Agenda

Kingsport MTPO Executive Board

November 13, 2012 @ 11:00 AM (ET)
Kingsport City Hall – 2nd Floor Council Room
225 West Center Street, Kingsport, TN 37660

11:00 **1. Executive Board Welcome / Luncheon**

2. Tennessee American Planning Association (TAPA) Award

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3. Approval of Minutes from August 14, 2012 Meeting:
■ Action □ Possible Action □ Discussion □ Information

4. Public Comment on Agenda Items
□ Action □ Possible Action □ Discussion ■ Information
Those wishing to make a comment pertaining to any of the agenda items may do so at this time with a five-minute time limitation. Comments not pertaining to a specific agenda item will be heard during the end of the meeting in the Public Hearing section.

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5. Review and Approve the Regional Bicycle and Pedestrian Plan
■ Action □ Possible Action □ Discussion □ Information
Presenter: Presenter: Chris Campbell
Item Summary: The intent of the Bicycle and Pedestrian Plan is to increase the region's understanding of how non-motorized modes add to system-wide capacity by improving connectivity between residential areas, employment centers, schools, retail centers, recreational centers, and other attractions. There is tremendous potential to convert short trips from driving to walking or bicycling. Evidence shows that when you put in sidewalks people will walk, and when you put in bike facilities, people will bike. The proposed bike network consists of on-street facilities and connections to the Greenbelt. At the urban core bike lanes, mobility paths, and shared lanes are proposed and in the more rural portions of the region the system is mainly paved shoulder. The proposed sidewalk system places emphasis on regional connections, mainly on arterials and collectors. These roadways serve as major commuting corridors, commercial links, and connect communities, activity centers, transit, and major destinations. A secondary recommendation is to focus on construction of sidewalks on locally classified streets with a half mile of public schools. The plan also proposes a variety of programs and policies that are directed toward improving conditions for walking and biking.
Recommendation: Approve the Regional Bicycle and Pedestrian Plan

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6. Review and Approve Non-Motorized Transportation TIP Amendment
■ Action □ Possible Action □ Discussion □ Information
Presenter: Presenter: Chris Campbell
Item Summary: The recently approved 2035 LRTP included an active transportation program initiative designed to promote non-motorized transportation solutions. The Regional Bicycle and Pedestrian Plan is a subcomponent of the LRTP and includes recommendations for non-motorized transportation facilities, programs, and policies. The proposed TIP amendment will provide an implementation mechanism linked to the Bike/Ped Plan for the provision of non-motorized facilities. It will provide funding for programs and projects defined as non-motorized transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities. Examples of projects include new or reconstructed sidewalks, walkways, or curb ramps, wide paved shoulder for non-motorized use, bike lane striping, bike parking, construction or major rehabilitation of off-road shared use paths, trails, trailside and trailhead facilities for shared use paths, bridges and underpasses for pedestrians and bicyclist, safety and educational activities such as encouragement activities, public awareness campaigns, outreach to press and community leaders, traffic education and enforcement, mapping, brochures, wayfinding, signage or other non-infrastructure related activity.
Recommendation: Approve TIP amendment

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7. Review and Approve a priority list of State Route projects
■ Action □ Possible Action □ Discussion □ Information
Presenter: Chris Campbell
Item Summary: Each year the MTPO priorities its list of multi-modal State Route projects. This list is to demonstrate regional consensus and the need to address critical concerns about projects in the area. These projects are linked to the MTPO's LRTP regional goals of Livability Sustainability, and Prosperity.
Recommendation: Approve priorities list

8. 2013 Meeting Dates
□ Action ■ Possible Action ■ Discussion □ Information
Presenter: Chris Campbell
Item Summary: Each year the MTPO Executive Board typically meets once per quarter to conduct essential business and approval of documents. Due to the TIP being updated there may be a need for an additional meeting. The proposed meeting dates in 2013 are: March 5, May 7, August 6, October 1, and December 3.
Recommendation: Tentatively schedule 2013 meeting dates

9. Staff Reports
□ Action □ Possible Action □ Discussion ■ Information
Presenter: Staff

10. Public Comment
□ Action □ Possible Action □ Discussion ■ Information
Members of the public may address the Executive Board with issues related to the region's transportation system. There is a five-minute time limitation per individual and/or topic

12:00 **11. Meeting Adjournment**

KINGSPORT URBAN AREA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
Meeting Minutes for August 14, 2012

Bob Clear Conference Room 9:00 A.M.
201 W. Market Street, Kingsport, TN

Members Present:
John Campbell, Deborah Fleming, Jeff Jackson, Donny Necessary, Chris Starnes, Ambre Torbett

Absent:

Staff Present:
Bill Albright, Chris Campbell, Susan Doran, Jack Qualls, Michael Thompson

Visitors Present:
Jason Carder – Mattern and Craig
Chris Craig – 1st TN Development District – RPO
Steve Gossett – Eastman
Michael Todd – Virginia DRPT

Recorder: Susan Doran

I. **Call to Order:** Ambre Torbett called the meeting to order.

II. **Approval of Minutes:** The minutes of the June 7, 2012 meeting were reviewed. No corrections and/or additions were suggested. A motion was made by Donnie Necessary to approve the minutes and was seconded by Deborah Fleming. The motion carried unanimously.

III. **Public Comment:** Ambre Torbett opened the floor for public comments. No comments.

IV. **New Business:**

A. Review and Approve the FY 13 Unified Planning Work Program (UPWP). Presented by Bill Albright. Each year the Kingsport MTPO is required to submit a Unified Planning Work Program (UPWP). This document illustrates the various planning tasks that the Kingsport MTPO will be involved in and the amount of funding that will be set aside for each task. A motion was made by Deborah Fleming to approve the FY 13 Unified Planning Work Program (UPWP) and was seconded by Ambre Torbett. The motion carried unanimously.

B. Air Quality Presentation. Presented by Steve Gossett, Tennessee Air Pollution Control Board/Eastman Chemical. Steve Gossett presented a brief presentation regarding Air Quality. Non-attainment is a designation the Federal Government would give you if the area does not meet Federal Air Quality designations. The current standard is 75 parts per billion. The Clean Air Act requires EPA to set air quality standards for ozone and five other pollutants (fine particulate matter, nitrogen oxides, carbon monoxide, sulfur dioxide and

lead) considered harmful to public health and the environment. Non-attainment status has an economic impact. It can be more difficult to expand existing industries and recruit industries and it can also cause problems for transportation planning. TDEC monitors ozone levels during the summer ozone season and issues Ozone Action Day alerts to the public when ozone levels are predicted to be high. An area can avoid non-attainment status if they are proactive (industries take limits to reduce NOX and reductions from utilities and vehicles).

V. STAFF REPORTS:

November MTPO Executive Board Meeting – The MTPO Executive Board meeting in November will be held at 11:00 a.m. on Tuesday, November 13th. Lunch will be provided.

MAP21 Authorization Act – MAP21 is the new legislative authorization act. Bill Albright has a summary of this new act if anyone would like a copy.

SR126 – The TDOT Commissioner has been here 2 or 3 times to look at this project and TDOT is working to resolve some issues. The Commissioner did state that graves will not be disturbed and Yancy's Tavern will not be disturbed. The public hearing has been postponed probably until late summer or early fall. John Campbell stated that when the Commissioner was here in Kingsport a couple of weeks ago he talked about possibly having to scale down projects due to funding. Mr. Campbell stated that it was mentioned to the Commissioner that the City of Kingsport is very open to having the City transportation staff and engineers meet with TDOT staff to get a more reasonable proposal.

Yuma Road Project Meeting – A section of Yuma road (about 1 mile) is being discussed to bring up to standards and modernized. The meeting was heavily attended. A lot of citizens are concerned about the right-of-way issues. At this time, MTPO has not heard anything back from VDOT regarding design. The comment period is open 45 days from the hearing (sometime around September 1st).

Federal Highway Meeting – A meeting was held last week with Federal Highway Representatives. The representatives visited all the Tri-City MPO's discussing initiatives and priorities.

Bike/Ped Plan – City of Kingsport is looking to do an ordinance change to allow bikes on sidewalks. This will be addressed at the next Board of Mayor and Alderman meeting. It is part of Kingsport's initiative to be more bike friendly. Chris Campbell will be presenting a presentation to Rotary about the Bike/Ped plan. If anyone would like more information regarding the Bike/Ped plan Chris Campbell or Bill Albright will be glad to attend meetings and present information.

Sullivan County Commissioner's Meeting – MTPO is working with Ambre Torbett to attend a Commissioner's meeting to discuss what MTPO is and what we, as an MTPO, is charged with doing.

SR93 – Is in the environmental process.

Church Hill Resurfacing – Project has been awarded but work has not started yet.

Welcome Center – Road, drainage and grading project to be completed in November. There is a small drainage issue that might push the completion date out a little further than November. A separate contract will be issued for construction and will probably start in October and be finished in June 2013.

Fordtown Road –Currently under construction with a completion date of July 2013. Bridge and box culvert is almost complete.

Safe Routes To School – *Roosevelt Project* – Has been re-bid and waiting on TDOT's concurrence.

Resurfacing Projects – Bids came in high. All bids were rejected with TDOT's concurrence. The resurfacing projects have been re-bid.

Stone Drive/Netherland Inn Road Connector – Contract received from TDOT to conduct a TPR.

SR75 Signal at Airport Parkway – TDOT contacted Bill Albright and indicated they are going to move quicker on this project. This project is a TDOT funded project.

Highway Fatalities – As of 8/13/12, the State is on a record-breaking pace for highway fatalities. It was 604 fatalities as of 8/13/12.

TDOT Project Management Director – The new Director of Project Management at TDOT is Danielle Hagewood and she is taking Scott Black's position. One of the changes Ms. Hagewood is implementing is she would like to have the project managers at the region offices become more involved with the MPO's. Deborah Fleming will be sending Kingsport MTPO some names to add to the agenda distribution list. Johnson City, Bristol and Kingsport will have the same 2 project managers and they are John Barrett and Dwight Armstrong. For the smaller MPO's, such as Kingsport, Ms Hagewood would like the project managers to attend at least one of two of the MPO meetings per year. When the TDOT Project Managers attend the meeting they will provide updates on all projects in the area.

VDOT DRPT Rail Plan – VDOT DRPT is updating the rail plan and it can be accessed at www.varailplan.org.

VI. **PUBLIC HEARING:** John Campbell invited those attending to make comments or ask questions about any and all agenda items, transportation planning issues, activities, and/or projects that pertain to the Kingsport Area Metropolitan Transportation Planning Organization.

VII. **ADJOURNMENT:** There being no other business the meeting was adjourned.

Sample Proxy Letter

_____
(Date)

I, _____, of _____
(Name) *(Agency)*

Hereby designate _____ to vote as my proxy
(Name of Proxy)

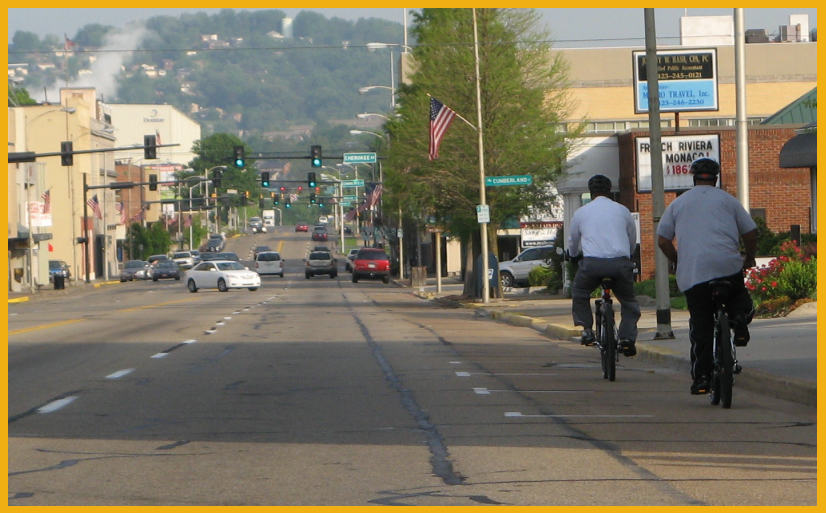
during the _____ meeting of the Kingsport MPO Executive
(Meeting Date)

Board.

DRAFT

Kingsport Regional Bicycle and Pedestrian Plan

Church Hill • Gate City • Kingsport • Mt. Carmel • Weber City
Hawkins County, TN • Scott County, VA • Sullivan County, TN • Washington County, TN



DRAFT

Prepared for the
Kingsport Metropolitan
Transportation Planning
Organization

KINGSPORT METRO
Transportation Planning Organization

RPM

March 2012

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report was prepared in cooperation with the United States Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, Tennessee Department of Transportation and the Virginia Department of Transportation. It is the policy of the City of Kingsport not to discriminate on the basis of age, race, sex, color, national origin or disability in its hiring and employment practices, or in admission to, access to, or operation of its programs, services, and activities. For ADA (disability) inquiries contact TDD at 423-224-2614.

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I. Plan Development

The purpose of the Kingsport Regional Bicycle and Pedestrian Plan is to establish a comprehensive bikeway and pedestrian network which enables regional jurisdictions to plan and implement facilities that improve safety, enhance mobility, and promote a higher quality of life throughout this part of upper east Tennessee and southwest Virginia. The plan has been developed through oversight of the Kingsport Metropolitan Transportation Planning Organization (KMTPO) and with the coordinated assistance of a local steering committee as well as the public.

This plan is comprehensive in a regional scale in that it identifies locations for new facilities, policy changes to encourage walking and biking, and other opportunities to encourage bicycle and pedestrian travel within the cities of Kingsport, Weber City, Gate City, the towns of Mt. Carmel and Church Hill, as well as unincorporated areas of Sullivan County, TN, Hawkins County, TN, Washington County, TN, and Scott County, VA.

Why Plan? The Benefits of Active Transportation

The advantages gained by communities that have a complete transportation system with comprehensive, safe, and well maintained facilities are immense. As American communities grapple with growing transportation needs and mismatched budgets, non-motorized transportation continues to find favor as a mainstream component of our portfolio of travel options. Growing an effective and dynamic culture of active transportation in Kingsport will require helping transportation consumers to better understand the benefits of walking and biking. This can be accomplished by providing well-designed bicycle and pedestrian facilities and through education and encouragement activities. Benefits of walking and biking can be divided into benefits experienced by the whole community and benefits experienced by individuals.

Community Benefits

Communities that have more walking and biking trips historically see reduced healthcare costs, improved air quality, better mobility, safer streets for all users, and a greater sense of community. These communities provide safe, well-designed and constructed facilities for bicycle and pedestrian travel that provide connectivity between residential areas and schools, parks, offices, and retail areas.

Environmental

Vehicular emissions are a major contributor to poor air quality since these emissions create ground level ozone. A primary source of vehicle emissions occurs during the first couple minutes after ignition. Therefore, shorter trips that could be replaced with walking or biking trips can contribute significantly to better air quality. Increasing the region's non-motorized travel share can help in avoiding a possible EPA designation as an air-quality non-attainment area.

Transportation System

The transportation system as a whole benefits from individuals choosing to walk and bike by decreasing the number of motor vehicles using the roadway network. Trips two miles or less account for 30% of all trips (2009 National Household Travel Survey). Converting a portion of these to walk or bike trips would have a positive impact on the region's transportation network.

Safety

Properly designed, constructed, and maintained bicycle and pedestrian facilities make it easier for drivers to predict the movement of cyclists and pedestrians. In cities where adequate facilities are constructed, bicycle and pedestrian injury and fatality rates are lower. Also, a perceived lack of safety is often cited as a deterrent to walk or bike.

Development

Cities that provide bicycle and pedestrian facilities are often considered to be more livable with an improved quality of life and sense of community. Cities that are more livable attract more companies of all sizes, more individuals that are relocating, and host an atmosphere with a greater sense of community.

Transportation Equity

An emerging perspective exists that transportation planning can be an effective tool for lowering biases and inequalities within our communities. Providing adequate infrastructure for all, regardless of physical ability, auto ownership, etc. will allow citizens of this part of east Tennessee and southwest Virginia to access the opportunities provided by complete mobility. The result has been shown to come in the form of greater economic and social wellbeing for residents, especially populations defined as low income, elderly, people with disabilities, children, and young adults.

Recent development projects have included community-enriching pedestrian accommodations.

In Tennessee, 806 pedestrians were killed between 2000 and 2009. The Kingsport/Bristol urban area can build on the fact that it had the second lowest pedestrian fatality rate of Tennessee's 10 largest Metro areas.

Dangerous by Design 2011. Transportation for America.

Individual Benefits

Individual benefits include the ability to make trips without relying on an automobile, lowering personal transportation costs, and improving health.

Non-Vehicular Trips

There are individuals in the Kingsport region who want an alternative to driving an automobile. There are also some individuals who have no choice but to walk, bike, or use transit to get somewhere. Properly designed pedestrian and bicycle facilities that connect residential areas with destinations such as schools, parks, retail, office areas, and transit stops are important to those that desire or require an alternative to a trip by automobile.

Lower Personal Transportation Cost

With rising fuel costs and related impacts, walking and biking are affordable options to vehicular trips. Walking is virtually free and bicycling is relatively inexpensive. If walking and biking are a safe, reasonable option many people will consider these modes for short distance trips to save money.

Health

Walking and biking obviously helps combat obesity, but studies are also linking routine active transportation to the prevention of coronary heart disease, stroke, certain types of diabetes, colon cancer, hypertension, and depression. Making walking and biking part of a daily routine makes it easier for most individuals to enjoy a greater measure of health. In order for walking and biking trips to become part of a daily routine, the location of destinations must be where walking and biking trips are viable options. Also, adequate facilities need to be provided that create a safe, friendly environment for walking and biking.

Percentage of Population that is Physically Active*, Southeastern States

	Adults	High School Students
Virginia	67.1%	Not reported
Georgia	66.8	26.1
South Carolina	64.3	20.1
North Carolina	60.9	24.5
Alabama	59.0	Not reported
Kentucky	57.9	17.6
Tennessee	51.8**	24.3

* Defined as 150 min/week of moderate intensity activity or 75 min/week of vigorous intensity activity.

** Lowest reported percentage in U.S.

State Indicator Report on Physical Activity 2010. US Dept. of Health and Human Services. Center for Disease Control and Prevention.

Often under appreciated, pedestrian accommodations have made downtown commerce possible since Kingsport's modern downtown was built.

While the setting of the Greenbelt is unique, its success shows the potential for non-motorized travel in the region when given high quality facilities.

Rural roads in Sullivan County offer opportunities for cycling on scenic roads shared with traffic.

"I highly encourage Kingsport to improve the bikeability of the city; my family enjoys biking on the Greenbelt, but I would really be happy if it was easier to safely bike to more places than just what's along the Greenbelt."

