2026 – MTPO Staff review
 - December 2026 – TDOT/VDOT review
 - February 2027 – FHWA/FTA review
 - March / April 2027 – 30-Day public review
 - May 2027 – MTPO plan approval

MTPO Executive Board Meetings

- February 12, 2026
- May 14, 2026
- August 13, 2026
- November 12, 2026
- May 2027 – Plan Adoption

Next Steps

04

Next Steps

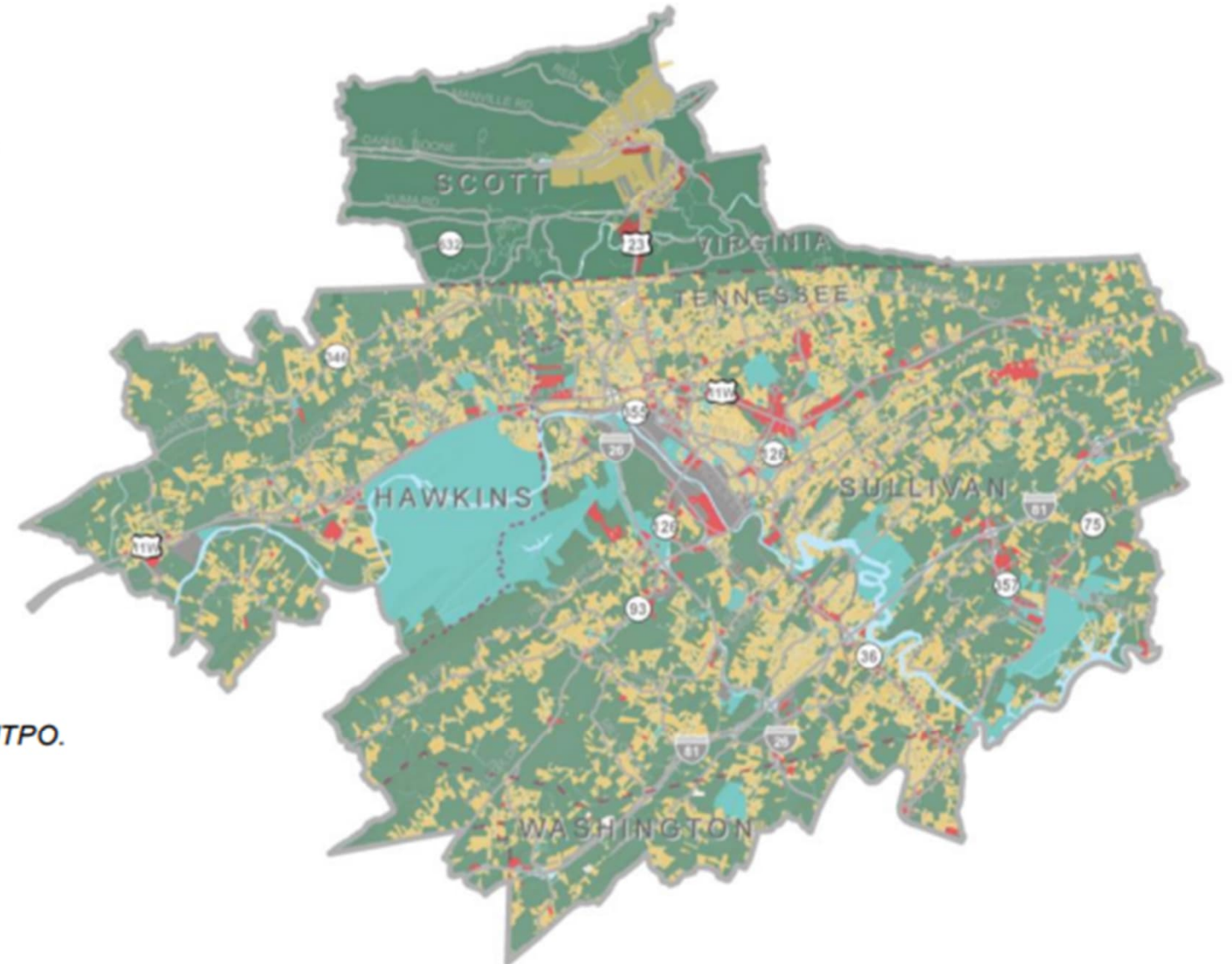
- **Data Analysis**
 - Ongoing analysis and mapping
 - Data requests
- **Plan Review**
 - Request for relevant plans/studies to be considered in the LRTP update

