



I-55/75/26 Multimodal Corridor Study

Public Involvement Meeting. January 7, 2020



Welcome & Agenda



1. Study Purpose
2. The Corridor
3. Study Schedule and Process
4. Anticipated Study Outcomes
5. I-26 Corridor Deficiencies & Issues
6. Potential Solutions



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Study Purpose

I-55/75/26 Multimodal Corridor Study

Corridor planning
is a process that comprehensively
**assesses the ability of a transportation
corridor to manage travel needs**
brought about by current development and anticipated growth
over the next 20 years.

The plan will:

- Evaluate existing and future conditions
- Identify potential improvements and management strategies



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The Corridors

Study Corridors and Limits



I-55	I-155	I-75	I-26
13 miles	16 miles	162 miles	54 miles

Study website: www.tn.gov/tdot/government/g/planning-studies/i-55-75-26-multimodal-corridor-study.html

TN

TDOT

Department of
Transportation

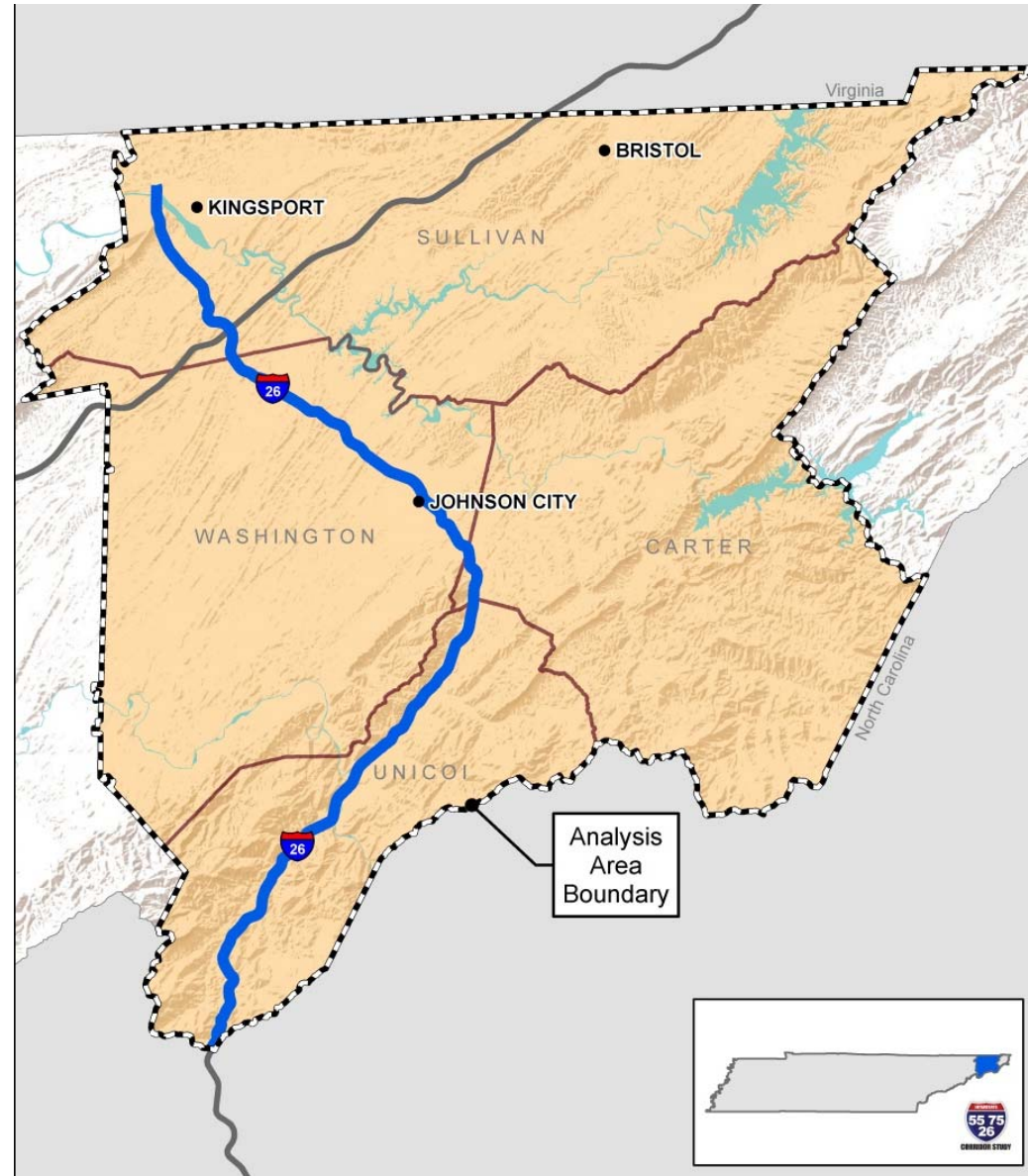
I-26

Begin: Kingsport

End: North Carolina State Line

54 miles

Counties: Carter, Sullivan, Unicoi, Washington

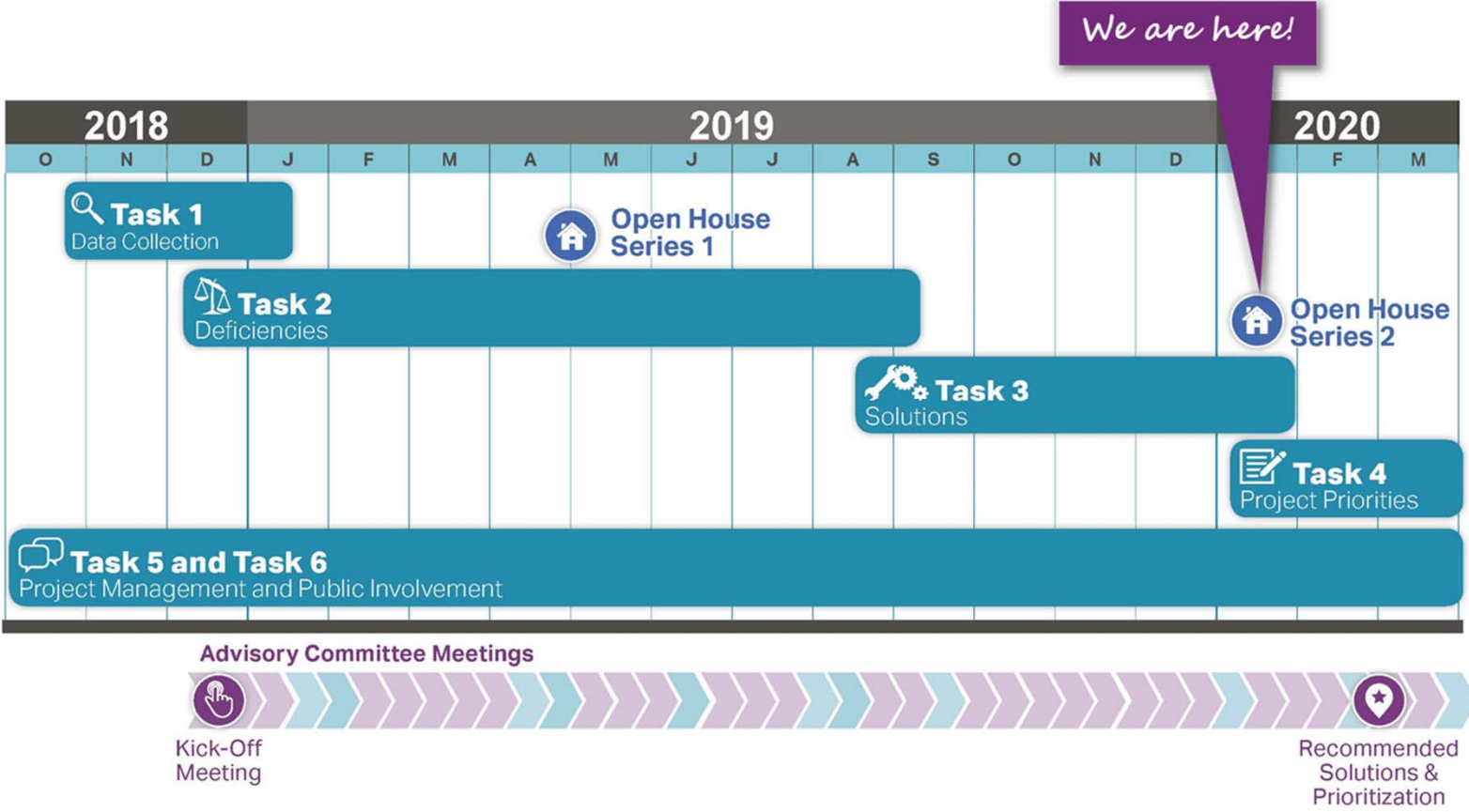




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Study Schedule and Process

Study Schedule