Survey respondent

Our Goals - Coordination with Kingsport's Regional Long-Range Transportation Plan

The recommendations and implementation of the Kingsport Regional Bicycle and Pedestrian Plan are driven by the development of the plan's community-based goals and objectives. The goals and objectives of the plan are directly related to those established for the larger transportation network as identified by the regional Long-Range Transportation Plan. The goals represent the overarching local desire for transportation to serve a strategic role in the promotion of this region. The objectives are action items that will support the goals of the region.

Livability

Provide safe, secure, convenient, and active transportation choices to all citizens which strengthens the livability and health of our communities and region.

- Improve safety by reducing transportation-related fatalities and injuries
- Make streets a place for all users - "Complete Streets"
- Increase opportunities for short trips to be made by non-motorized modes to promote active transportation
- Increase transit and other transportation demand management opportunities

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.

- Maintain what we have – take a "state of good repair" approach to our community's transportation assets
- Seek improvement options which minimize adverse impacts to historical, social, cultural, and natural environments
- Promote investment solutions that reduce carbon and other harmful emissions from transportation

Prosperity

Promote transportation policies and investments that advance quality economic development and redevelopment, economic competitiveness, and increased access to people, places, and goods and services within and throughout the region.

- Strategically target transportation investments to areas supportive and conducive to growth and redevelopment initiatives
- Support land use and development patterns that reduce transportation costs and expenditures for all users
- 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

Bicycle and pedestrian accommodations encourage transportation in keeping with Kingsport's regional goals of being livable, sustainable, and prosperous.

The Plan Development Process

After identification of the goals of the plan a street inventory was conducted. As part of the inventory, roadway characteristics were collected and existing bicycle and pedestrian facilities were located. The infrastructure inventory quantified various bicycle and pedestrian-related cross-section components so that a pedestrian level of service (PLOS) and a bicycle level of service (BLOS) could be developed.

Along with the field work, the data collection included identifying programs and policies in the Kingsport region that affect pedestrian and bicycle facilities. Using the information collected in the field during the inventory process, an evaluation of the existing conditions was conducted. In addition, to determine the locations with the highest probability of producing walking and biking trips, a non-motorized trip model was created based on the land use patterns within the region. Throughout the process public and stakeholder input was obtained through various avenues. The public and stakeholder input along with the results of the analysis were used to make recommendations for the location and type of bicycle and pedestrian facilities. Prioritization strategies on how to implement the plan are included. Planning level cost estimates were also prepared.

II. Today's Non-Motorized Conditions

Like most communities in Tennessee and southwest Virginia, Kingsport and the surrounding jurisdictions have roadway networks and cross-sections that were well suited to the community desires and land use decisions made over the past five or more decades. The results are roadway designs that generally give little attention to non-auto modes and the promotion of residential and commercial development away from the traditional city centers. Today, this region like other progressive places seeks to re-introduce the most basic modes of travel into its metropolitan and rural settings. This section identifies the region's existing infrastructure as well as its policies and programs related to non-motorized transportation.

Kingsport's Existing Facilities

Over the years, growth in the Kingsport region has resulted in land uses and a transportation system that has created challenges to walking and biking trips. However, there are new opportunities within the region to improve the facilities and increase the amount of walking and biking through new development, redevelopment, and policy changes.

As part of the development of the Kingsport Regional Bicycle and Pedestrian Plan, local stakeholders were asked to identify some of the regional strengths and weaknesses. These are organized by the three overall goals of the plan.

Overwhelmingly, the Kingsport Greenbelt is seen as the premier walking and biking facility and gets high, though almost exclusively recreational use. Developing the ability to access the Greenbelt without driving is an objective of the plan's implementation.

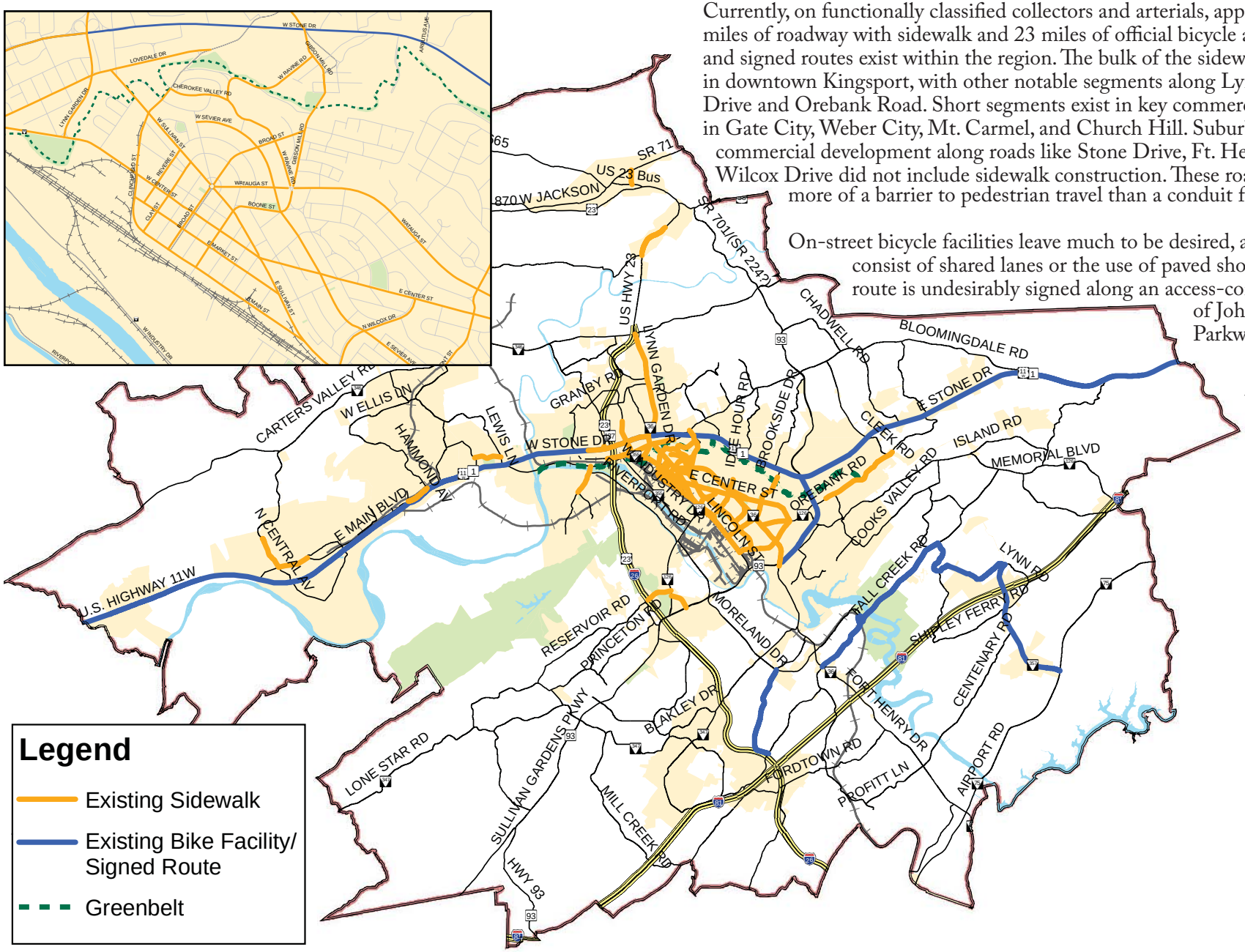
One notable strength not mentioned by stakeholders but apparent to the plan development team is the area's dedication to and interest in enhancing and promoting Kingsport's quality of life. How a region moves is becoming increasingly synonymous with its desirability, particularly among the creative class of our technology and information-based economy. Continuing to link active transportation and the region's natural setting can strategically position this area with respect to other similar-size communities.

Our Strengths	Our Weaknesses
Livability Goal	
Contributions from and success of Greenbelt	Lack of adequate wayfinding (Greenbelt as example)
Interest in/ability to expand Greenbelt	Inability of circulation using Greenbelt (more connections, ability to "loop")
Formulation of Pioneering Healthy Communities (partnerships with wellness community)	Lack of safe crossings (crosswalks, ped signals) – hampers walking, especially by children
Safe Routes to School efforts	Topography
Adoption of city sidewalk program	
Sustainability Goal	
Implementation of multi-use (mobility) paths along roads	Lost opportunities in project development (downtown grocery example)
Progress in environmental protection – wetland banking	Prevailing attitude of walking/biking as recreation only, not transportation – relatively few Greenbelt connections perpetuates this attitude
Inclusion of sidewalk enhancements with resurfacing projects	Continuation of suburban type and location of development
Establishment of maintenance funds for pedestrian facilities	Lack of early right-of-way set-asides for facilities
	No adopted city policy for mobility paths as part of roadway improvements
Prosperity Goal	
Community amenities (gardens as example)	Need connections to increase economic value of Greenbelt
	Low level of funding for bike/pedestrian improvements

Kingsport's Existing Facilities

Currently, on functionally classified collectors and arterials, approximately 41 miles of roadway with sidewalk and 23 miles of official bicycle accommodations and signed routes exist within the region. The bulk of the sidewalk is centered in downtown Kingsport, with other notable segments along Lynn Garden Drive and Orebank Road. Short segments exist in key commercial locations in Gate City, Weber City, Mt. Carmel, and Church Hill. Suburban-patterned commercial development along roads like Stone Drive, Ft. Henry Drive, and Wilcox Drive did not include sidewalk construction. These roads, in turn, are more of a barrier to pedestrian travel than a conduit for it.

On-street bicycle facilities leave much to be desired, and generally consist of shared lanes or the use of paved shoulders. A bike route is undesirably signed along an access-controlled segment of John B. Dennis Parkway. Other bike routes are signed in the area of Warriors Path State Park.

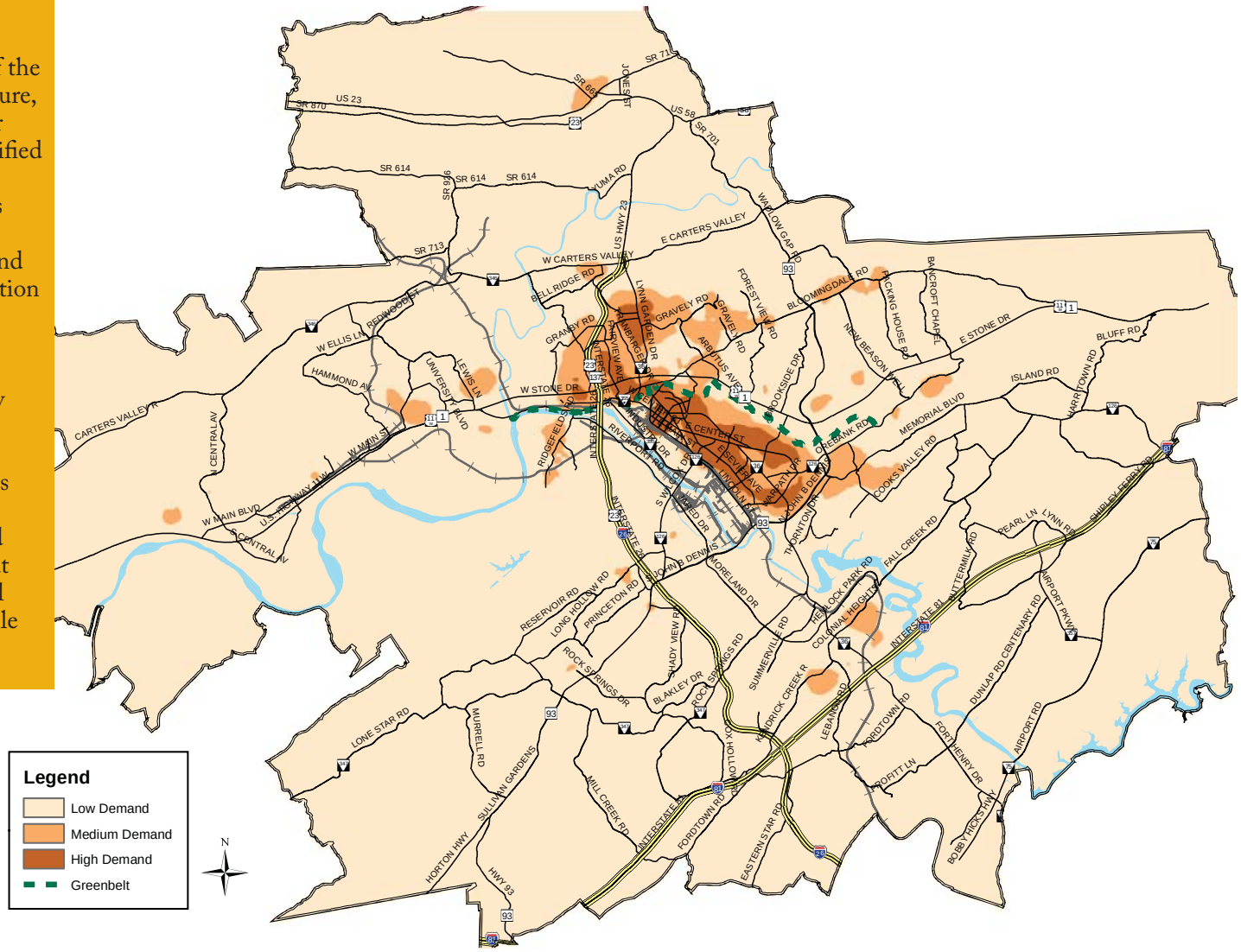


Non-Motorized Trip Demand

Using a unique procedure developed by RPM, non-motorized trip demand within the study area has been estimated for 13 unique walk and bike trip types. The analysis shows that potential trips are concentrated in areas where people reside in proximity to schools, parks, shopping areas, and other destinations. The vast majority of these potential trips go unrealized for many reasons – one reason is the lack of adequate infrastructure. Predictably, high demand areas exist in downtown, in commercial areas like Kingsport Town Center, and adjacent neighborhoods with higher densities.

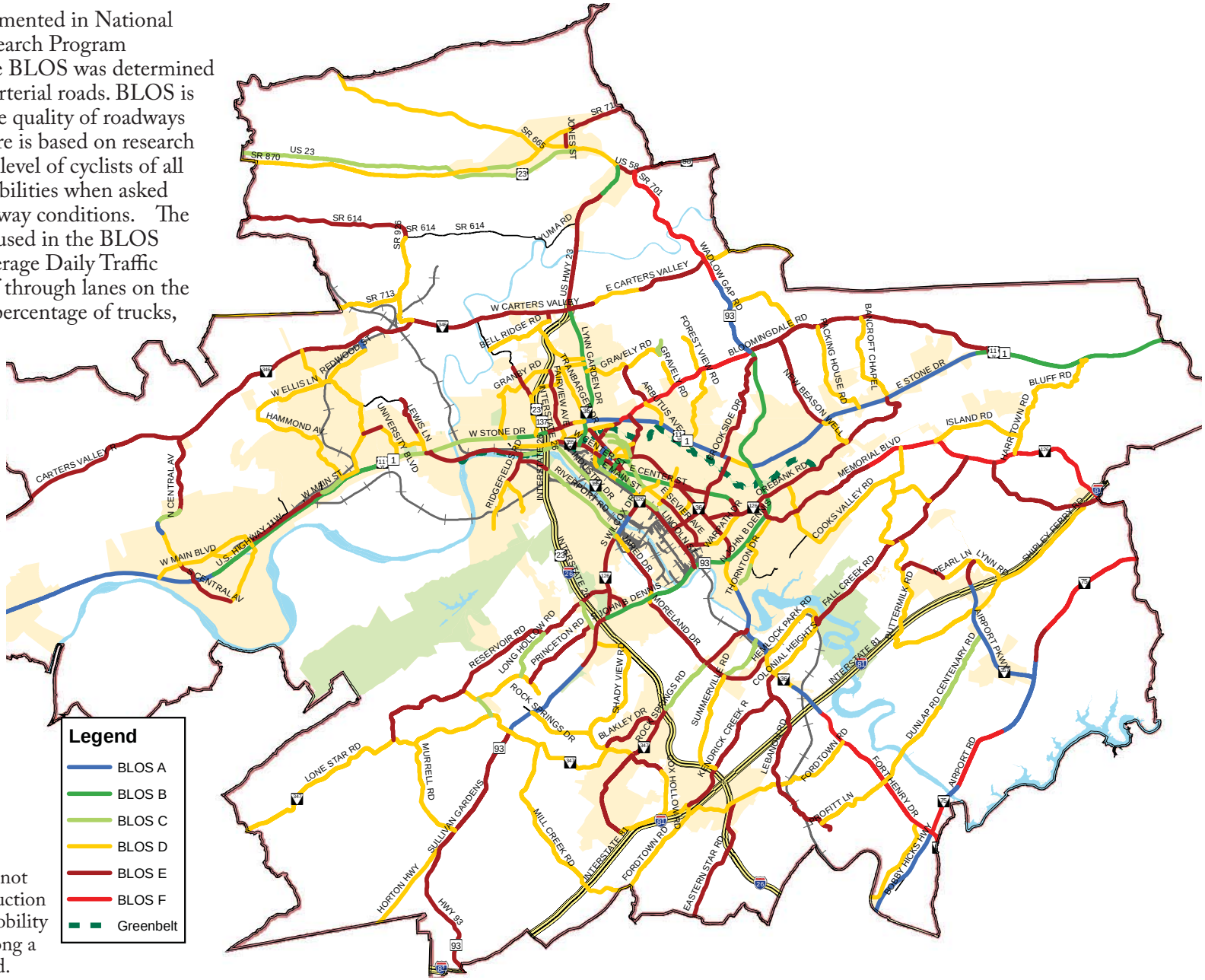
Inventory of Facilities

To determine the existing condition of the region's walking and biking infrastructure, a comprehensive inventory of all major roadways (collector and above as identified by the KMTPO and maintained in the regional transportation model) was undertaken. The inventory process involved building upon existing GIS and TDOT's Tennessee Roadway Information Management System (TRIMS) data with measurements made in the field. In total, over 370 miles of roadways were inventoried to document roadway conditions (number of lanes, roadway speed, traffic volume, pavement width, and bicycle accommodations) as well as the presence of sidewalks and related attributes. Local streets are considered outside the scope of this route plan, but should be considered on a project-level basis for implementation of local bicycle and pedestrian accommodations.



Current Bicycle Level of Service (BLOS)

Using the procedures documented in National Cooperative Highway Research Program (NCHRP) Report 616, the BLOS was determined for regional collector and arterial roads. BLOS is a way to objectively rate the quality of roadways for cyclists. The BLOS score is based on research which gauged the comfort level of cyclists of all age groups and riding capabilities when asked to ride on a variety of roadway conditions. The roadway condition factors used in the BLOS calculation include the Average Daily Traffic (ADT) volume, number of through lanes on the roadway segment, speeds, percentage of trucks, the width of the outside travel lane, shoulder, and bike lane, the condition of the pavement, and the occupancy rate of on-street parking. The result is a score ranging from A to F with A being the best conditions and F the worst conditions.



Note: Mapped conditions do not include projects under construction at the time of inventory. A mobility path is under construction along a portion of Rock Springs Road.