Figure 22. Current Land Use

Legend

Land Use

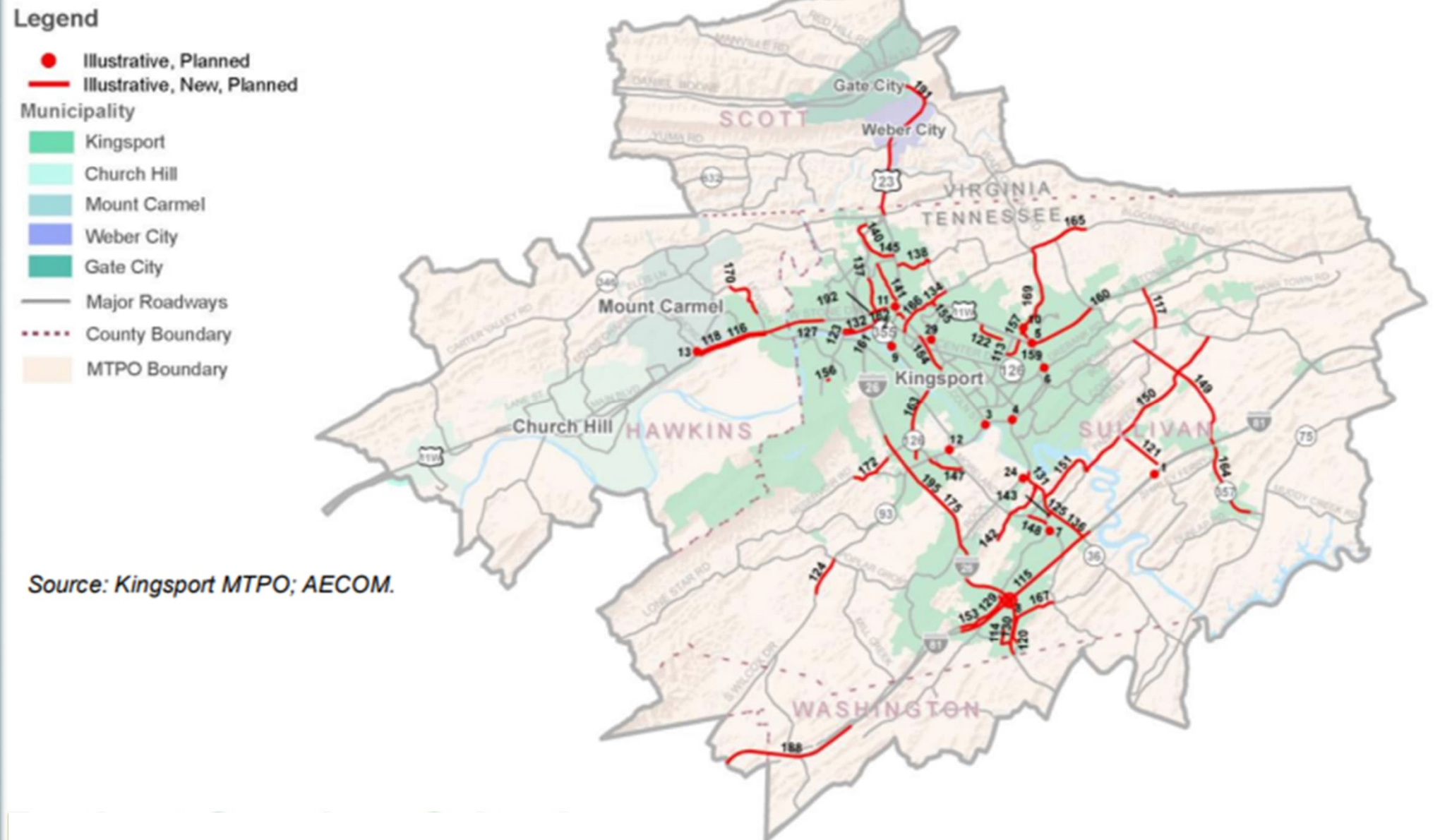
- Forest and Agriculture
- Commerical
- Residential
- Public
- Industrial
- Major Roadways
- County Boundary