We are here!

Anticipated Study Outcomes

1

Existing and future multimodal corridor deficiencies



2

Goals, objectives, and performance measures by corridor



3

Feasible multimodal solutions examining each focus area



4

Prioritize projects



Prioritization Process Details










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Goal, Objectives, & Performance Measures

Goals & Objectives

Goals	Objectives		
 Provide efficient and reliable travel	Improve travel times and reduce delay	Provide transportation options for people and freight	Optimize freight movement
 Improve safety conditions	Reduce crash rates along the corridor – especially at identified crash “hot spots”	Implement or upgrade technologies that promote safety and effective incident management	Improve bicycle and pedestrian accommodations
 Coordinate transportation investments with economic development plans	Improve interchange on/off ramps	Coordinate with MPOs/RPOs to determine areas where new/improved Interstate access is needed	
 Invest equitably throughout the corridor	Expand transportation options for traditionally underserved populations within the corridor	Consider regional transit options	Identify areas with the greatest data-driven needs
 Protect the natural environment and sensitive resources within the corridor	Identify transportation improvements that are not likely to result in major impacts to environmental, social, and cultural resources		

Potential Performance Measures

Goal	Performance Measure	Unit	Base (2010)	Trend (2040)	Build (2040)
Traffic Operations	Traffic on interstate operates at LOS D or better	LOS (% of interstate with operations at LOS D or better)	100%	99.6%	TBD
	Total Daily Vehicle Miles Traveled (VMT)	Miles (1,000s)	7,800	9,800	TBD
	Total Daily Vehicle Hours of Travel (VHT)	Hours (1,000s)	210	260	TBD
	Total Peak Hour Vehicle Hours of Delay (VHD)	Hours	7.3	9.4	TBD
	Total VMT / Trip	Miles	4.26	4.32	TBD
	Total Vehicle Minutes Traveled / Trip	Minutes	6.89	6.87	TBD
	Average Peak Hour Travel Speed (urban)	MPH	68	63	TBD
Safety	Crash reduction in safety "hot spots"	Significantly Above Average, Above Average, Average or Below Average	See "Safety Recommendations"		
Maintenance	Bridge Condition (Sufficiency Rating)	% of bridges < 50	0	0	TBD
		50 < % of bridges < 80	11%	11%	TBD
Multimodal	Pedestrian and Bicycle Accommodations	% interchanges with bike accommodations	33%	33%	TBD
		% interchanges with ped. accommodations	27%	27%	TBD

A snapshot of several of the performance measures to be evaluated for potential solutions is shown above. Performance measures are subject to change.