Current Bicycle Level of Service (BLOS)

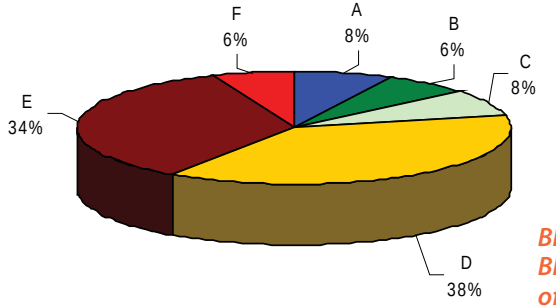
Few designated bike facilities currently exist in the Kingsport region. However, not all roads need a dedicated bicycle facility to be considered adequate for making non-motorized trips. The qualitative BLOS analysis shows that Kingsport's roadways currently present major challenges for widespread bicycle use. Approximately 75 miles of roadway in the region are identified as BLOS A, B, or C. However, these miles are far from contiguous, making moderate to long distance trips through the region difficult for most would-be cyclists.

Segments of several major arterial roads like Stone Drive, Wadlow Gap Road, Airport Parkway, John B Dennis Parkway, and Sullivan Gardens Road are considered to have good cycling conditions because of wide paved shoulders. These existing facilities can become the backbone of a more comprehensive regional network. Other more rural roads like segments of Carters Valley Road, VA 665, Fordtown Road, and Rock Springs Road have a marginal (LOS D) rating due to a combination of low traffic volumes and little or no paved shoulder.

In downtown Kingsport, primary east-west traffic is along Center Street, resulting in good BLOS on low volume alternatives like Market and Main Streets. Because of traffic dispersion across redundant north-south streets, most are good for bike travel (Revere, Clay, Broad, Cherokee, etc.).

Some attractions like Allandale Mansion, the Netherland Inn, and Exchange Place are readily accessible by bike and could be promoted as such with modest improvements. Unfortunately, access to two regional natural destinations, Bays Mountain Park and Warriors Path State Park, is difficult on today's road network.

Many downtown streets have good BLOS despite a lack of dedicated bicycle accommodations. This is generally because of low speeds and moderate traffic volumes. East Center Street's BLOS B is also due to the shoulder that exists, though on-street parking in the shoulder is common.



BLOS as a percentage of roadway mileage in the KMTPO area. BLOS is heavily influenced by traffic volumes and the amount of space outside of traffic lanes that cyclists have to use.

Current Pedestrian Level of Service (PLOS)

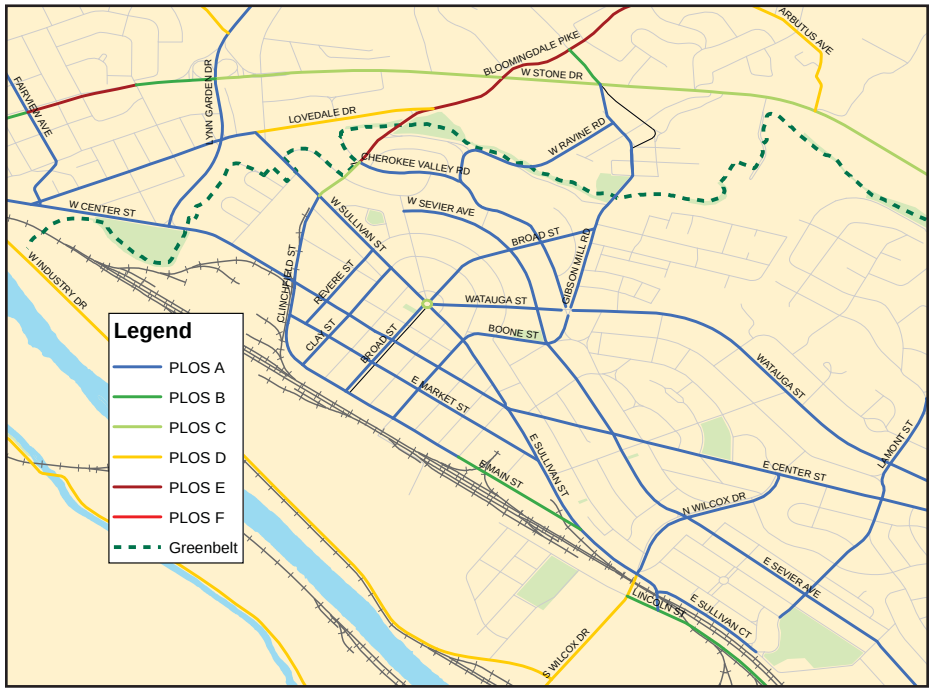
Like BLOS, the PLOS was determined for regional collector and arterial roads. The model reflects the effect on walking suitability or "compatibility" due to factors such as roadway width, presence of intervening buffers between the sidewalk and the road, barriers (such as street trees) within those buffers, traffic volume, motor vehicles speed, and on-street parking. Of course, the most influential factor on PLOS is the presence of sidewalk itself.

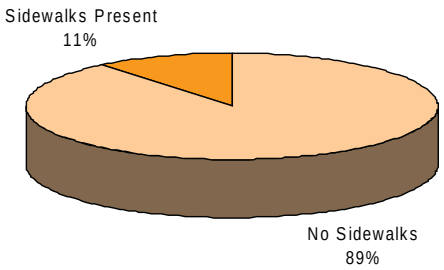
Pedestrian accommodations are usually defined as sidewalks and, in some cases, wide shoulders. With few exceptions, the pedestrian accommodations in Kingsport are good within the the area bounded by the Holsten River, I-26, Stone Drive, and John B. Dennis Highway. However, all of these boundaries present some barrier to expanding the pedestrian network.

Main Street in Weber City, Kane and Jackson Streets in Gate City, Main Street in Mt. Carmel, and Main Boulevard in Church Hill are examples of long-standing pedestrian accommodations in core business areas. North Central Avenue in Church Hill is a particularly good example of the incorporation of sidewalks into a street's reconstruction.

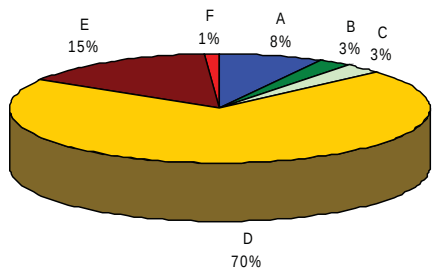
Note: Mapped conditions do not include projects under construction at the time of inventory. A mobility path is under construction along a portion of Rock Springs Road.

Current Pedestrian Level of Service (PLOS)





There are currently 41 miles of classified collector and arterial roadway having existing sidewalk in the KMTPO area. Almost all of this is within the City of Kingsport.



PLOS as a percentage of roadway mileage in the KMTPO area. Much of the study area is rural and has lower PLOS which is characteristic of rural roads. The lack of sidewalk is a primary determinant of roads having a PLOS D or below.

Non-Infrastructure Conditions

There are a number of planning related tools that can be used at the local level to increase walking and biking opportunities within the region. These tools include regulatory or statutory requirements, plans and policies, and educational and incentive programs. Presently, these are most used within the jurisdiction of the City of Kingsport.

Subdivision and Zoning Regulations

Subdivision and zoning regulations are the primary regulatory tools that local municipalities use to require certain provisions relative to the development of land and buildings. A large number of communities through their subdivision and zoning regulations require sidewalk and bikeway accommodations as part of residential, commercial, and mixed-use developments. In addition to these provisions, a number of communities also require certain types of developments to include the provision of bike racks, benches, and other amenities to complement non-motorized user accommodations.

Article 5, Section 1.8 of the Kingsport Minimum Subdivision Regulations requires that a four foot sidewalk be constructed as part of new development on both sides of all streets with the following exceptions:

1. Sidewalks are not required in minor subdivisions.
2. In residential streets with 40-foot right-of-ways, a 4-foot sidewalk is required on only one side of the street, as approved by the Planning Commission.
3. In a dead end street sidewalks shall end at the transition curve of the cul-de-sac.

Article 9, Section 94-501 of the Code of Ordinances generally requires that a sidewalk be constructed on frontage of industrial, commercial, semi-public, or multi-family residential properties whenever a new principal structure is built. This ordinance also establishes the use of Kingsport's sidewalk fee in lieu of construction.

Local and State Codes of Law

City and State Ordinances generally govern the activity of making non-motorized trips and are not intended

to promote walking and biking as much as ensure that these users are reasonably safe. Some examples of standing laws are:

Pedestrians not crossing in a marked or unmarked crosswalk at an intersection must yield the right-of-way to the vehicles. If a pedestrian is crossing the roadway where a tunnel or overhead pedestrian crossing is provided, the pedestrian shall yield the right-of-way to the vehicles. Pedestrians shall not cross the roadway between two signalized intersections except in a marked crosswalk. (TCA 55-8-135 a-c)

No pedestrian shall enter upon any highway of the national system of interstate and defense highways or any other highway which incorporates similar design and access control features. (Kingsport Code Sec 102-390)

Bicyclists riding on a roadway shall follow the same rules and laws as those established for vehicles. (TCA 55-8-172)

In general, local and state laws regarding street operations are known and understood and do not require special promotion. One relatively new state law, however, can have a significant impact on cyclist safety and encouragement and should be promoted more because of its lack of familiarity. This is the "Three-Foot Law" and reads as follows: *When a vehicle is passing a bicyclist they must maintain a safe distance of at least three feet between the vehicle and bicycle and this shall be maintained until the vehicle is safely past the overtaken bicyclists.* (TCA 55-8-175 c)

In addition to governing the safe operation of cyclists and pedestrians, laws may also designate the authority to establish special routes.

Designation of Bicycle Routes – at the State level, the commissioner (TDOT) may designate and appropriately mark on appropriate state highways, or portions thereof, routes for the use of bicycles. At the City level, the responsible authority in each municipality may designate and appropriately mark on appropriate municipal streets, or portions thereof, routes for the use of bicycles. At the County level, the county legislative body of each county may designate and appropriately mark on appropriate county roads, or portions thereof, routes for the use of bicycles. (TCA 54-5-142, 54-5-211, and 54-10-111)

Major Street and Road Plans

The City of Kingsport maintains a Major Street and Road Plan which determines, among other things, roadway right-of-way exactions. Current requirements are 100' of right-of-way for principal arterials, 80' for minor arterials, and 60' for collectors. In general, these requirements are adequate for vehicle needs, but may not allow for desirable non-motorized accommodations. For example, a typical five-lane minor arterial might have (5) 12' lanes and (2) 10' utility strips including curb-and-gutter and a 5' sidewalk. This is a typical urban cross-section, but does not provide for any dedicated bicycle facility.

Policies and Resolutions

These tools are most effective in incorporating bicycle and pedestrian accommodations within larger roadway projects. In June 2011, Kingsport adopted Resolution 2011-243 in support of Complete Streets. From Section 1 of the resolution, "the City of Kingsport supports the concept of Complete Streets and encourages the implementation of policies and procedures regarding the planning, design, reconstruction, rehabilitation, maintenance, or operations of transportation facilities in keeping with the goals of accommodating and encouraging travel by individuals of all ages and abilities, pedestrians, bicyclists, and public transportation users."

Both TDOT and VDOT have developed and adhere to adopted policies for routine bicycle and pedestrian accommodations as part of all projects. The major difference between the two policies is that VDOT's has a more stringent requirement for exceptions to the policy, requiring all exceptions to be approved by the department's Chief Engineer. The TDOT policy has no such provision, allowing facility exceptions throughout the project development process for considerations like cost or "a demonstrated absence of need".

III. The Kingsport Regional Plan

The Kingsport Regional Bicycle and Pedestrian Plan is presented as two separate planned regional networks, one for bicycles and one for pedestrians. In theory, all streets should be designed, constructed, and maintained as complete streets. However, the reality of state and local budgets require that prudent non-motorized planning efforts be organized and focused on achieving the region's most desired goals. Also, the defined bike route network will better allow users (especially cyclists) to navigate the Kingsport area's streets and roads. The development of the bike network, however, should not preclude bike facilities from being constructed as part of projects not on an identified bike route. Just the opposite, the effectiveness of the regional bike and pedestrian networks will be significantly increased each time a bicycle facility or a sidewalk is constructed within the region, whether on a street identified as part of the regional network or not.

Proposed Bicycle Network - Overview

The planned bicycle routes were developed to provide linkages between regional-scale destinations using functionally classified roadways within the study area. Connections to and through the region are considered to be primary objectives of the identified routes of this plan. Local connections providing short distance linkages between local destinations or linkages to the regional system are also shown as part of the plan.

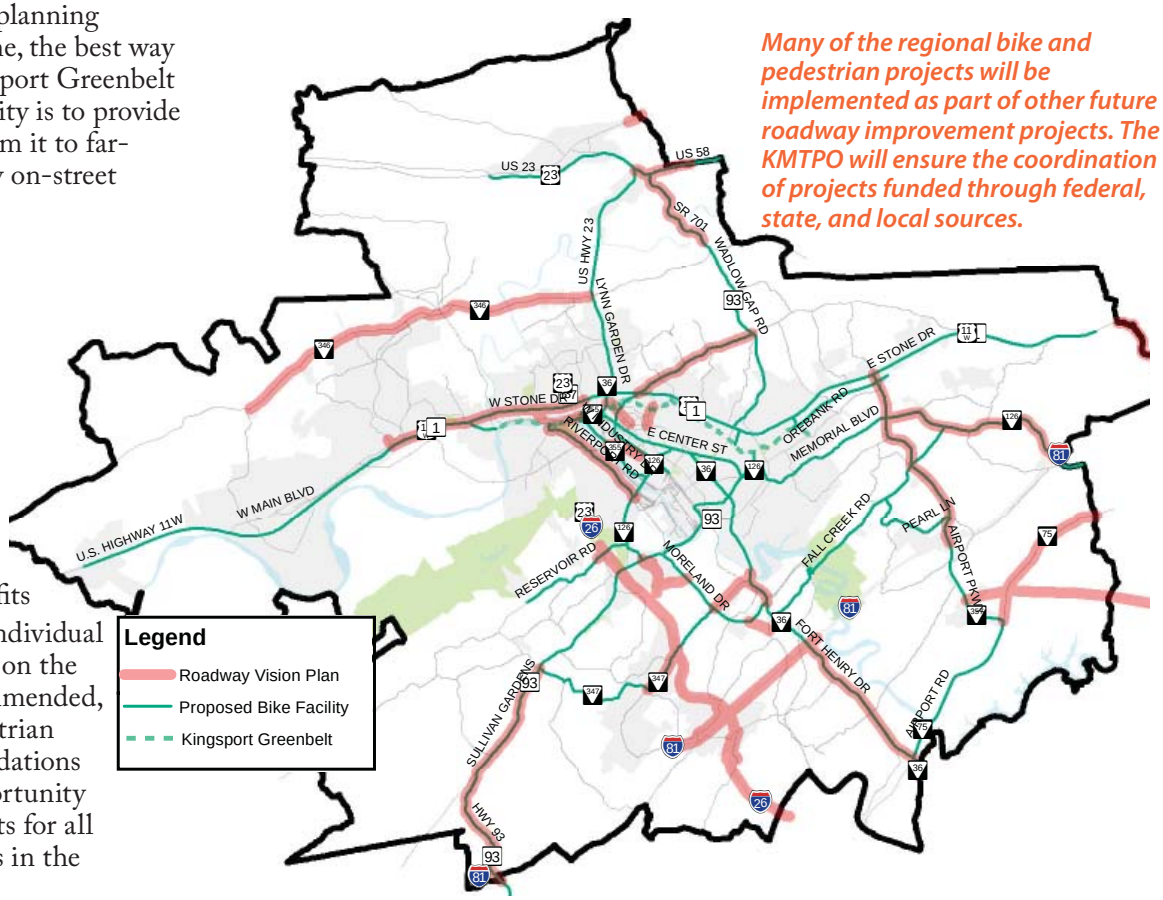
The roadway segments comprising the regional bicycle network were identified for two major reasons. First, the segment must contribute to a regional connection either as a long-distance transportation route or to a significant regional destination. Many of the region's state routes are included as part of the network because these routes generally make these important regional connections. Second, the segment will preferably have either an adequate BLOS or will be included in future roadway improvement plans.

Through the plan development process, stakeholders stressed the importance of off-street facilities and in particular the important role of the Greenbelt. To increase the impact of the Greenbelt as a transportation facility, several new facilities are proposed to connect the Greenbelt to planned regional facilities. This is important because simply extending the length of the Greenbelt or even providing new Greenbelt spurs along relatively undeveloped waterways will not facilitate the non-recreational uses without providing needed connections back to origin and destination-based land uses. Thus, from a regional bike planning standpoint at this time, the best way to enhance the Kingsport Greenbelt as a premier city facility is to provide good connections from it to far-reaching high-quality on-street facilities.

It is recognized that different users will require or prefer different types of facilities. The recommendations made in this plan are generally deemed suitable based on the current standard of practice. The benefits realized by any one individual may be altered based on the type of facility recommended, but as a whole, pedestrian and cyclist accommodations will provide the opportunity for substantial benefits for all residents and workers in the Kingsport region.

A cyclist on Center Street feels more comfortable on the sidewalk than in the usable shoulder.

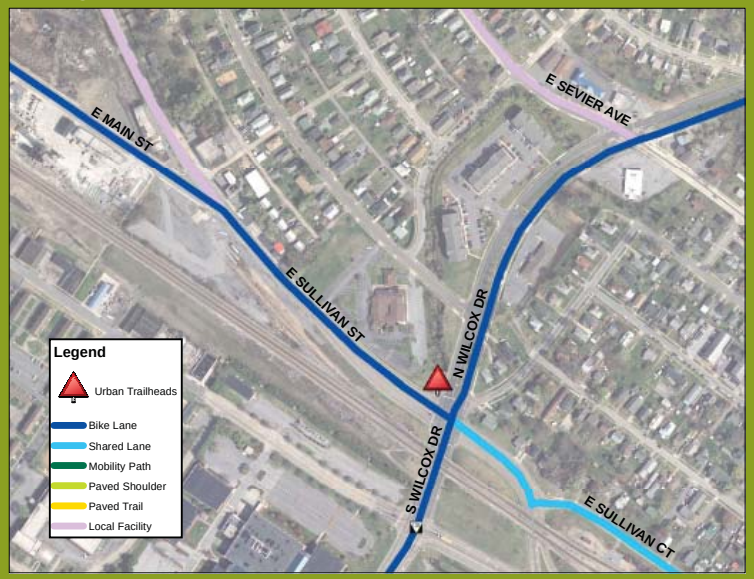
Many of the regional bike and pedestrian projects will be implemented as part of other future roadway improvement projects. The KMTPO will ensure the coordination of projects funded through federal, state, and local sources.