Next Steps

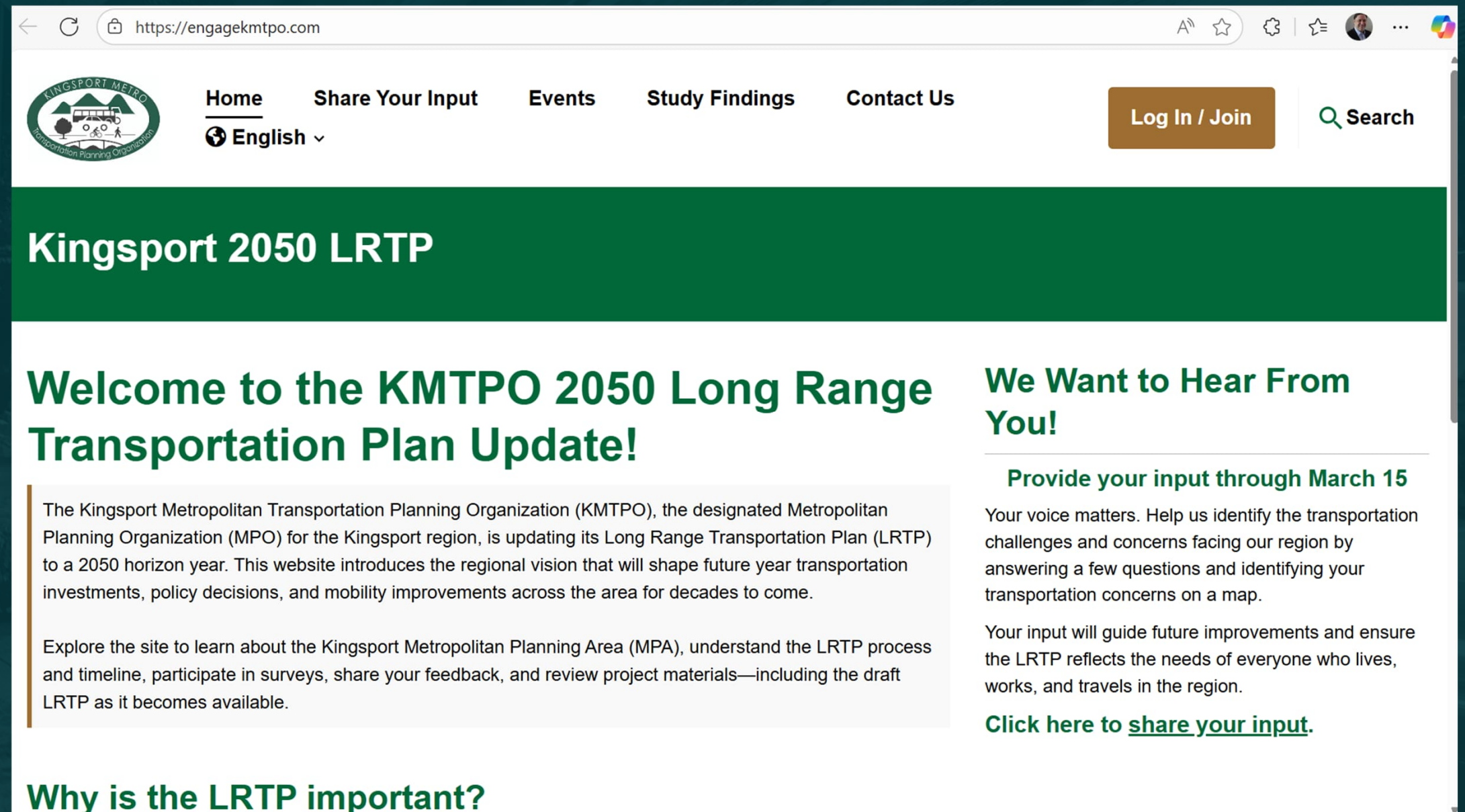
- **Project Identification**
 - Will follow-up after this meeting
 - Request for members to review the 2045 LRTP projects
 - Provide updates (project completed, project no longer needed, project cost identified or updated, etc.)

Figure 62. Overview of Potential Projects



Public Engagement

- LRTP Website
- Live next week!



Public Engagement

- Brief Survey
- Interactive Mapping

We Want to Hear From You!

Public engagement is a key component of the LRTP. Through surveys, workshops, open houses, stakeholder interviews, and online engagement tools, we gather feedback to ensure the plan reflects the needs and priorities of residents, businesses, and community partners. Your input shapes the plan's goals, investment strategies, and recommended improvements.

