

SR 75 CORRIDOR STUDY

Gray Community
Johnson City
Washington County

PUBLIC MEETING #2

AUGUST 28, 2025



**CDM
Smith**



AGENDA

- Introductions
- Project Purpose
- Meeting Purpose
- Project Timeline
- Public Survey Responses
- Draft Recommendations

INTRODUCTIONS – PROJECT TEAM

01

Melody Butler,
PE, RSP I, AICP, PMP
(CDM Smith)

02

Stephanie Hargrove,
PE, Ph.D., PMP
(CDM Smith)

03

Chris Kirby,
PE, PMP
(CDM Smith)

04

Zach Roberts
PE, PTOE, RSP2I
(CDM Smith)

05

Kyle Rogers,
EIT
(CDM Smith)

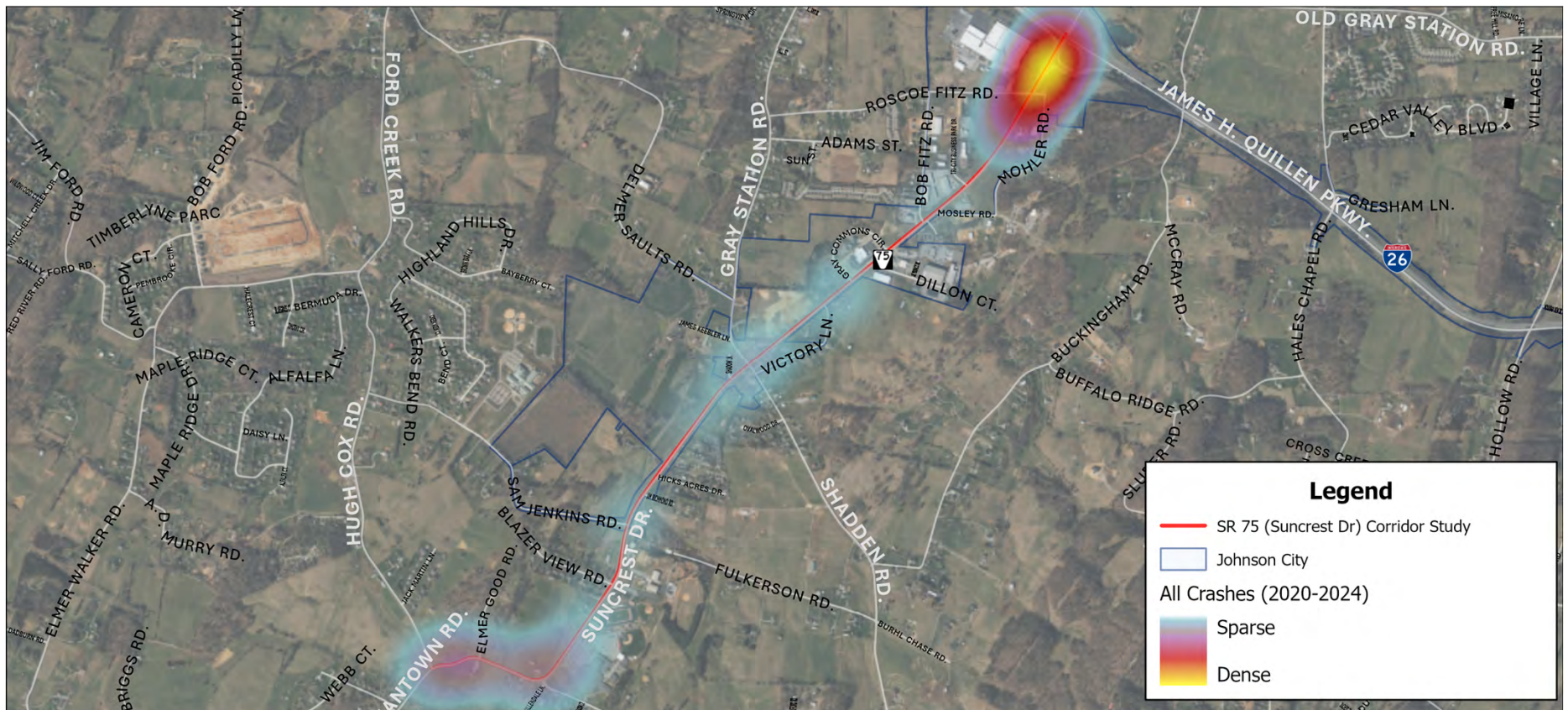
PROJECT PURPOSE

- **SR 75 (Suncrest Dr) between I-26 and Hugh Cox Rd**
 - **Traffic**
 - Critical access for the Gray Community
 - Corridor with a varied mixture of uses (residential neighborhoods, schools, churches, manufacturing, and commercial)
 - Convenient regional access to Kingsport, Johnson City, and the Tri-Cities airport
 - **Multimodal Accessibility**
 - Sidewalks near Gray Commons along the perimeter of Mountain Commerce Bank (MCB)
 - Need for multimodal infrastructure for new and existing residential areas, schools and commercial areas
 - **Safety**
 - 106 crashes; 7 injury crashes in past 5 years, 1 fatality