Proposed Bicycle Network - Types of Facilities

Kingsport's Urban Trailhead Concept

As the regional bike network is developed, the KMTPO should consider a pioneering application of wayfinding with Urban Trailheads. The urban trailhead concept was envisioned in Kingsport while considering the confluence of several proposed bike routes at the intersection of Wilcox Drive and Sullivan Street. At this location, three bike lanes will ultimately diverge, each with unique riding conditions and destinations. An urban trailhead at this location would provide basic accommodations (benches, overhead shelter, etc.) as well as uniform signage providing information on the bike network and nearby destinations with riding times and distances.



Shared Lanes
Shared lanes that are provided on the paved roadway include signed bike routes and wide outside lanes. Signed shared roadways are a commonly used bike facility using signs to designate a travel lane as being shared by vehicles and bicycles. Wide outside lanes are provided in the travel lane closest to the curb and provide 14 to 15 feet of pavement.

Paved Shoulders
A paved shoulder refers to the part of the highway that is adjacent to the regularly traveled portion of the roadway and is on the same grade as the roadway. Shoulders comprise the most common bicycle facility in rural areas.

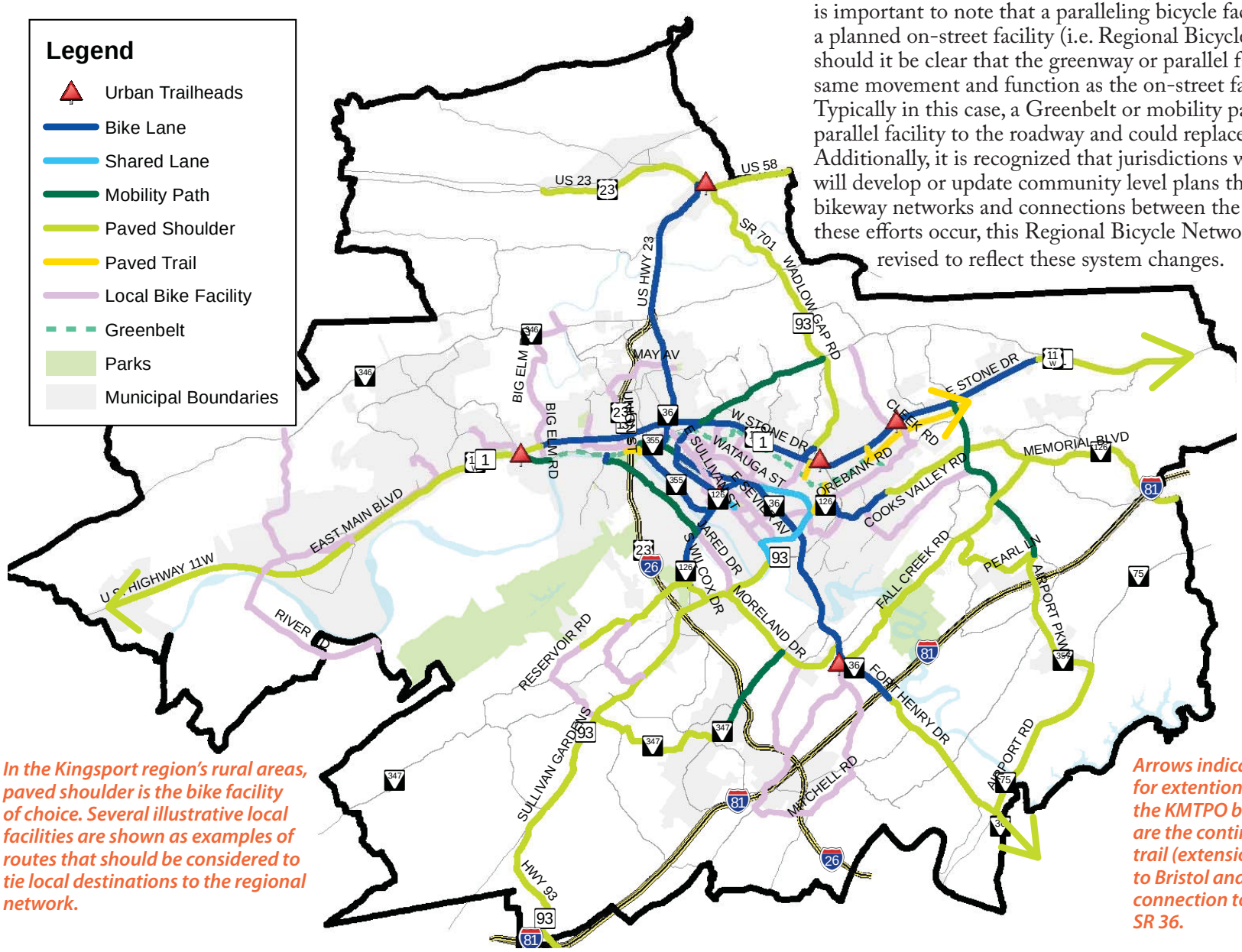
Mobility Paths
Mobility paths have been used in Kingsport roadway projects to accommodate non-motorized travel on a separate paved path adjacent to the roadway and within the road's right-of-way. Mobility paths are typically constructed on only one side of the road and are shared by cyclists and pedestrians.

Paved Trail
Greenways (such as the Kingsport Greenbelt) are paved trail facilities most often built on exclusive rights-of-way and are physically separated from motor vehicle traffic by an open space or barrier. Trails are normally two-way facilities and are used by a variety of users (cyclists, runners, walkers, skaters, etc.) and skill levels. Several paved trail paths in the Kingsport Regional Plan are intended as Greenbelt connectors.

Bike Lanes
A bike lane is a portion of the roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. In general, bike lanes are located on both sides of the road (except one-way streets), and carry bicyclists in the same direction as adjacent motor vehicle traffic.

Proposed Bicycle Network - Recommended Routes

The Regional Bicycle Network consists of on-street facilities but provides connections to existing and planned Greenbelt facilities. It is important to note that a paralleling bicycle facility may replace a planned on-street facility (i.e. Regional Bicycle Network facility) should it be clear that the greenway or parallel facility provides for the same movement and function as the on-street facility accommodation. Typically in this case, a Greenbelt or mobility path would serve as a parallel facility to the roadway and could replace a planned bike lane. Additionally, it is recognized that jurisdictions within the KMTPO will develop or update community level plans that call for localized bikeway networks and connections between the regional facilities. As these efforts occur, this Regional Bicycle Network may need to be revised to reflect these system changes.



In the Kingsport region's rural areas, paved shoulder is the bike facility of choice. Several illustrative local facilities are shown as examples of routes that should be considered to tie local destinations to the regional network.

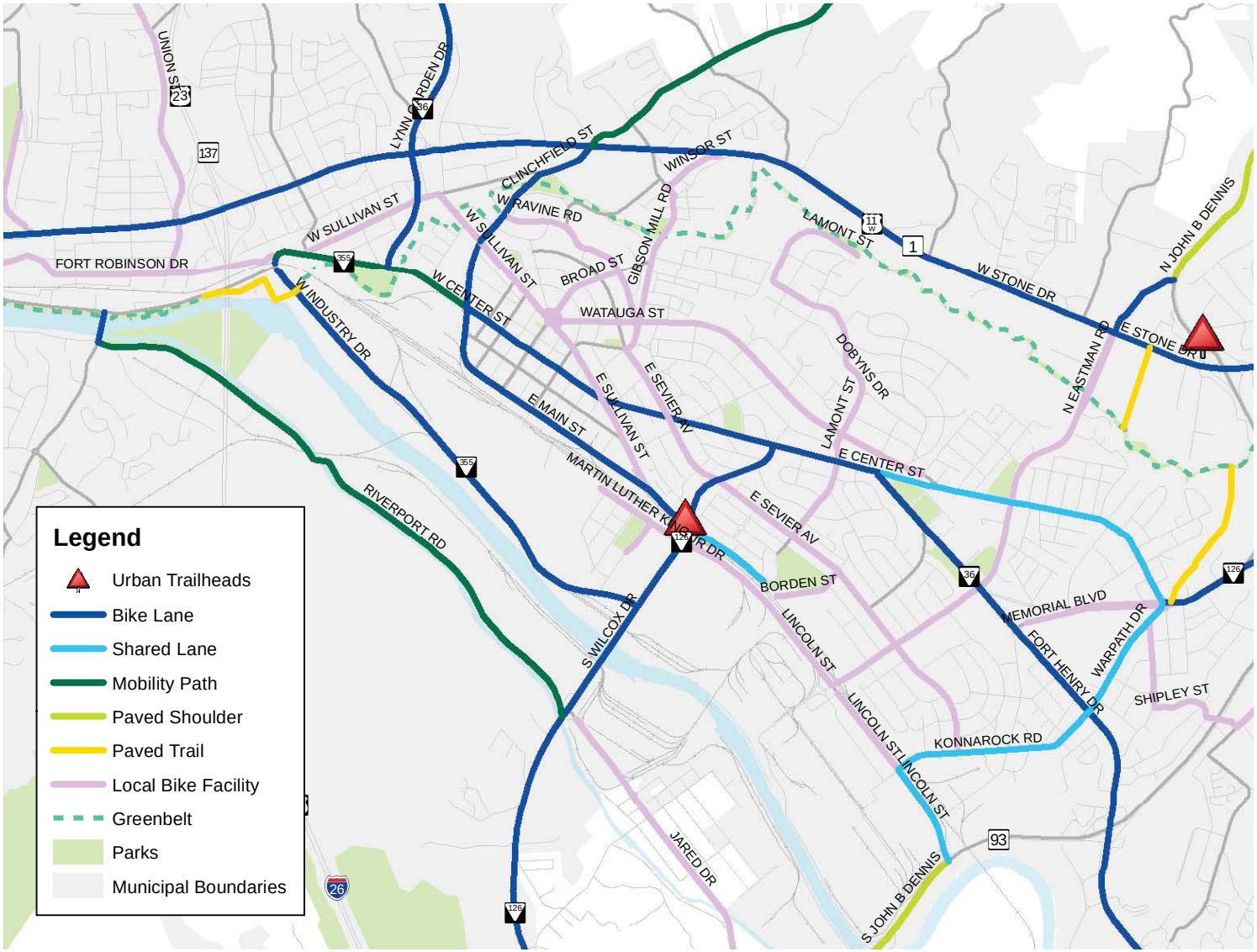
Arrows indicate a particular desire for extention of a facility beyond the KMTPO boundaries. Examples are the continuation of an off-road trail (extension of the Greenbelt) to Bristol and a bicycle facility connection to Johnson City along SR 36.

Proposed Bicycle Network - Recommended Routes

Urban portions of the regional network make up fewer miles of the system, but are expected to accommodate the highest use. Dedicated bike lanes are the urban facility of choice. Where road width is limited and/or traffic volumes are low, shared lanes will provide an adequate bicycle facility. Local facilities are most common in the urban areas. These are important local streets where bicycle (and pedestrian) accommodations are desirable and should strongly be considered as upgrades allow.

Identification of the types of bicycle facilities should not be considered absolute as defined by this plan. Detailed concept plans on a project level may well determine a more advantageous facility type.

Also, in some cases it may be desirable to implement one facility type in the short term, with a long range vision of implementation of a more "complete" bicycle facility. An example of this may be striping Clinchfield Street as a shared outside lane with the future intention of having bike lanes.



Downtown Kingpsort should function as the "crossroads" of the region's bicycle facilities network. Center Street and Clinchfield Street should especially serve as easily identifiable bicycle connections to the Greenbelt in the downtown area.

Proposed Bicycle Network - Costs and Priorities

Planning level cost estimates were developed for the proposed bicycle network in 2012 dollars assuming that each project is stand alone (i.e. the projects are not part of road construction, repaving, widening, or other projects). In reality, it is expected that many of these projects would be implemented as an integral component of larger roadway improvements. In fact, several of the regional bike routes were identified primarily based on the fact that larger scale roadway improvements are planned for these roads as documented in the regional Long Range Transportation Plan.

The planning cost estimate for the bicycle network is broken down for each type of bicycle facility. For the paved shoulder and bike lane facilities, it is assumed that 4' of pavement will be added on both sides of the roadway where necessary. A significant amount of bike lane, however, can be added through a reconfiguration of the existing pavement width such as a road diet. In these cases, additional pavement is not necessary and it is assumed that striping and signing is all that is required to implement the bike lane. The mobility path is assumed to be an 8'-10' wide asphalt path along a roadway and the paved trail is assumed to be a 12' wide asphalt path.

Cost Estimate for Bicycle Facilities*		
Facility Type	Length (Miles)	Cost
Paved Shoulder	111	$33,322,000
Bike Route	6	$54,000
Bike Lane	14	$2,815,000
Mobility Path	10	$7,800,000
Paved Trail	4	$3,700,000
Total	145	$47,691,000

**Construction cost only.*

The on-road facilities (paved shoulder, bike route, and bike lane) make-up approximately 131 miles of the bicycle network and are estimated to cost approximately $36M to construct. The off road facilities (mobility path and paved trail) make-up approximately 14 miles of the bicycle network and are estimated to cost approximately $12M to construct.

The recommendations of the Kingsport Regional Bicycle and Pedestrian Plan are one layer in an integrated system of future bike and pedestrian accommodations. Having identified the routes that are important on a regional level, the KMTPO should become an active stakeholder and promoter of the implementation of these facilities, particularly with respect to other regional transportation projects. The KMTPO should also look to gain the support of state and local champions in implementing regional projects.

Addressing the improvements of the regional bike plan should be done in a deliberate and purposeful way. The study advisory committee ranked implementation criteria by order of importance with the following results:

Highest Importance:

-Make needed connections (livability objective)

-Retrofit existing substandard facilities (sustainability objective)

Moderate Importance:

-Potential for high volume of usage (livability objective)

-Cost of improvement (sustainability objective)

Lowest Importance:

-Improvement of BLOS/PLOS (livability objective)

-Enhancement of target growth areas (prosperity objective)

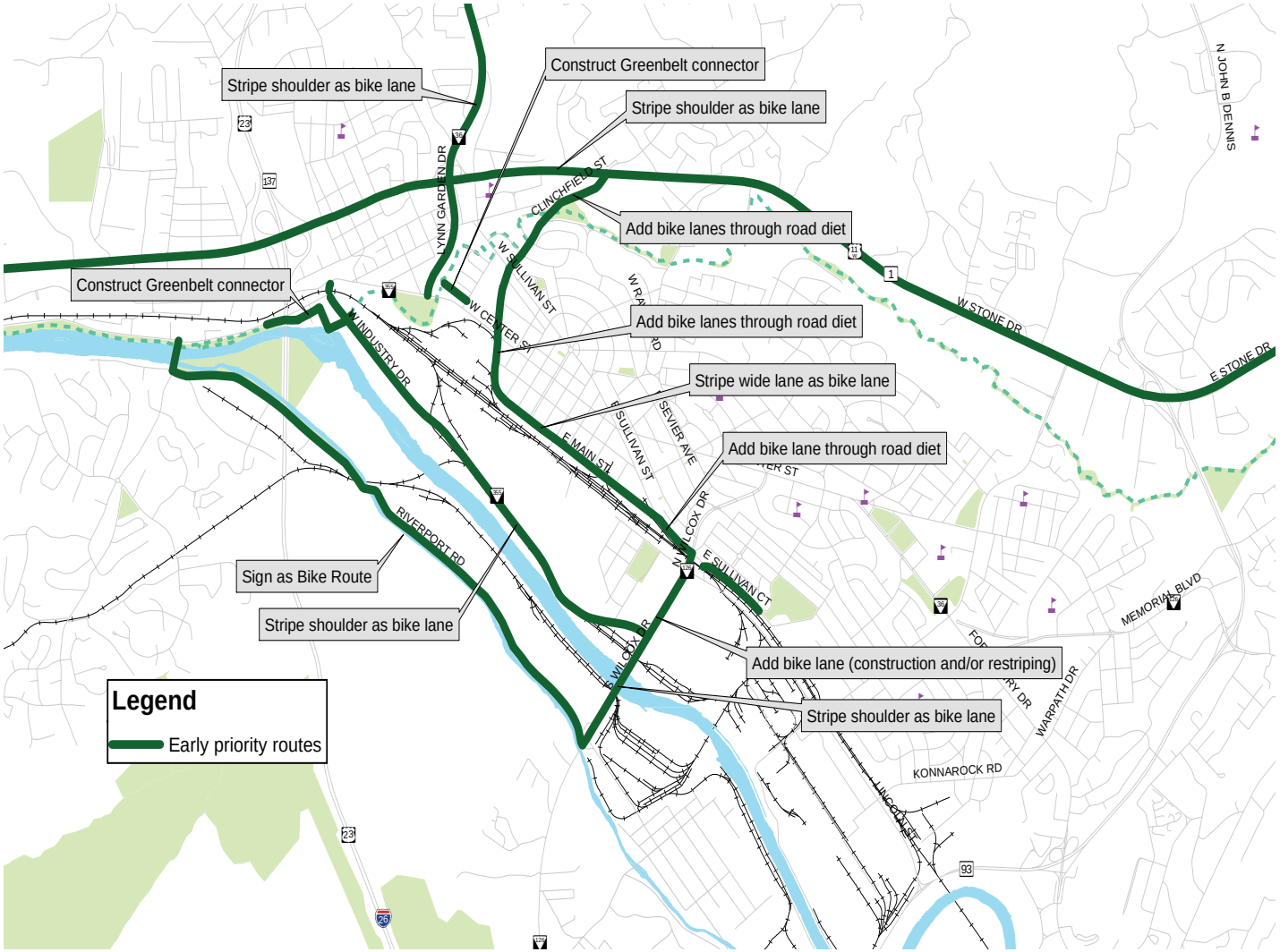
	Policy	Funding	Construction	Maintenance
*FHWA**	✓	✓		
*TDOT/VDOT**	✓	✓	✓	✓
*Kingsport MTPO**	✓	✓		
City/County	✓	✓	✓	✓
Other Stakeholders	✓			

On select facilities

Proposed Bicycle Network - Costs and Priorities

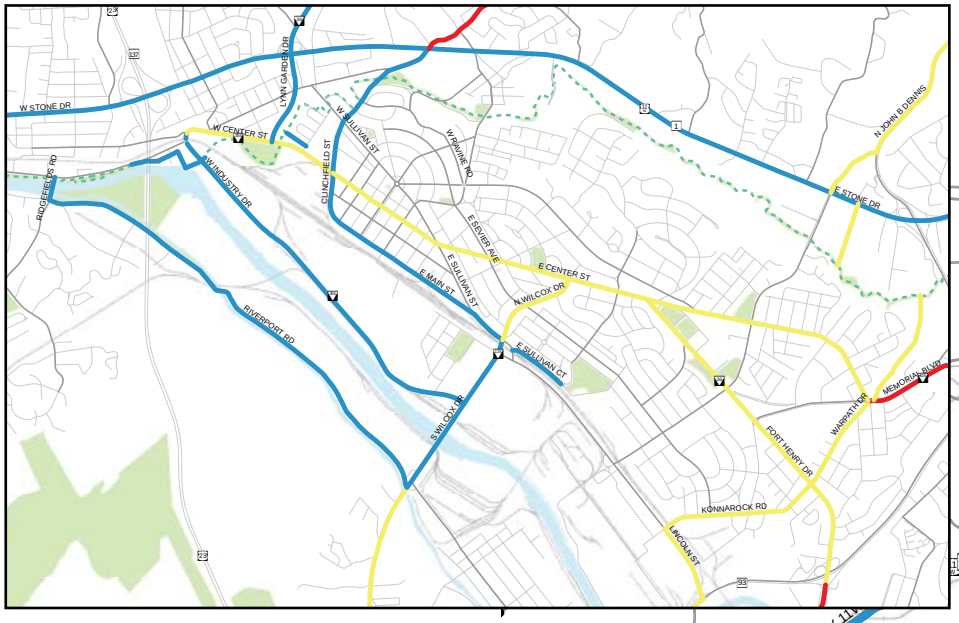
One typical strategy in bike network implementation is the early designation of bike routes where conditions are either suitable for cycling or can be made suitable with relatively minor improvements. These "low hanging fruit" projects make up the bulk of the near-term recommended network. The Kingsport region is unique among many in that the hub of the regional bike network is feasibly able to be implemented in relatively short order with little more than signing and pavement marking alterations. Especially attractive is the Wilcox/Sullivan/Main/Clinchfield route which would enhance the urban redevelopment projects occurring along it.