We encourage you to stay involved throughout the LRTP process by participating in surveys, sharing comments, [participating in public events](#), and reviewing the Draft LRTP when it becomes available. Your voice is essential in helping guide the region's transportation future.

Identify Your Transportation Concerns

A successful LRTP begins with understanding the challenges experienced by people who live, work, and travel throughout the area. Your insights help us identify where the system works well and where improvements are most needed—both today and through the year 2050. Your responses will help guide long-term multimodal investment priorities and shape a transportation network that better serves our region.

Please complete this short survey and then continue to the interactive mapping exercise (or feel free to begin with the map, if you prefer). The questions and map will be open through March 15, 2026.

Survey Introduction

This survey contains five questions about your transportation experience in the Kingsport area. At the end, following the questions, you will be given a chance to review your responses and to select **Submit** to complete the survey. You *must* select **Submit** for us to receive your responses.

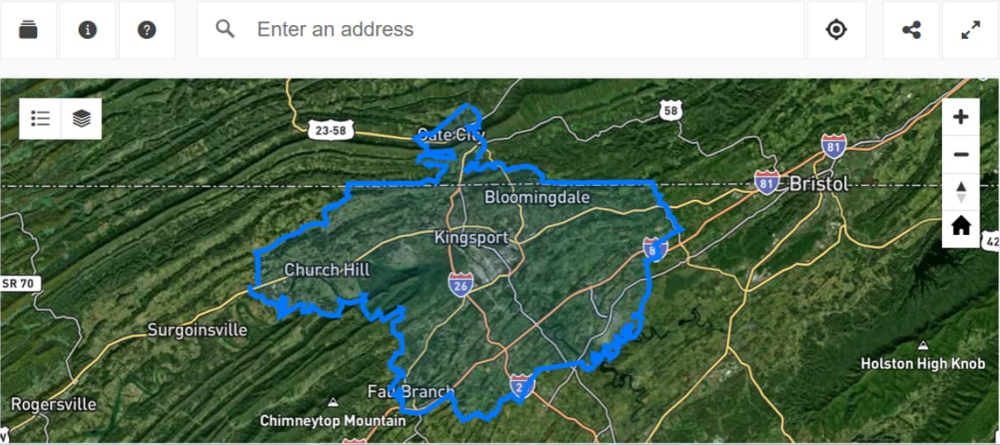
Select **Next** to continue.

Open

Use the Interactive Map to Identify Issues

Please use this interactive map of the Kingsport region to “drop markers” at specific locations where you have noticed or experienced a transportation problem, challenge, or opportunity for improvement. We want to hear about concerns for all modes of travel, so choose the marker category that best represents your comment and place it on the map; you can find descriptions of each type of marker to the right of the map. Then add any details you'd like—brief or detailed—about the issue. The more information you share, the better we can understand your concerns.

0 contributions so far



Interactive Map Marker Types

Examples for each marker type are provided.

Roads (Interstate, U.S. Highway, County, and Local):

Congestion or delay hot spots, safety concerns, intersection or traffic signal operation issues, traffic flow challenges, pavement or bridge condition, difficult turns, visibility issues, etc.

Freight (Trucks):

Too many trucks, truck route concerns (how trucks move through the region or access businesses), safety concerns, noise issues, conflicts with local traffic, cut-through traffic, loading/unloading impacts (such as deliveries to businesses and homes), etc.

Freight (Rail):

At-grade crossing maintenance concerns, train frequency issues, blocked crossings, safety or noise concerns, etc.

Transit (Bus and Future Passenger Rail Connections):

Bus stop access issues, locations where a new stop is needed, requests to modify an existing stop, areas with gaps in transit service, places difficult to reach by bus, or comments regarding potential future passenger rail service (possible stop locations or desired connections), etc.

Discussion / Questions

05

Agenda Item #5

Long Range Transportation Plan Goals & Objectives



Agenda Item #5 - 2050 Long Range Transportation Plan Goals and Objectives



Kingsport 2050 MTPO LRTP Goals and Objectives

- ❖ **Goal 1. Livability** – Provide safe, secure, convenient, and active transportation choices to all citizens that strengthen the livability and health of our communities and region.
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Approved by Kingsport MTPO Executive Board: _____ (Date)

Morris Baker, Chairman
Kingsport MTPO Executive Board

Lesley Christian
Kingsport MTPO Coordinator