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Transportation Deficiencies & Issues

I-26 Deficiencies & Issues



Congestion at I-81 interchange due to ramp geometry



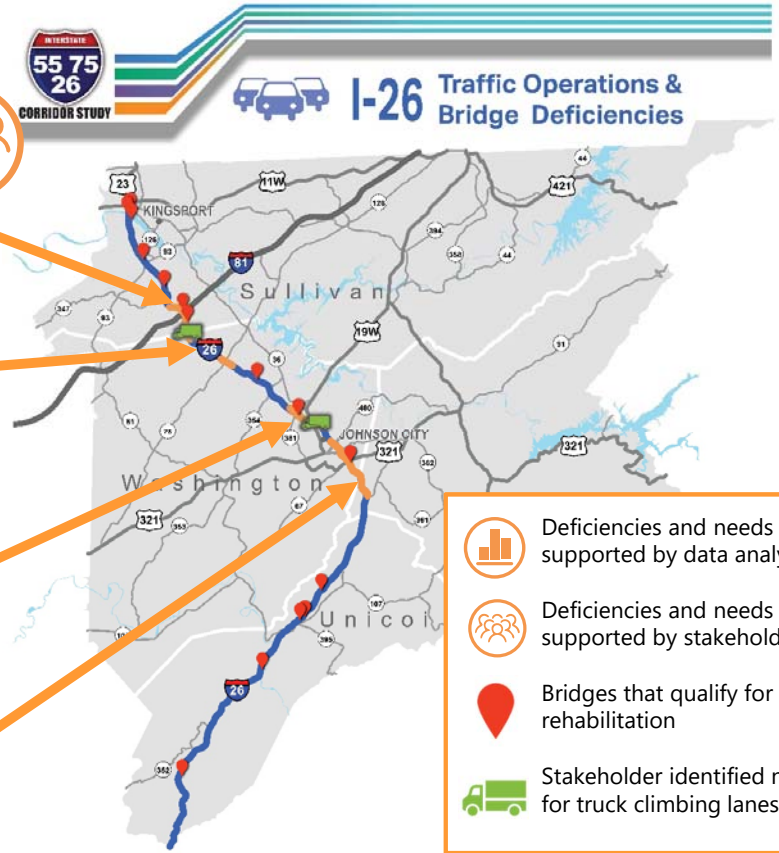
Visibility issues due to sun glare on I-26 near Eastern Star Rd.



Congestion at SR-381 and US-11 interchanges



Traffic bottleneck between SR-400 and SR-91 interchanges



I-26 Deficiencies & Issues



High crash rates potentially related to roadway geometry and animal crossings



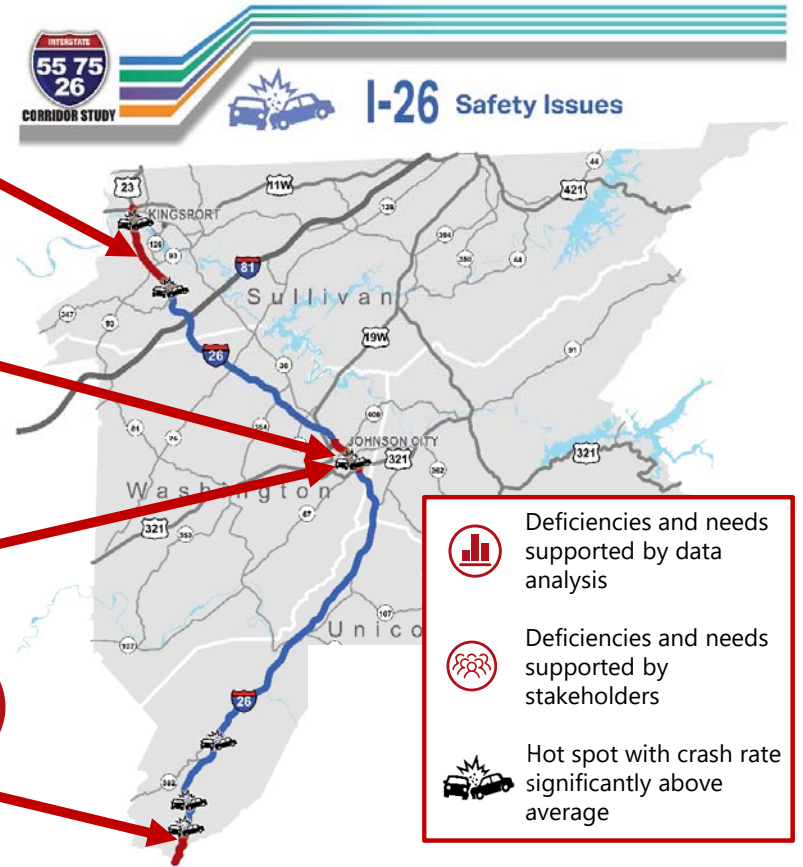
High crash rates at SR-91 and US-321 interchanges, possibly congestion-related