PROJECT PURPOSE



SAFETY ANALYSIS



MEETING PURPOSE



PRESENT
RECOMMENDATIONS



GATHER FEEDBACK



NEXT STEPS

PROJECT TIMELINE



Project Kickoff

Kickoff Meeting with the project team and city stakeholders



First Round of Public Engagement

Focused on gathering concerns along the corridor via the online survey and first public meeting



Initial Recommendations

Identification of draft recommendations based on traffic and safety data analysis and public feedback



Second Round of Public Engagement

Second public meeting to review the draft recommendations and gather feedback to refine recommendations



Third Round of Public Engagement

Third public meeting to present the Final Recommendations



Final Recommendations and Plan Adoption

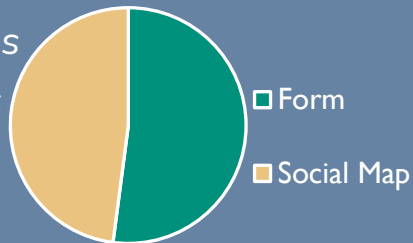
Finalize the recommendations in a plan and present it to the City for adoption and implementation

PUBLIC SURVEY RESPONSES

52% of respondents said they encounter congestion *leaving or returning home*.

44% of respondents said *traffic signals* would relieve congestion, and another 44% said *adding more lanes* would relieve congestion.

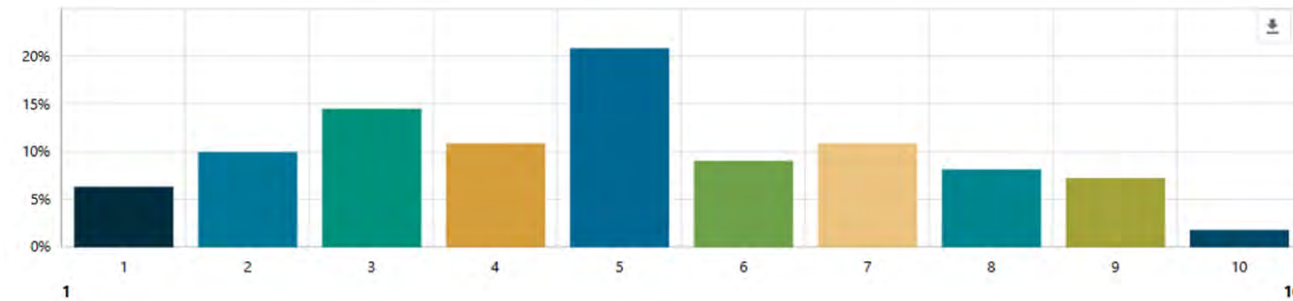
439 Contributions
226 Contributors



1 On a scale from 1-10 (with 1 being very unsafe and 10 being very safe), how safe do you feel traveling along SR 75 (Suncrest Drive)

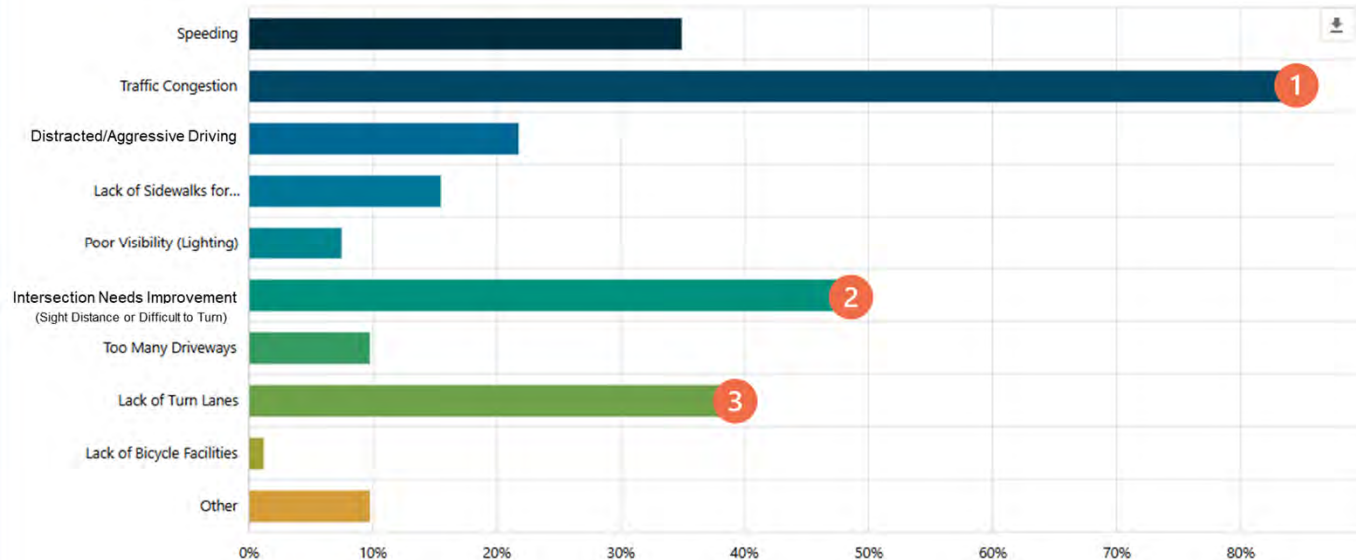
Slider | Skipped: 66 | Answered: 110 (62.5%)