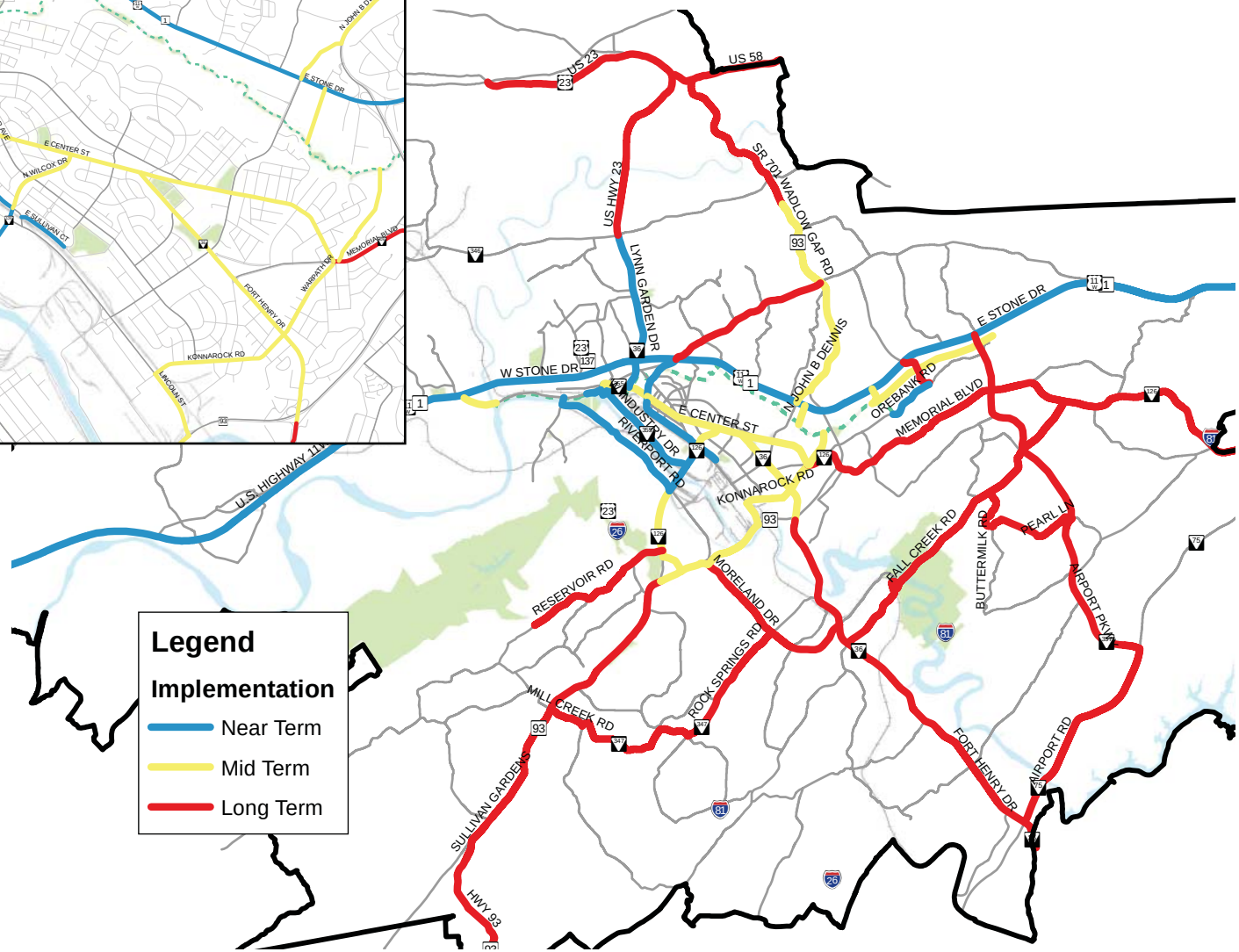
A specific engineering study would be needed to identify the special considerations of resulting lane widths, impacts to parking, changes to traffic signals, and other road diet issues with the addition of bicycle facilities. The early impact of a successful and high-profile project or set of projects can be invaluable to the future implementation of the network. Often, the highest impact projects are the most difficult due to lack of street width, high traffic volumes, or other factors. However as mentioned, in Kingsport the regional bike network can effectively be launched with study and implementation of the Wilcox-to-Stone route along Main and Clinchfield. A successful project in this corridor can get the public and political leaders squarely behind implementation of the plan.



Multiple early action projects can be accomplished in the heart of the bike network to create significant connections with relatively low cost.

Proposed Bicycle Network - Costs and Priorities





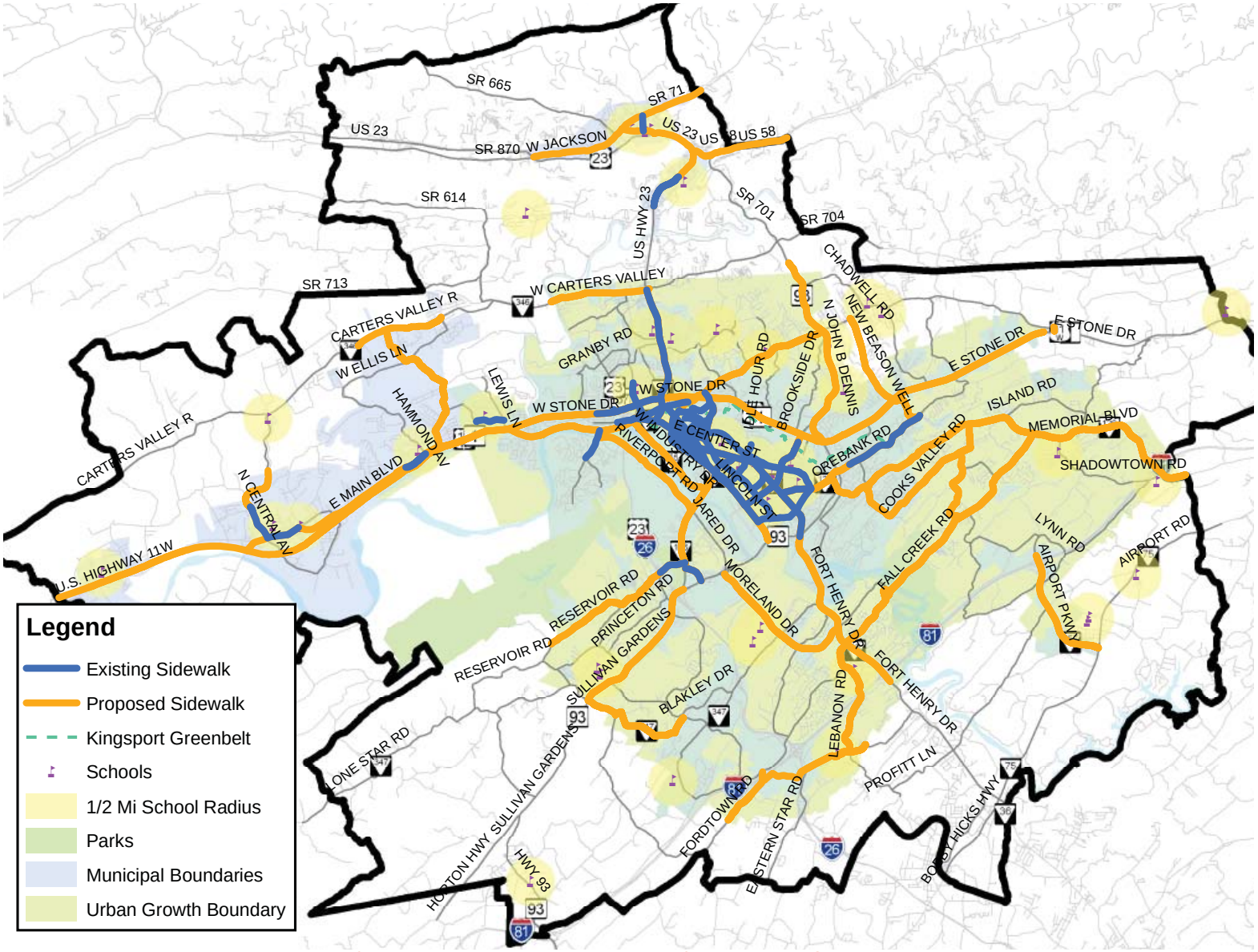
Following the early implementation projects, the mid-term and long-term recommended projects were organized around the locally-advised priority criteria. This prioritization strategy would provide a logical sequence of implementation based on the most acute needs in the region and the objectives of the community. However, as roadway projects are undertaken, the overall bike network should be reviewed so that bike facilities are constructed as part of the project irrespective of the phase of the project. An example is when the roadway resurfacing schedule is released, it should be compared to the bike plan to look for opportunities for implementation – regardless of the recommended phase of the bike plan improvement.

The combination of ease of implementation, the impact on areas of high demand, and the coordination of other improvements yields a recommended priority structure. ***Regardless of priority, projects can be implemented as part of other work (like regular resurfacing).***

Proposed Pedestrian Network - Overview

The Kingsport Regional Bicycle and Pedestrian Plan is supportive of the development of local sidewalk improvements but places emphasis on regional accommodations as a KMTPO-based priority. As a regional priority, sidewalk accommodations on all federally classified arterial roadways within a City Limit or an Urban Growth Boundary of the KMTPO, on which pedestrians are not prohibited, constitute the primary regional sidewalk recommendations of the Regional Bicycle and Pedestrian Study.

These roadways serve as major commuting corridors, commercial corridors and corridors of commerce, and connect communities, activity centers, transit, and major destinations throughout the region. As such, they serve as the backbone to other roadways and streets in the region which,



The KMTPO's target pedestrian strategy for network expansion should be the federally classified arterials in urban or soon-to-be urban areas throughout the region. Meeting this goal would require the construction of new sidewalk on approximately 125 miles of roadway.

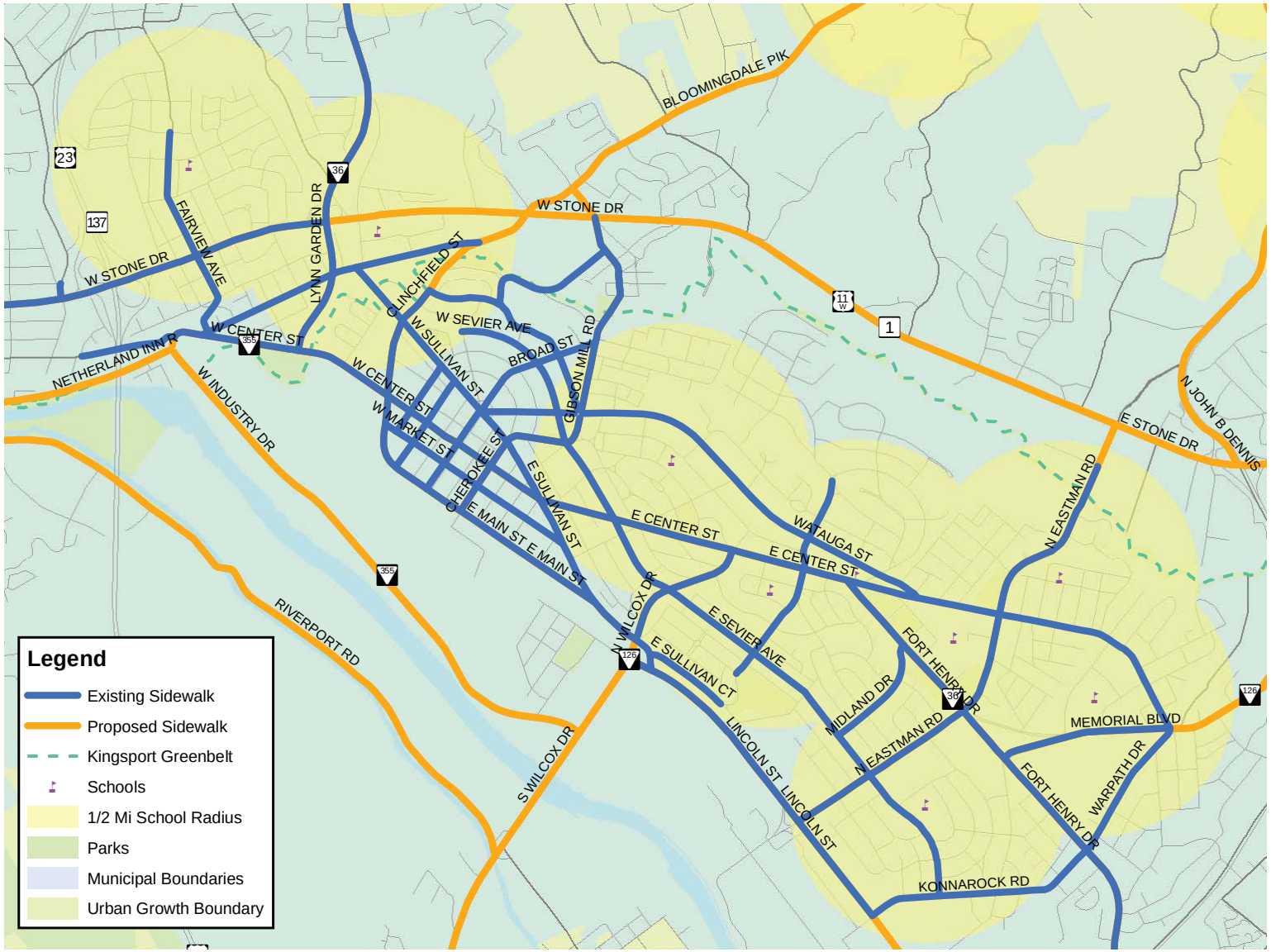
Proposed Pedestrian Network - Overview

combined with local sidewalks and streets, link neighborhoods, businesses, and other community facilities to one another.

The Urban Growth Boundary (as defined by TN Public Chapter 1101) was selected as the policy boundary as these areas of the region are expected to be urban in form over the next 20 years.

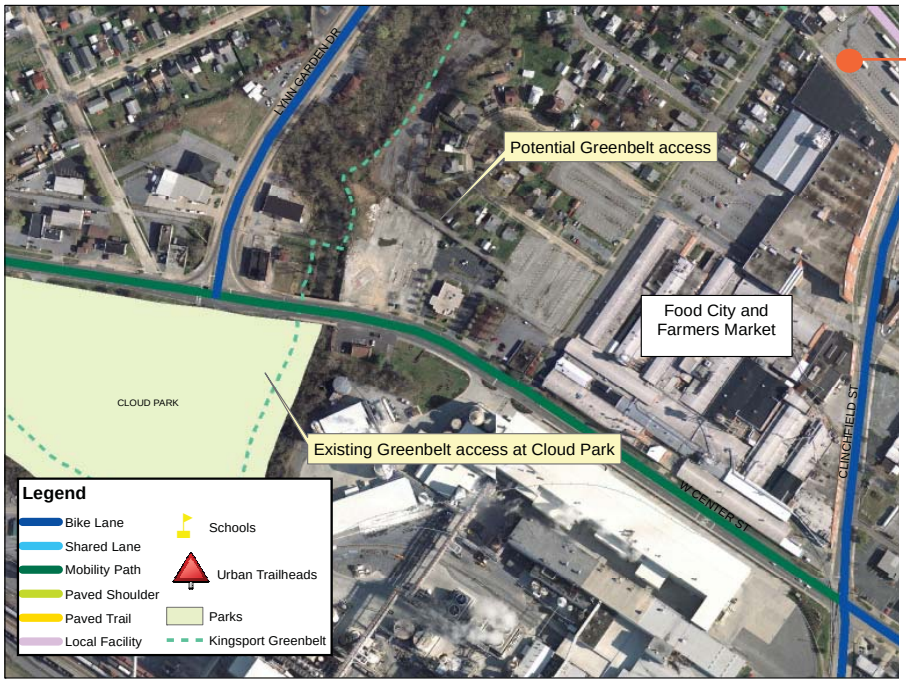
However, even comprehensive construction of sidewalks on the region's classified arterials will not result in fully desirable pedestrian accommodations for many of the region's residents. Therefore, a secondary recommendation is construction of sidewalks on locally classified streets within 1/2 mile of public schools.

In general, sidewalk construction on collectors and locally classified streets can help expand the effectiveness of the regional pedestrian network. A localized, city-level plan can further refine and prioritize these specific sidewalk needs.



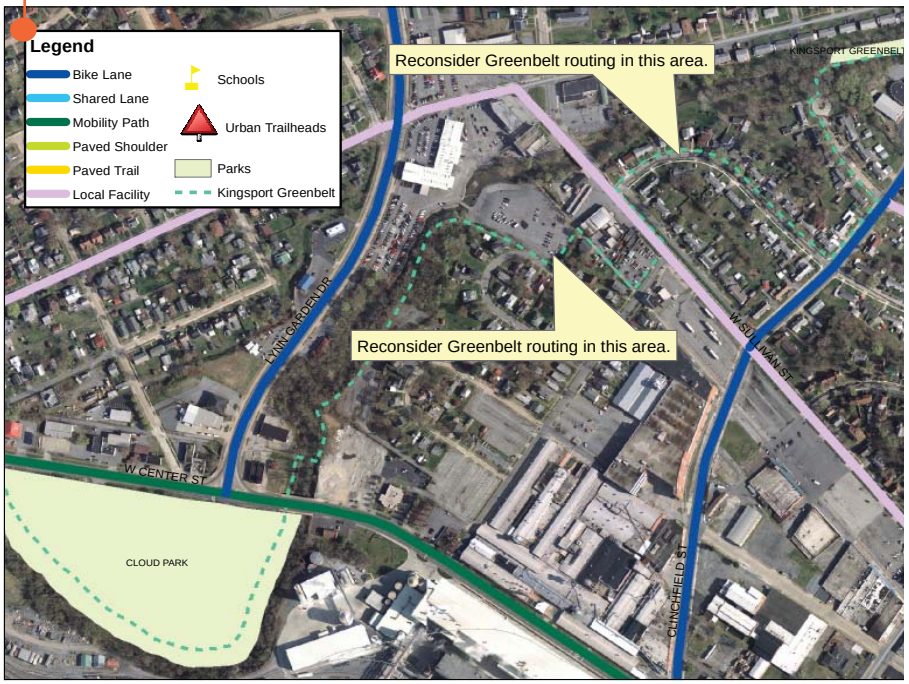
As the central regional destination, downtown Kingsport is generally accomodating of pedestrians. Extending sidewalks out the arterials will provide more connectivity, especailly to more commercial destinations. Providing sidewalks in the areas defined by a radius of 1/2 mile to the nearest school would significantly enhance the pedestrian environments of neighborhoods east of downtown and the commercial areas along Eastman Road and Ft Henry Drive.