High bicycle and pedestrian crash rates on surface roads near SR-91 interchange



High crash rate potentially due to weather, steep grades and narrow shoulders



I-26 Deficiencies & Issues



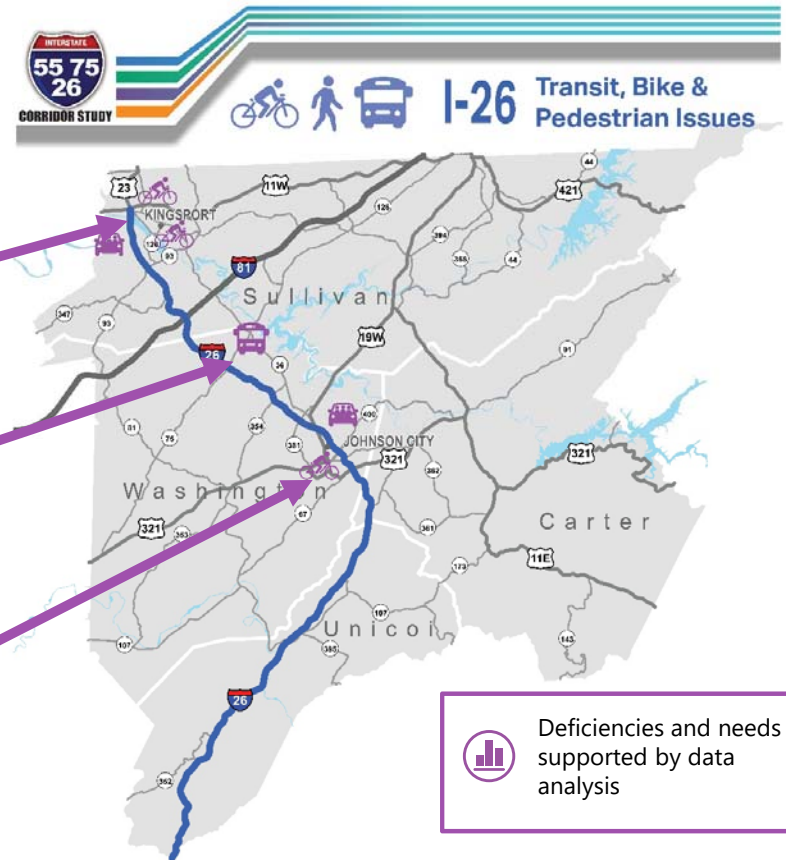
Lack of park and ride lots and bicycle and pedestrian facilities in Kingsport



Lack of regional transit connection between Kingsport and Johnson City



Lack of park and ride lots and bicycle and pedestrian facilities in Johnson City



I-26 Deficiencies & Issues

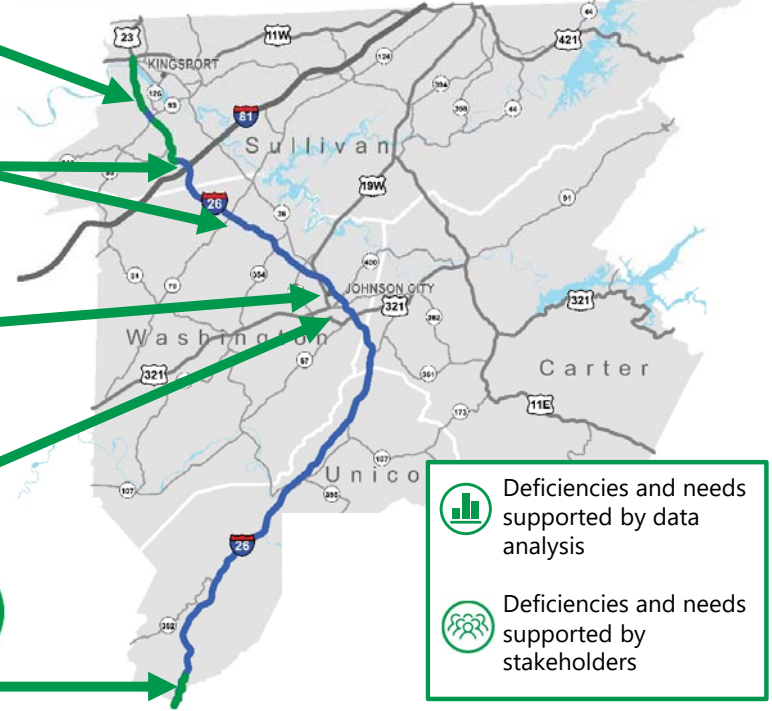
 Freight traffic bottleneck between US-11W and Meadowview Pkwy and SR-93 and Rock Springs Rd.


 Employment growth projected at I-81 and SR-75 interchanges


 Employment growth anticipated in Johnson City

 Insufficient truck parking near Johnson City

 Freight traffic bottleneck between Flag Pond Rd. and North Carolina state line



 Deficiencies and needs supported by data analysis

 Deficiencies and needs supported by stakeholders



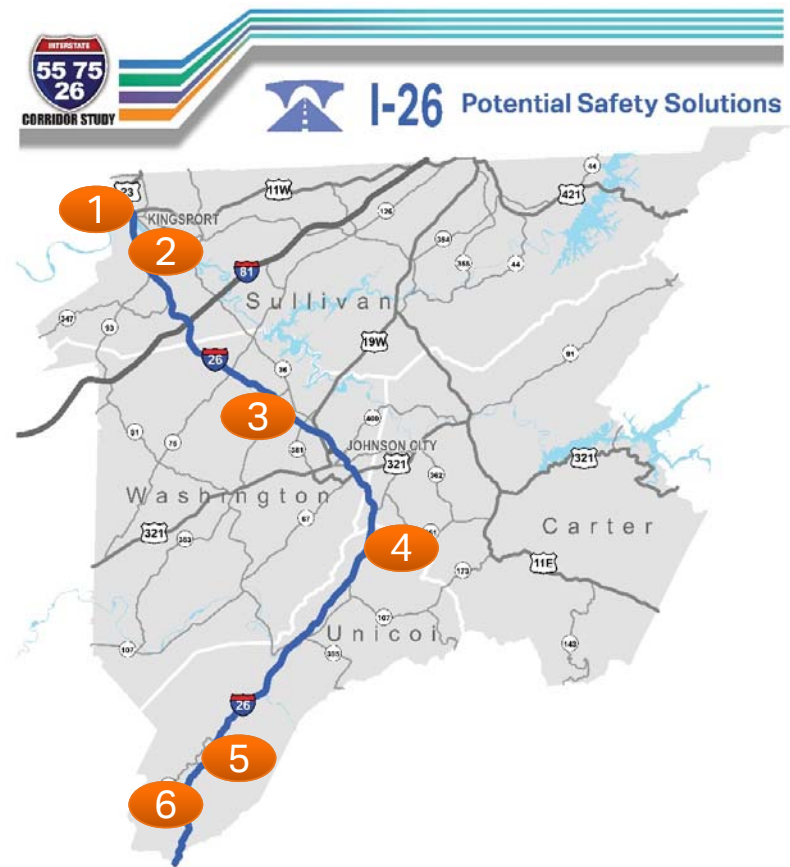
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Potential Transportation Solutions