Making the Greenbelt Connections



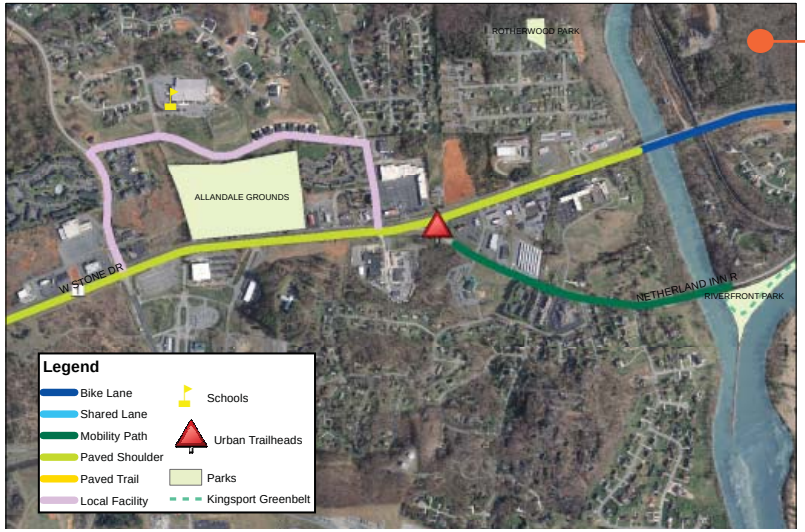
Downtown West. New urban redevelopment at the old press site can be enhanced with bike and pedestrian accommodations along Center Street, linking it to the Greenbelt at Cloud Park. Using a city-owned property across Roller Street could provide an additional off-street accommodation.

Downtown North. West of the termination of the Greenbelt at Cherokee Village Rd., the path routing is difficult to follow. Unless a more direct Greenbelt route can be secured, consider rerouting the Greenbelt to improved on-street facilities along Clinchfield and Center.



Throughout the stakeholder and public involvement process, the Greenbelt has repeatedly been regarded as a desirable component of the region's biking and walking infrastructure. In the future, expansion of this off-road facility to the west would desirably link to the Mt. Carmel and Church Hill communities and to the east to access areas deeper into Sullivan County. Currently, the Greenbelt's connection between downtown Kingsport, the park setting along the Holston River west of downtown, and the commercial areas along Stone Drive east of downtown give it potential and importance as a transportation corridor. This plan, then, advocates increased connections between other regional transportation facilities and destinations to the Greenbelt system. Some of these recommended connections are illustrated here.

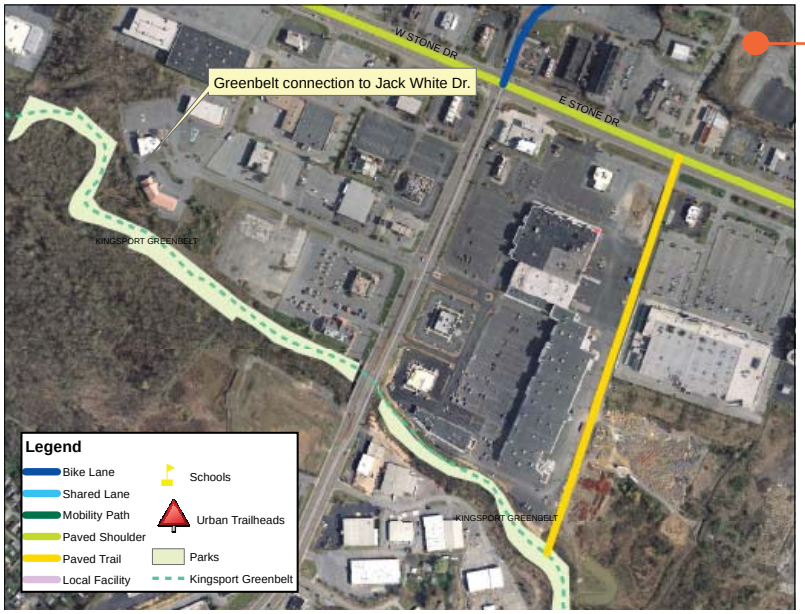
Making the Greenbelt Connections

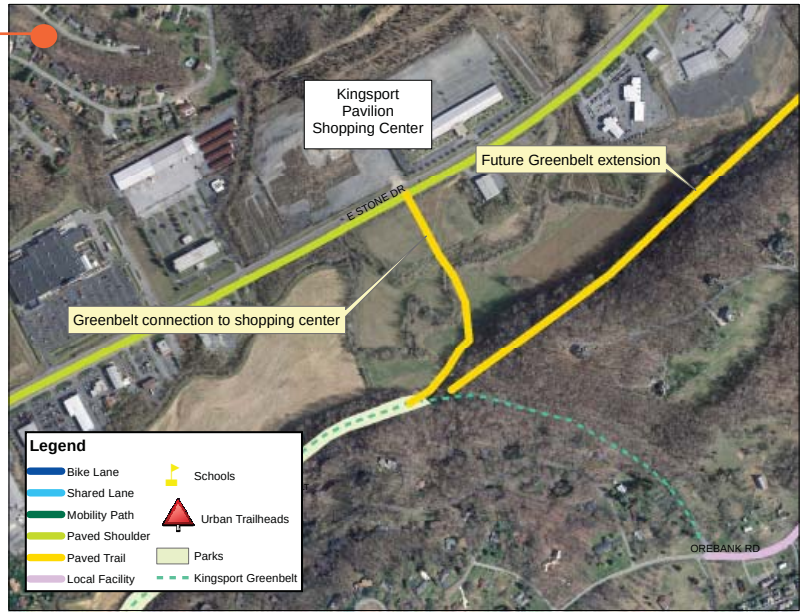


West. Using the old bridge across the river, the Greenbelt can continue as a mobility path along Netherland Inn Road to Stone Drive. Look to improve the crossing at the intersection of Stone Drive and Netherland Inn Road and add an urban trailhead. From here, development of local facilities along Lewis Lane, Bellingham, and University Boulevard can provide access to destinations like Allandale Mansion, Washington Elementary School and the ETSU satellite campus.

Crossroads. At the Reedy Creek Crossroads area, the primary Greenbelt connection is just behind the East Stone Commons Shopping Center. Additionally, a connection developed to Jack White Drive would allow users better access to businesses on the west side of Eastman Road.

East. Near the Exchange Place trailhead, a connecting spur can be developed to connect to the Kingsport Pavilion Shopping Center. This connection also has the potential to be extended to serve the Preston Forest neighborhood, immediately to the north.





Proposed Pedestrian Network - Costs and Priorities

Planning level cost estimates have been developed for the proposed pedestrian network. The cost estimates are in 2012 dollars and are calculated assuming that each project is stand alone (i.e. the projects are not part of road construction, repaving, widening, or other projects). Perhaps even more so than with the bicycle projects, it is anticipated that a significant portion of the regional pedestrian network will be implemented in ways other than stand alone sidewalk construction. Larger scale roadway widening and development and redevelopment activity should contribute a major portion of the new sidewalk construction.

The planning cost for the proposed sidewalks in the KMTPO area is based on 5' concrete sidewalks on both sides of the road. The cost for drainage and ROW is not included which is typical for a planning cost estimate. The total estimated cost to construct sidewalks on both sides of 124 miles of roadway is approximately $29M.

Sidewalk Cost*	
Length of Sidewalk	Cost
188 miles	$44,180,000

*Construction costs only. Drainage improvements and right-of-way not included.

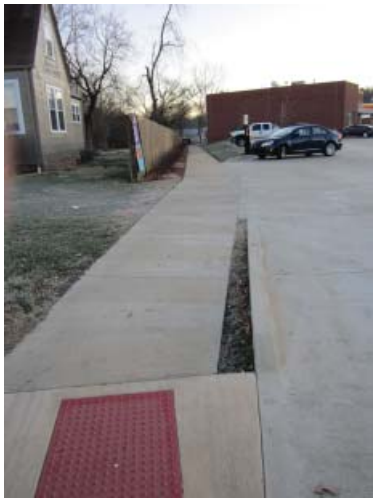
Retrofitting existing sidewalks can often present additional challenges. Reconstruction of necessary features like curb ramps, crosswalks, and pedestrian signal equipment at signalized intersections can drive costs higher where sidewalks already exist. These costs are not included in this plan's cost estimate and would require a more detailed evaluation of a specific study area within the KMTPO region to be estimated.

Based on the condition of the existing pedestrian network and local stakeholder input regarding priorities, it is recommended that the region's earliest efforts go toward retrofitting the existing network in several ways:

- *Make needed connections* by constructing Greenbelt connectors to existing sidewalks.
- *Retrofit substandard facilities* and *make needed connections* by improving crossings of major streets like Stone Drive, Center Street, Ft. Henry Drive, and US 23.
- *Retrofit substandard facilities* by encouraging expansion of ADA compliant streetscape improvements like those recently completed in downtown Kingsport.

Detailed pedestrian needs within the region should be identified on a project level. Language in the Americans with Disabilities Act (ADA) stipulates that any work which changes the function of a public transportation facility should include improvements which make the facility accessible according to ADA guidelines. For this reason, a detailed inventory of conditions (pushbutton type, curb ramp dimensions, etc) must ultimately be completed in order to fully understand what work will be required to improve pedestrian conditions in a particular corridor.

ADA requirements can introduce potentially unexpected challenges for the expansion of or connections to the regional sidewalk network.

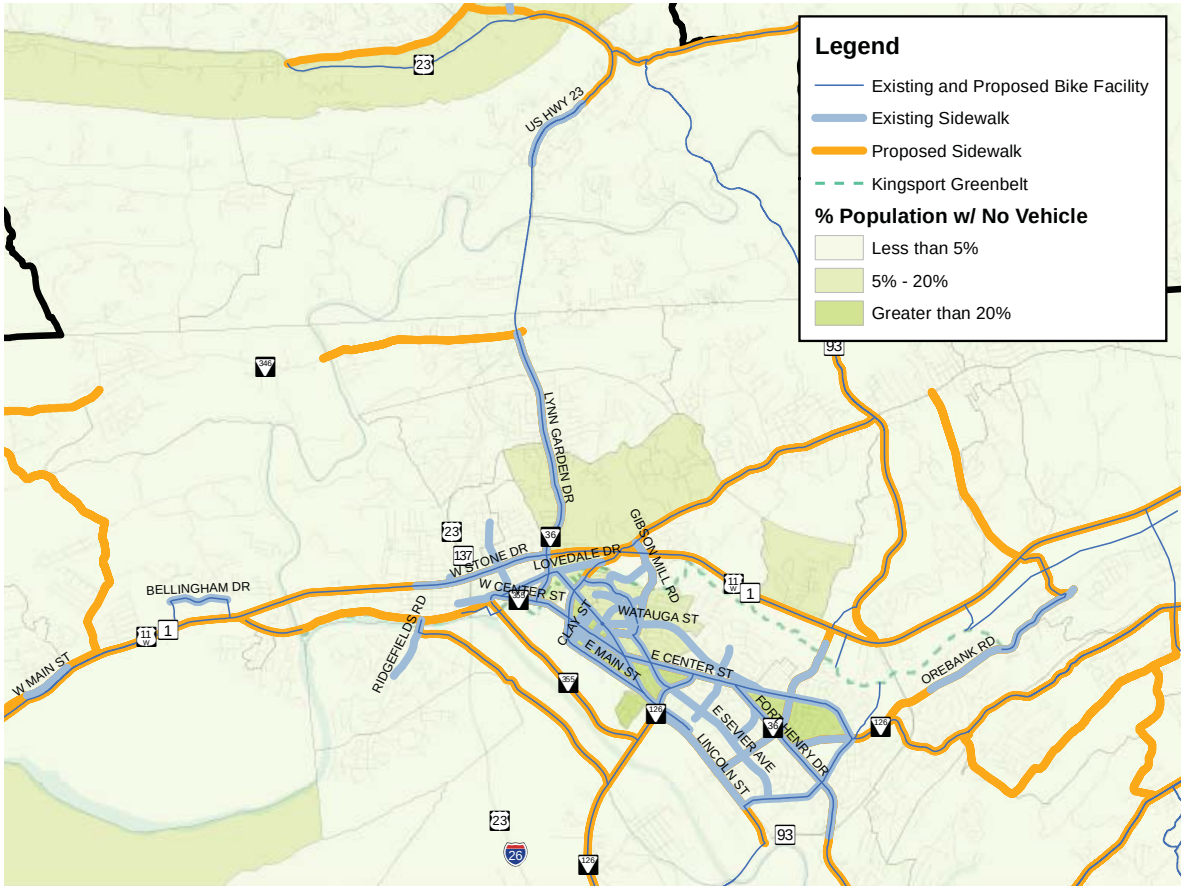


Existing facilities can be used to help make needed connections. An example is this future Greenbelt connection at the intersection of Center Street and Memorial Boulevard...

...another is the railroad underpass on Lincoln Street at Konnarock Road.

Benefits of the Recommended Networks

While research linking health conditions and the built environment is evolving, there is evidence that certain populations experience a decrease in physical activity and an increase in health disparities relative to the general population. The disparity exists relative to income, race, and age. Population groups that suffer the most when it comes to health status are those that have the highest poverty rates and the least education. In addition to income levels, research has shown that African Americans and Hispanics are generally less physically active than whites, and that by age 75, one in three men and one in two women engage in no regular physical activity.



A surrogate for the traditional environmental justice categories of race, age, and income (but a very pertinent one), percentage of vehicle ownership is shown here with relation to the proposed recommended networks. Lower vehicle ownership rates are found in downtown Kingsport, neighborhhods north of downtown, and along the US 58 corridor in Gate City.

Much of the research that links neighborhood environments with health focuses on four issues: physical activity, access and affordability, environmental exposure, and social networks. Physical activity studies explore how issues of land use can encourage or discourage physical activity. Access and affordability looks at the health consequences associated with the lack of or limited access to schools, transit, food, goods and services, recreational facilities, and public spaces. Environmental exposure deals with the health consequences of poor air quality, water, and soil, as well as noise. Finally, social networks explore the ways in which healthy neighborhoods facilitate the communication of information, provide social support, and transmit accepted behaviors.

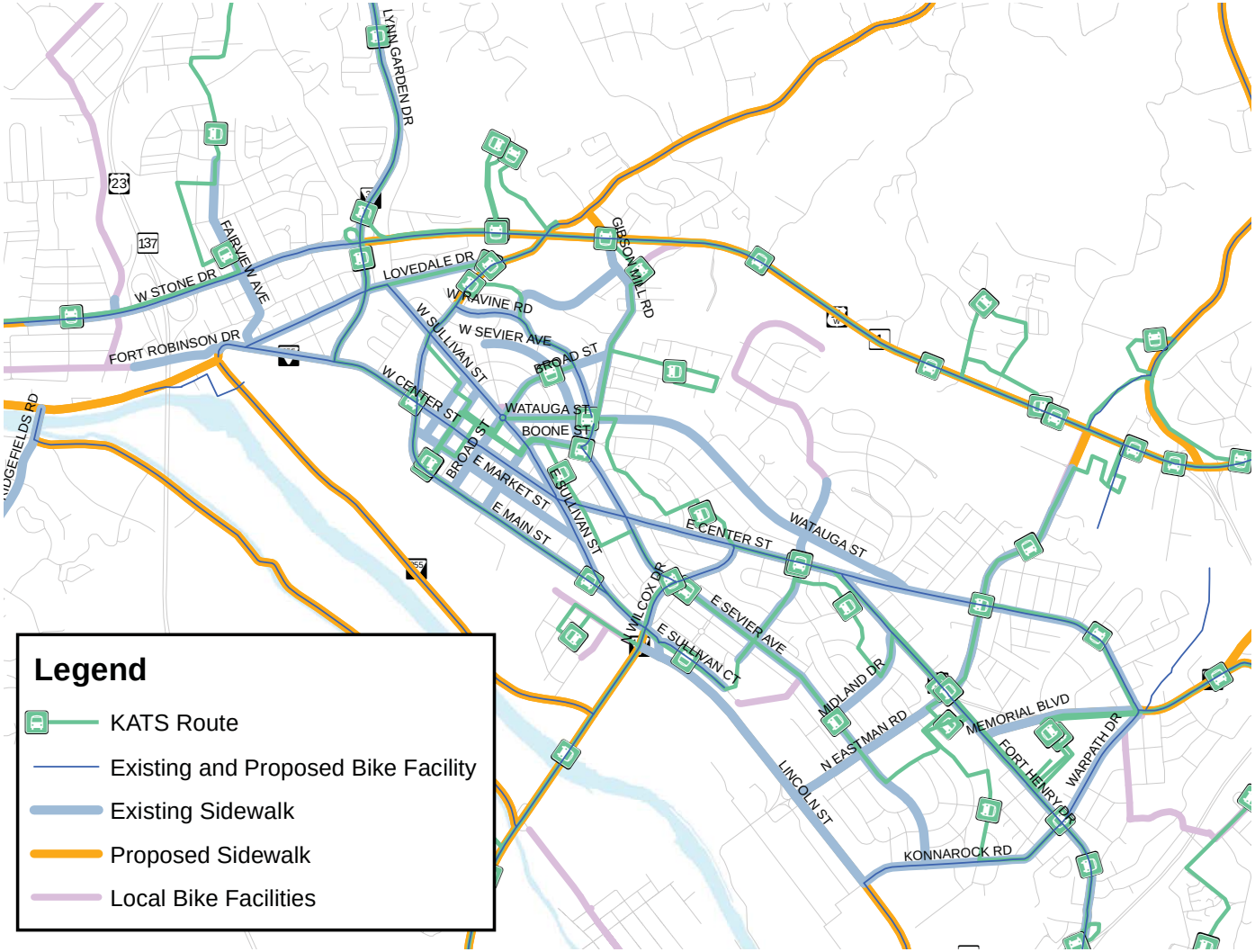
The design of the physical environment can either facilitate or reduce the opportunities for physical activity. Greater land use mixes, increased population and employment density, street connectivity and a connected bike and pedestrian network, are all believed to contribute to positive health outcomes due to more physical activity. In addition, neighborhoods located in close proximity to recreational facilities and parks show more physical activity than those located farther away.