I-26 Potential Solutions

Potential Safety Solutions

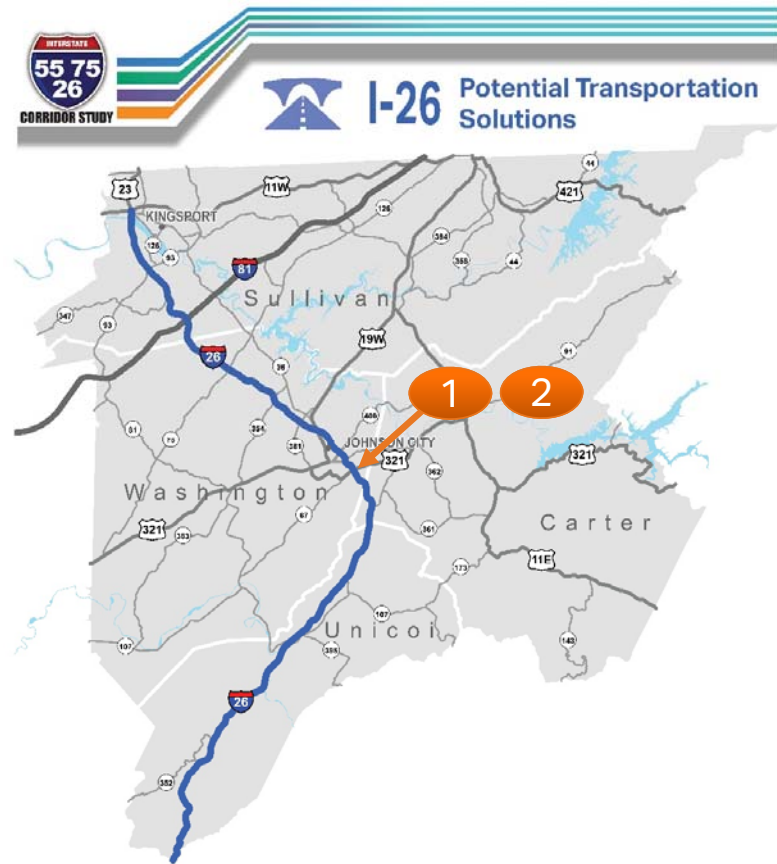
- 1 Animal Fencing
- 2 Advance Signage and Lighting
- 3 Overhead Signage and ITS
- 4 Auxiliary Lane
- 5 Weather Information System
- 6 Wider Inside Shoulders



I-26 Potential Solutions

Potential Operations Solutions

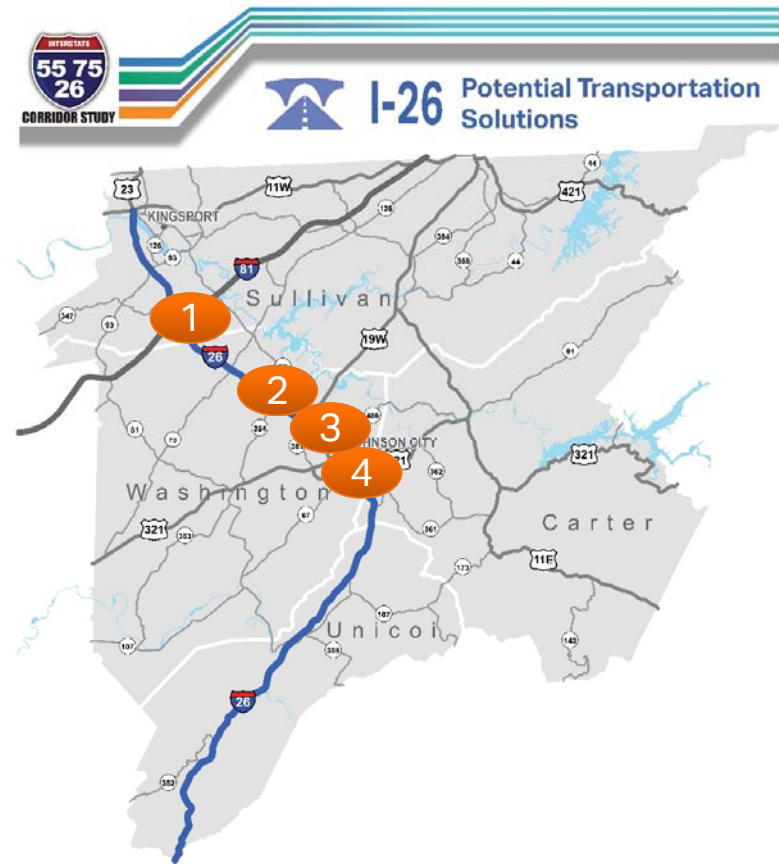
- 1 Widen EB off-ramp to SR-91 and WB off-ramp to SR-400 to provide option lanes
- 2 Between US-321 and SR-400 (options):
 - Increase spacing between ramps
 - Create collector-distributor system
 - Construct braided ramps