The implementation of the Kingsport Regional Bicycle and Pedestrian Plan will provide greater opportunity for at-risk populations to incorporate activity into daily routines. Doing so will significantly enhance the individual well-being of these residents as well as the livability of the region as a whole.

Benefits of the Recommended Networks

Urban transit consists of two general ridership groups, captive and non-captive. Both groups require an adequate level of pedestrian accommodations to allow for an effective transit network. However, to fully achieve the region's livability, sustainability, and prosperity goals as stated, KATS service must become a realistic option for non-captive commuters who have other transportation options (i.e. private automobile). The implementation of the Kingsport Regional Bicycle and Pedestrian Plan can significantly enhance the service area of KATS, especially when considering the ability of riders to combine a bike trip with a transit trip.

Although the federally classified arterials are the primary recommendation for regional pedestrian mobility, the KMTPO serves as a partner in local sidewalk planning and implementation. Here, KATS riders benefit from recent sidewalk construction on Gibson Mill Road.



Many of the arterials which are especially recommended for sidewalk construction also have bus routes along them. The presence of a bus route should be a factor when deciding the priority of future sidewalk expansion. Proposed bicycle and pedestrian facilities on local facilities are shown (in pink) as these facilities will allow for a significantly expanded service area for transit in some locations.

Benefits of the Recommended Networks

As described, the benefits of the recommended regional bicycle and pedestrian networks will be significant for those with limited transportation options and for transit users. However, the livibility, sustainability, and prosperity goals set forth for the regional transportation systems can only be fully realized when all users begin to see non-motorized travel as a reasonable and, ultimately, an advantageous personal choice.

One of the emerging though major challenges for transportation system planners and providers is to cultivate a recognition of the true impact of transportation on their communties. These impacts range from personal social well being to major job creation. One transportation-related impact that has tremendous economic impact is health.

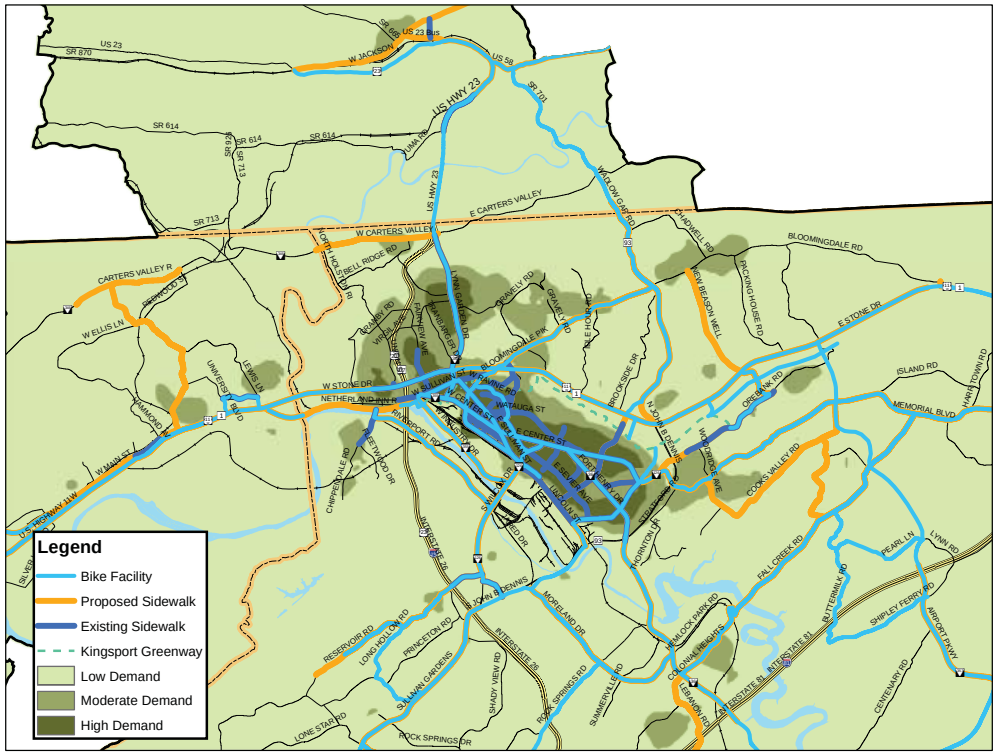
A special analysis has been completed in order to quantify the benefits of this plan to the health of the region as a whole. The analysis uses the average trip making characteristics of the Kingsport region, the state of Tennessee, and the nation to determine estimated shifts in the levels of biking and walking activity.

Today's Network	
Total Daily Trips (all modes)[1]	487,165
Estimated Daily Bike/Walk Trips[2]	25,860

Recommended Network	
Total Daily Trips (all modes)	487,165
Estimated Daily Bike/Walk Trips[3]	108,749

Recommended Network Benefits	
New Daily Non-Motorized Trips	82,889
Additional Hours of Physical Activity[4]	20,570
Additional Minutes of Daily Physical Activity (per person average)	9.8

Basis of Data Notes:
[1] Kingsport 2009 base year travel demand model
[2] 2009 NHTS, TN State Add-On
[3] RPM Demand Analysis
[4] 2009 NHTS



By providing a well connected regional network of non-motorized accommodations, many residents in the Kingsport region will have the option of incorporating needed physical activity into their existing routines. It is estimated that over 20,000 hours of new activity could be realized - an average of approximately 10 minutes per day per resident. This analysis is based on the region's current land use characteristics as well as national and state averages for walking and cycling activity as collected in the 2009 National Household Travel Survey (NHTS).

The US Department of Health and Human Services recommends that adults do 2.5 hours of moderate-intensity aerobic physical activity per week (roughly 20 minutes per day). Serving the region with a more complete network of facilities will allow many residents to achieve almost half of this daily recommendation without drastically changing their daily routine.

Program and Policy Recommendations

Policies and programs directed toward improving conditions for walking and bicycling can have a major impact on non-motorized transportation in Kingsport. The recommended policies and programs promote bicycling and walking, educate bicyclists, pedestrians, and motorists, and move toward a more institutionalized process for implementing facilities for non-motorized travel. Proposed policy changes should be considered equally for adoption into each jurisdiction's regulations and ordinances. These non-infrastructure recommendations are organized by the KMTPO's goals of Livability, Sustainability, and Prosperity.

Livability

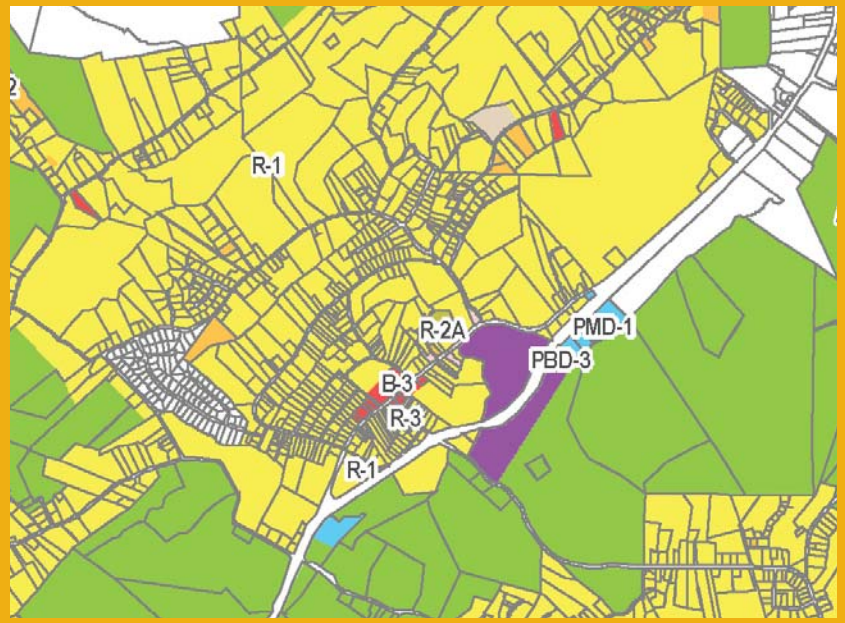
- If not already a locally adopted standard, the minimum width of new sidewalks should be 5 feet regardless of the street classification. Sidewalks should be constructed with buffer widths of 4 to 6 feet.
- In cooperation with local municipalities, the KMTPO should develop programs and initiatives which encourage local governments, as part of the development review process, to evaluate the potential for new developments to provide pedestrian connections to existing sidewalks and nearby destinations. These programs and initiatives should also encourage pedestrian and bicycle facilities which provide logical connections between schools, shopping centers, parks, civic buildings, transit stops, urban trailheads, residential developments, and other activity centers. A good example is the Atlanta Regional Commission's "Livable Centers Initiative" (LCI). This program encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies. Planning grants are awarded by the regional planning agency to local governments to prepare plans for the enhancement of existing centers and corridors, including non-motorized transportation.
- The KMTPO should work with local municipalities to establish bicycle and pedestrian accommodation provisions within their local plans and governing documents (e.g. comprehensive plans, zoning ordinances, and subdivision regulations). Provisions should not only require sidewalk and bikeway facilities but also advocate for policies that support walking and bicycling through community design, mixed-use development, street connectivity, and transit oriented development. Provisions should also be consistent with the Regional Bicycle and Pedestrian Plan.
- The KMTPO and its member jurisdictions should encourage local school boards to establish school siting policies that favor sites with good walking and biking access. As an example, the policy could include a recommendation that new elementary schools be located on neighborhood streets with low traffic volumes and speeds, and within walking distance of a large proportion of students' homes. In addition, the site design of schools should give opportunity for pedestrian and bicycle access.
- Develop recommended guidelines for bicycle parking provisions which can be used by local governments.
- The KMTPO should continue educational efforts regarding bicycle safety including efforts to increase understanding and awareness of the Tennessee 3-foot law for motorists passing bicyclists. The KMTPO may wish to endorse the Virginia Bicycling Federation's proposal of increasing the legislated safe passing distance from two feet to three feet in that state.
- Grants from the National Highway Traffic Safety Administration (NHTSA) can be obtained by local police departments for enforcing pedestrian right-of-way laws and bicycle traffic violations. The grants can be used to conduct targeted enforcement campaigns, pedestrian enforcement at intersections and bicycle enforcement at other intersections.
- The KMTPO should encourage greater use of the Safe Routes to School Program locally and work to provide a coordinated approach to such initiatives within the region.
- It is recommended that a bicycle and pedestrian traffic safety curriculum for elementary school students be developed. The program should establish guidelines to maintain, update, and distribute the materials, as well as train the educators on implementing the materials.
- Safety training may also be applicable for adult groups. Training for interested individuals can work, but offering presentations to large employers (which may offer regular safety training anyway) reaches an audience that may otherwise go unreached.

Sustainability

- Develop a maintenance and spot improvement program to be run by a Public Works and/or a Parks and Recreation Department. Examples of such maintenance activities include regular sweeping, litter and debris removal, vegetation control, and signing and striping.
- Provide spot maintenance forms upon request at bicycle shops and on a website set-up for bicycle and pedestrian information.
- A website should be established that contains information regarding biking and walking in the region. This website can be used to post bicycle maps showing the routes in the KMTPO region, spot maintenance forms, as well as information on a variety of educational resources such as elementary instructor training courses and programs like Safe Routes to School.
- Annual cyclist and pedestrian counts are emerging in larger cities as a way to quantifty growing use of non-motorized facilities. If desired in the Kingsport region, it is recommended that this effort be somewhat limited. One or two automated counters on the Greenbelt will adequately give a general sense of relative increases or decreases in usage.
- Take advantage of continuing education requirements by offering professional staffs (engineers, planners, etc.) training opportunities in bicycle and pedestrian issues. Numerous webinars offer instruction ranging from facility design to community user encouragement.
- A visionary achievement might be a local biking center. Centralized locations for bicycle parking, showers, information, and even repairs and associated retail sales are in operation in a few cities which empasize bicycle transportation. A "right-size" alternative might be adding and publicizing a bicycle parking area in the new municipal parking garage.

Prosperity

- Some jurisdictions in Tennessee allow "in-lieu-of" payments to the community's sidewalk fund. By collecting equal payments in lieu of actual on-site sidewalk construction, more strategic choices can be made regarding where and when sidewalks are built. Use of this practice should be considered by local governments within the KMTPO region.
- The KMTPO should work with local and regional transit providers to develop strategies and opportunities to increase walking and biking to and from public transportation services and facilities. Potential strategies include linking transit stops to sidewalks and bikeways, providing comfortable, well designed transit stops, and providing bike storage at transit stops. Pedestrian improvements within ½ mile and bicycle improvements within 3 miles of transit stops are eligible for Federal Transit Administration funding.
- While there currently is no state enabling legislation that would allow for the KMTPO jurisdictions to collect revenues for sidewalk and bikeway improvements, such opportunities may materialize in the future. Meanwhile, a dedication of a



Sullivan County's Zoning Resolution requires sidewalk construction only in commercial districts (per Section 4-103.4). In the Sullivan Gardens community, this would mean that a few parcels along Sullivan Gardens Drive (in red) would be improved with sidewalk in a redevelopment scenario. However, no means of connection to the surrounding residential community or to nearby regional roads would be planned for. Local policies should complement the regional plan to take most advantage of future regional improvements.

percentage of regional expenditures toward active transportation could produce locally dedicated funding on a smaller scale.

- Leverage existing city resources against transportation needs. For example, an existing public works maintenance crew can be trained to construct ADA-compliant retrofits on existing sidewalks. A city-level plan can be developed to roadmap the upgrades in a systematic way.
- Give guidance to local communities on methods for establishing developer incentives (parking reductions, expedited review, etc.) for inclusion of sidewalks, bike lanes, transit accommodations, and/or end-of-trip facilities as part of projects.
- Develop a regional wayfinding and signage schedule based on the coordinated implementartion of infrastructure projects.
- Consider a systematic review of VDOT's Six-Year Improvement Program to ensure incorporation of non-motorized improvements on upcoming projects.
- Developer exactions should be reflective of a coordinated approach to this plan's implementation. For example, Kingsport's Major Street and Road Plan should be re-evaluated to determine whether the 100'/80'/60' ROW requirement for new roads adequately accommodates the desired bicycle and pedestrian accommodations.

Other Encouragement Recommendations

Encouragement of non-motorized transportation can be key to wider acceptance and participation. Once a few basic infrastructure-related improvements have been completed (route designation, facility marking and signage, etc.), awareness will increase and some additional encouragement programs can become effective.

Informational Website - make it simple for someone looking for walking or biking information in the region to find it.

Special Events - sponsored by the KMTPO and/or others, the events may include group rides and flat repair and other maintenance clinics. Keep track of local advocates by registering participants for prizes. A popular example in Knoxville is a nightime family ride touring Christmas lights in downtown neighborhoods.

Marketing Campaigns - Cable TV talk show segments can be used to highlight carpooling, safety issues, Bike Month, Bus Month, other special programs, and other alternative transportation issues. The Chamber of Commerce's ChamberZone program may feature a story or interview on bicycle and pedestrian issues, for example.

Awards - Municipal sponsorship of special recognitions can encourage a better balance between people and cars. Awards can honor outstanding projects, places, groups, or individuals that have contributed significantly toward making the region safer and more accessible for pedestrians and/or bicyclists.

Citizen Outreach - Personal interaction with interested individuals can help overcome obstacles to participation. Bicycle light distribution, youth helment distribution, custom map creation, classes (safety, commuting, etc.), and walking to school sessions can all provide needed encouragement.

Kingsport's Subdivision Regulations require a four (4) foot sidewalk be constructed on new streets as part of new development. However, redevelopments along existing streets are not subject to this requirement. A local policy could be crafted to ensure that redevelopment along an arterial road would include sidewalk construction in keeping with the Regional Pedestrian Plan. City Code 94-159 could be used as the basis of this policy.

Section 94-159 - Authority to require construction or repair by abutting owner.

"The board of mayor and aldermen, whenever it is deemed necessary for the public welfare, may require the owner of any lot or part of lot in the city fronting upon any public street to construct and keep in repair a good and substantial sidewalk or travelway along the whole street frontage of his lot, of a width and materials prescribed by resolution of the board."

RESOLUTION TO AMEND THE
KINGSPORT METROPOLITAN PLANNING ORGANIZATION
FY 11-14 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Kingsport Metropolitan Transportation Planning Organization (MTPO) is the organization responsible for transportation planning in the Kingsport Area and for the appropriate use of Federal transportation funds in the area; and

WHEREAS, the FY 11-14 Transportation Improvement Program (TIP) was adopted by the Executive Board on October 20, 2010 as the planning document that describes the projects that would receive funding for the Federal fiscal years 2011-2014 to most efficiently meet the integrated transportation needs of the MPO Area; and

WHEREAS, the Tennessee Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration have reviewed said document; and

WHEREAS, the transportation planning process for the Kingsport Urbanized Area is based on a Continuing, Cooperative, and Comprehensive Planning Process and is hereby certified by the Kingsport Urbanized Area Metropolitan Planning Organization as being in compliance with the requirements of 23 CFR Part 450; and

WHEREAS, the Metropolitan Planning Organization hereby certifies that the development of this Transportation Improvement Program followed the locally adopted public participation process as outlined in the Kingsport MTPO Public Participation Plan, to allow the public opportunity to review and comment on these revisions; and

WHEREAS, the 2035 Long Range Transportation Plan (LRTP) was developed with a programmatic approach along with targeted funding for each initiative. Active Transportation is one of the initiatives designed to support greater travel and trip making by non-motorized modes; and

WHEREAS, the Regional Bicycle and Pedestrian Plan is a subcomponent of the 2035 LRTP and projects to be implemented from the Active Transportation program are to come from this planning document along with other projects supportive of the 2035 LRTP's goals and objectives; and

WHEREAS, the TIP is the mechanism for implementing the LRTP's recommendations and an amendment is needed to add the Non-Motorized TIP project;

NOW, THEREFORE, BE IT RESOLVED that the Kingsport Metropolitan Transportation Planning Organization Executive Board, does hereby approve the amendment to the FY 11-14 TIP document as attached hereto.

Non-Motorized-1: Active Transportation Solutions Grouping; Program funding for PE, ROW, CONST

_____ _____

John Campbell, Chairman
MTPO Executive Board

Date

_____ _____

Chris Campbell, Chairman
MTPO Executive Staff

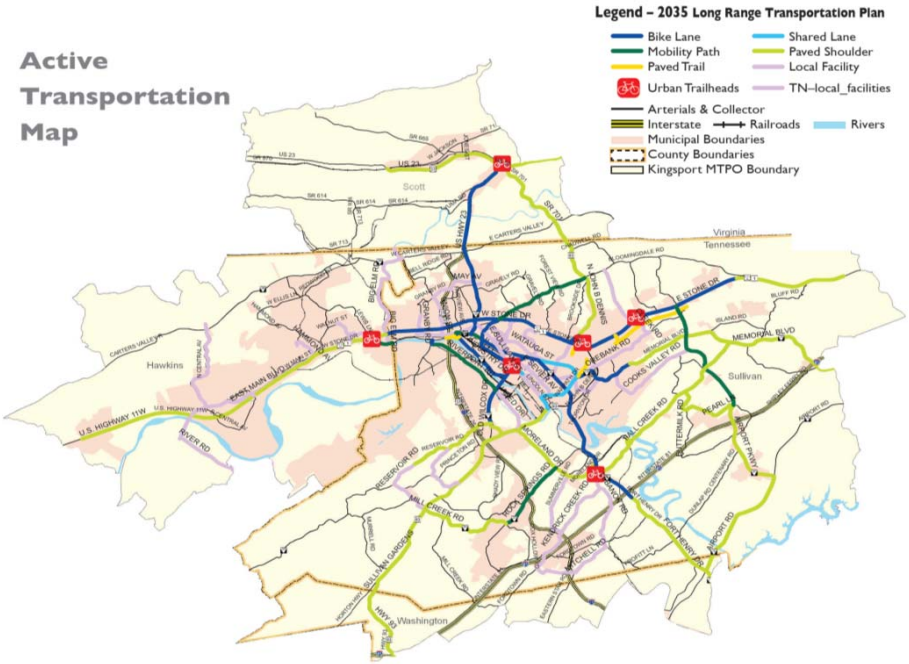
Date

New TIP Page

TIP #	Non-Motorized-1	**TDOT PIN# / VA UPC#**		**Priority**		**Lead Agency**	Various
County	Kpt./Hawk./Sull.	**Length**	N/A	**LRTP#**	Consistent w/ LRTP	**Conformity Status**	N/A
Route/Project Name	Active Transportation Solutions Grouping					**Total Project Cost**	$925,000
Termini or Intersection	Various locations						
Project Description	Facilities, programs, and planning initiatives for non-motorized transportation alternatives. Projects to be implemented from this program come from the Regional Bicycle and Pedestrain Plan and those supportive of the LRTP's goals and objectives.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 13	PE, ROW, CONST	L-STP	$462,500	$370,000		$92,500
FY 14	PE, ROW, CONST	L-STP	$462,500	$370,000		$92,500

Remarks	**Amendment Number**		**Adjustment Number**



New Summary Table

Table 1

2011 - 2014 Local STP Summary Table

FY 2011		
Carryover Balance		$9,156,790
FY 2011 Allocation	+	$1,321,166
Available to Spend	=	$10,477,956
Projects Programmed	-	$9,906,144
Remaining	=	$571,812

FY 2012		
Carryover Balance		$571,812
FY 2012 Allocation	+	$1,321,166
Available to Spend	=	$1,892,978
Projects Programmed	-	$720,000
Remaining	=	$1,172,978

FY 2013		
Carryover Balance		$1,172,978
FY 2013 Allocation	+	$1,321,166
Available to Spend	=	$2,494,144
Projects Programmed	-	$450,000
Remaining	=	$2,044,144

FY 2014		
Carryover Balance		$2,044,144
FY 2014 Allocation	+	$1,321,166
Available to Spend	=	$3,365,310
Projects Programmed	-	$450,000
Remaining	=	$2,915,310

New Summary Table

Table 2

Kingsport MPO 2011 - 2014 TIP Highway Funding Summary

Tennessee Highway Totals for FY 11

Funding Source	Total Programmed Funds	Federal Funds	State Funds	Local Funds
APD	$14,605,000	$11,684,000	$2,921,000	
BRBD	$10,000		$10,000	
BRR-L	$110,000	$88,000		$22,000
BRR-S	$1,520,000	$1,216,000	$304,000	
HPP	$3,495,000	$2,796,000	$699,000	
HSIP	$1,000,000	$900,000	$100,000	
IM	$2,410,000	$2,169,000	$241,000	
NHS	$1,124,000	$899,200	$224,800	
S-STP (State)	$25,662,000	$20,480,000	$5,182,000	
L-STP (Local)*	$12,372,930	$9,906,144	$225,100	$2,241,686
SRTS	$250,000	$250,000		
ENH	$500,000	$400,000		$100,000
Totals:	**$63,058,930**	**$50,788,344**	**$9,906,900**	**$2,363,686**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Tennessee Highway Totals for FY 12

Funding Source	Total Programmed Funds	Federal Funds	State Funds	Local Funds
BRBD	$2,110,000		$2,110,000	
BRR-L	$110,000	$88,000		$22,000
BRR-S	$20,000	$16,000	$4,000	
HPP				
HSIP	$1,000,000	$900,000	$100,000	
IM	$10,000	$9,000	$1,000	
NHS	$200,000	$160,000	$40,000	
S-STP (State)	$3,210,000	$2,568,000	$642,000	
L-STP (Local)*	$900,000	$720,000		$180,000
SRTS	$250,000	$250,000		
ENH	$500,000	$400,000		$100,000
Totals:	**$8,310,000**	**$5,111,000**	**$2,897,000**	**$302,000**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Tennessee Highway Totals for FY 13

Funding Source	Total Programmed Funds	Federal Funds	State Funds	Local Funds
APD				
BRBD	$10,000		$10,000	
BRR-L	$110,000	$88,000		$22,000
BRR-S	$20,000	$16,000	$4,000	
HPP				
HSIP	$1,000,000	$900,000	$100,000	
IM	$10,000	$9,000	$1,000	
NHS	$200,000	$160,000	$40,000	
S-STP (State)	$310,000	$248,000	$62,000	
L-STP (Local)*	$932,500	$450,000		$112,500
SRTS	$250,000	$250,000		
ENH	$500,000	$400,000		$100,000
Totals:	**$3,342,500**	**$2,521,000**	**$217,000**	**$234,500**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Tennessee Highway Totals for FY 14

Funding Source	Total Programmed Funds	Federal Funds	State Funds	Local Funds
APD				
BRBD				
BRR-L	$110,000	$88,000		$22,000
BRR-S	$20,000	$16,000	$4,000	
HPP				
HSIP	$1,000,000	$900,000	$100,000	
IM	$10,000	$9,000	$1,000	
NHS	$200,000	$160,000	$40,000	
S-STP (State)	$310,000	$248,000	$62,000	
L-STP (Local)*	$932,500	$450,000		$112,500
SRTS	$250,000	$250,000		
ENH	$500,000	$400,000		$100,000
Totals:	**$3,332,500**	**$2,521,000**	**$207,000**	**$234,500**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Old Summary Table

Table 1

2011 - 2014 Local STP Summary Table

FY 2011		
Carryover Balance		$9,156,790
FY 2011 Allocation	+	$1,321,166
Available to Spend	=	$10,477,956
Projects Programmed	-	$9,906,144
Remaining	=	$571,812

FY 2012		
Carryover Balance		$571,812
FY 2012 Allocation	+	$1,321,166
Available to Spend	=	$1,892,978
Projects Programmed	-	$720,000
Remaining	=	$1,172,978

FY 2013		
Carryover Balance		$1,172,978
FY 2013 Allocation	+	$1,321,166
Available to Spend	=	$2,494,144
Projects Programmed	-	$80,000
Remaining	=	$2,414,144

FY 2014		
Carryover Balance		$2,414,144
FY 2014 Allocation	+	$1,321,166
Available to Spend	=	$3,735,310
Projects Programmed	-	$80,000
Remaining	=	$3,655,310

Old Summary Table

Table 2

Kingsport MPO 2011 - 2014 TIP Highway Funding Summary

Tennessee Highway Totals for FY 11

Funding Source	Total Programmed Funds	Federal Funds	State Funds	Local Funds
APD	$14,605,000	$11,684,000	$2,921,000	
BRBD	$10,000		$10,000	
BRR-L	$110,000	$88,000		$22,000
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IM	$2,410,000	$2,169,000	$241,000	
NHS	$1,124,000	$899,200	$224,800	
S-STP (State)	$25,662,000	$20,480,000	$5,182,000	
L-STP (Local)*	$12,372,930	$9,906,144	$225,100	$2,241,686
SRTS	$250,000	$250,000		
ENH	$500,000	$400,000		$100,000
Totals:	**$63,058,930**	**$50,788,344**	**$9,906,900**	**$2,363,686**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Tennessee Highway Totals for FY 12

Funding Source	Total Programmed Funds	Federal Funds	State Funds	Local Funds
BRBD	$2,110,000		$2,110,000	
BRR-L	$110,000	$88,000		$22,000
BRR-S	$20,000	$16,000	$4,000	
HPP				
HSIP	$1,000,000	$900,000	$100,000	
IM	$10,000	$9,000	$1,000	
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S-STP (State)	$3,210,000	$2,568,000	$642,000	
L-STP (Local)*	$900,000	$720,000		$180,000
SRTS	$250,000	$250,000		
ENH	$500,000	$400,000		$100,000
Totals:	**$8,310,000**	**$5,111,000**	**$2,897,000**	**$302,000**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Tennessee Highway Totals for FY 13

Funding Source	Total Programmed Funds	Federal Funds	State Funds	Local Funds
APD				
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IM	$10,000	$9,000	$1,000	
NHS	$200,000	$160,000	$40,000	
S-STP (State)	$310,000	$248,000	$62,000	
L-STP (Local)*	$100,000	$80,000		$20,000
SRTS	$250,000	$250,000		
ENH	$500,000	$400,000		$100,000
Totals:	**$2,510,000**	**$2,151,000**	**$217,000**	**$142,000**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

Tennessee Highway Totals for FY 14

Funding Source	Total Programmed Funds	Federal Funds	State Funds	Local Funds
APD				
BRBD				
BRR-L	$110,000	$88,000		$22,000
BRR-S	$20,000	$16,000	$4,000	
HPP				
HSIP	$1,000,000	$900,000	$100,000	
IM	$10,000	$9,000	$1,000	
NHS	$200,000	$160,000	$40,000	
S-STP (State)	$310,000	$248,000	$62,000	
L-STP (Local)*	$100,000	$80,000		$20,000
SRTS	$250,000	$250,000		
ENH	$500,000	$400,000		$100,000
Totals:	**$2,500,000**	**$2,151,000**	**$207,000**	**$142,000**

**The State Funds column for this line item refers to projects that may include the State's participation requiring the use of S-STP funds*

TDOT Projects for Recommendation to the 3 Year Work Program 2014-2016; Ranked by the Kingsport MTPO Executive Board

	County	Route	KINGSPORT MTPO Project Termini/Description	Length	PHASE TO BE FUNDED	ESTIMATED COST (IN MILLIONS)	RANKING
			Projects Under Consideration for the FY-14 Program				
	Sullivan	I-81	Eastbound Truck Climbing Lane @ Mile Marker 60	1.2	CONST	27.3	**1**
			Projects Under Consideration for the FY-15/FY-16 Program				
	Sullivan	SR-126	East Center Street in Kingsport to East of Cooks Valley Road	4.1	ROW	45.3	**1**
	Sullivan / Washington	SR-93	From I-81 to SR-347 (TPR Option 5, Spot Improvements)	5.4	ROW	3.2	**2**
			Projects Totally Funded				
	Sullivan	I-26	Construct New Welcome Station South of Bell Ridge Road	0	Under Construction		

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Prioritized List of Multi-modal State Route Projects

Rank	Location	State Route/ Road Name	Type of Work	Termini To and From	General Remarks	Map #
Tennessee						
1	Sullivan/ Kingsport	I-81/I-26 Interchange	Reconstruction	Interchange reconfiguration	Interchange Modification Study in progress	1
2	Sullivan/ Kingsport	SR-126 Memorial Blvd	Reconstruction	Center St to I-81	Under Design	2
3	Sullivan/ Washington	SR-93 Sullivan Gardens Pkwy	Reconstruction	SR-347 to I-81	TPR Option 5; Environmental Review	3
4	Kingsport/ Sullivan	SR-347 Rock Springs Rd	Reconstruction	I-26 to Cox Hollow Rd	TPR complete	4
5	Sullivan	SR-36	Reconstruction	SR-75 to I-81	Continuation of ongoing project	5
6	Sullivan/ Kingsport	I-81 Truck Climbing Lanes	New Construction	SR-36 to SR-357	Environmental Review	6
7	Sullivan/ Kingsport	11W/SR-1	Reconstruction	Fairview Ave to Holston River	Widening	7
8	Hawkins/ Mt Carmel/ Church Hill	11W/ SR-1	Reconstruction	Holston River to Church Hill	Improve access management/ widen where needed	8
9	Sullivan/ Kingsport	SR-93	Interchange Improvements	I-26 to 11W/SR 1	Interchange improvements	9
10	Hawkins/ Mt Carmel/ Church Hill	11W/ SR-1	Intersection Improvements	Mt Carmel to Church Hill	Improve turning movements at intersection(s)	10
11	Sullivan	SR-357 South	New Construction	Tri-Cities Airport to 11E/19	Previously studied	11

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Other Regional Priorities:				
Location	State Route/ Road Name	Type of Work	Termini To and From	General Remarks
MTPO Region	Bridges	Reconstruction	Various	Rebuild/ Rehabilitate bridges on state's inspection list
MTPO Region	Bicycle / Pedestrian	New Facilities	Various	Recommendations from Regional Bike/Ped Plan
MTPO Region	TSM / ITS	New Facilities	Various	Safety improvements, turning lanes, signage, lighting, access management, Help Trucks, ITS
Kingsport	Transit	Service Enhancements	Service Area	Enhancements to service area, routes, customer facilities, ITS needs, vehicles, and technology advancements

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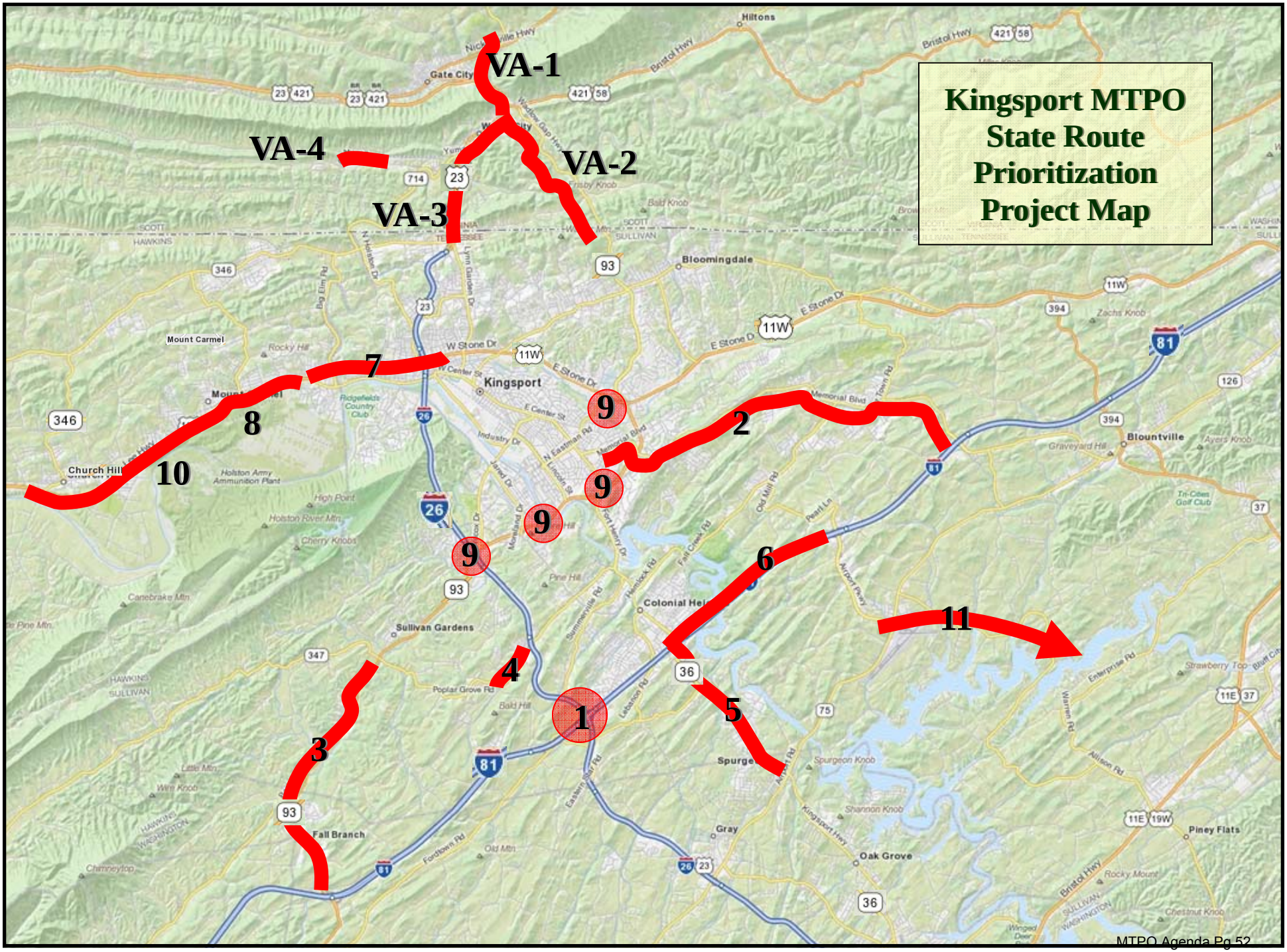
Virginia						
Rank	Location	State Route/ Road Name	Type of Work	Termini To and From	General Remarks	Map #
VA-1	Scott	Moccasin Gap Bypass	Reconstruction	US 23/US 58/SR-71	ROW complete/ awaiting construction	VA-1
VA-2	Scott	SR-224	Reconstruction	US 58/US 23 to TN State Line	Corridor study complete	VA-2
VA-3	Scott	US-23	Safety / Access Management Improvements	TN State Line to Bus-US 58	Corridor study complete	VA-3
VA-4	Scott	Rte-614 (Yuma Rd)	Reconstruction	Rte-713 to Rte-867 West	Design Review	VA-4

Other Regional Priorities:				
Location	State Route/ Road Name	Type of Work	Termini To and From	General Remarks
Scott	Bridges	Reconstruction	Where needed	Rebuild/ Rehabilitate bridges on state's inspection list
Scott	New Facilities	Various	Recommendations from Regional Bike/Ped Plan	New Facilities
Scott	Transit	Service Enhancements	Service Area	Enhancements to service area, routes, customer facilities, ITS needs, vehicles, and technology advancements
Scott	TSM / ITS	New Facilities	Various	Safety improvements, turning lanes, signage, lighting, access management, ITS
I-81 Corridor	I-81	Various Improvements	I-81 Corridor	Enhancements to improve safety, security, spur economic development, and add capacity
SW Virginia	Rail	Extension of passenger rail service	Lynchburg to Bristol District	Extend passenger rail service to Bristol District


Kingsport MTPO
State Route
Prioritization
Project Map
VA-1
VA-2
VA-3
VA-4
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10
11
Hiltons
Gate City
Bloomingdale
Mount Carmel
Kingsport
Church Hill
Sullivan Gardens
Colonial Heights
Fall Branch
Spurgeon
Gray
Oak Grove
Blountville
Piney Flats