I-26 Potential Solutions

Potential Transit, Bicycle & Pedestrian Solutions

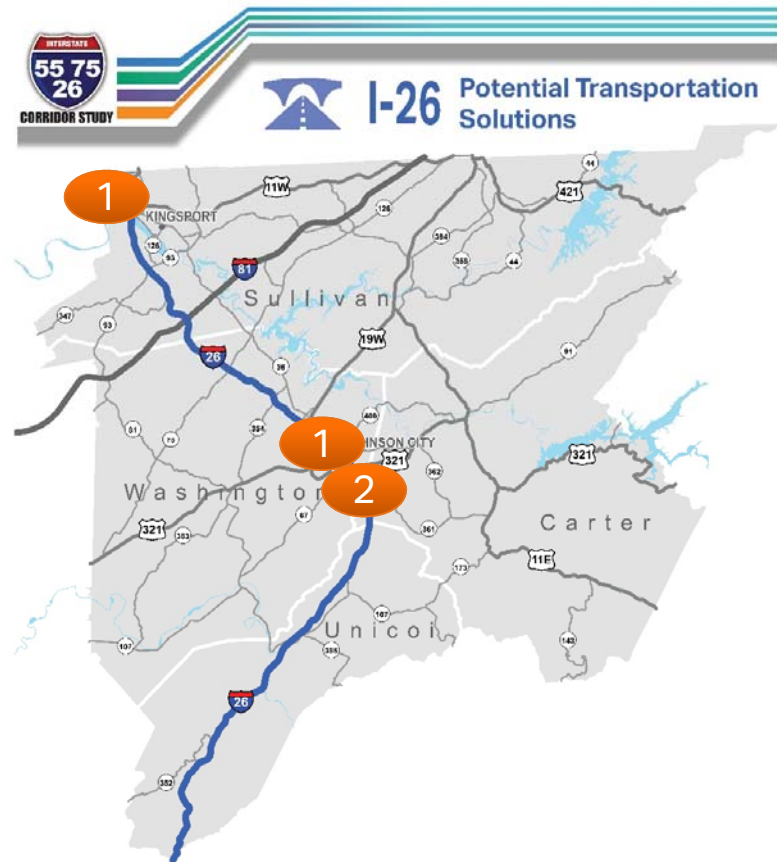
- 1 Add bicycle lane/multi-use path on SR-400 through I-26 interchange to accommodate proposed state bike route
- 2 Consider commuter transit between Kingsport and Johnson City
- 3 Consider rideshare program for largest employers
- 4 Improve bicycle and pedestrian accommodations through interchanges



I-26 Potential Solutions

Freight Solutions

- 1 Add overnight truck parking near Kingsport and Johnson City
- 2 Install CCTV cameras to monitor and advise truckers of congestion and incidents at various locations in the corridor





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Opportunities to Get Involved



How to Share Your Input Today

Talk to the court reporter

Complete the online survey

Speak with a member of the study team

Fill out a comment sheet



Thank you!

Study website:

<https://www.tn.gov/tdot/government/g/planning-studies/i-55-75-26-multimodal-corridor-study.html>