Average 4.98

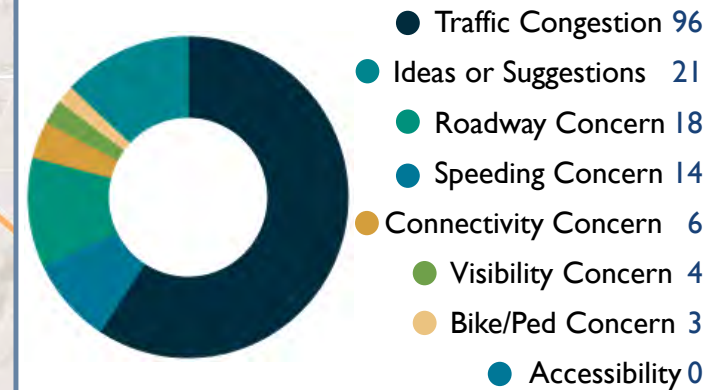
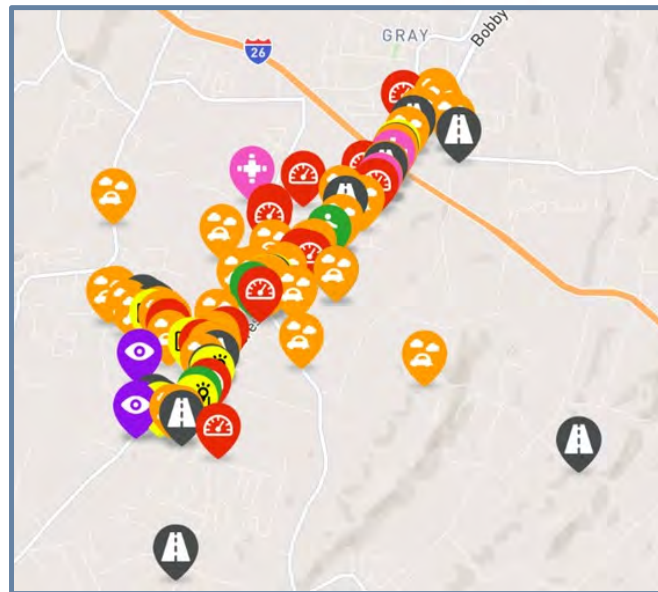


2 What are your top three (3) traffic and safety concerns along SR 75 (Suncrest Drive)?

Multi Choice | Skipped: 1 | Answered: 175 (99.43%)



- Extended/increased lanes and turn lanes
- Slow development
- More traffic lights
- Increased police enforcement
- Roadway safety
- Pedestrian/bike safety
- Less traffic
- Increase roadway lighting

[illegible]

HUGH COX ROAD – EXISTING INTERSECTION



SUNCREST DRIVE AT HUGH COX ROAD – PHASE I



SUNCREST DRIVE AT HUGH COX ROAD – PHASE 2



BOONESBORO RD/HILLENDALE RD – EXISTING INTERSECTION



Boonesboro Rd at SR 75



Hillendale Rd at Boonesboro Rd

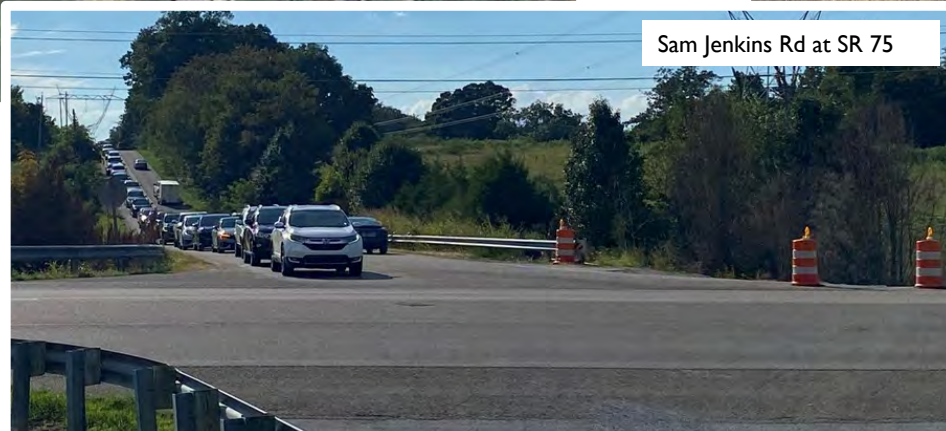
DRAFT



SUNCREST DRIVE
AT BOONESBORO
ROAD

ROUNDAABOUT

SAM JENKINS ROAD – EXISTING INTERSECTION



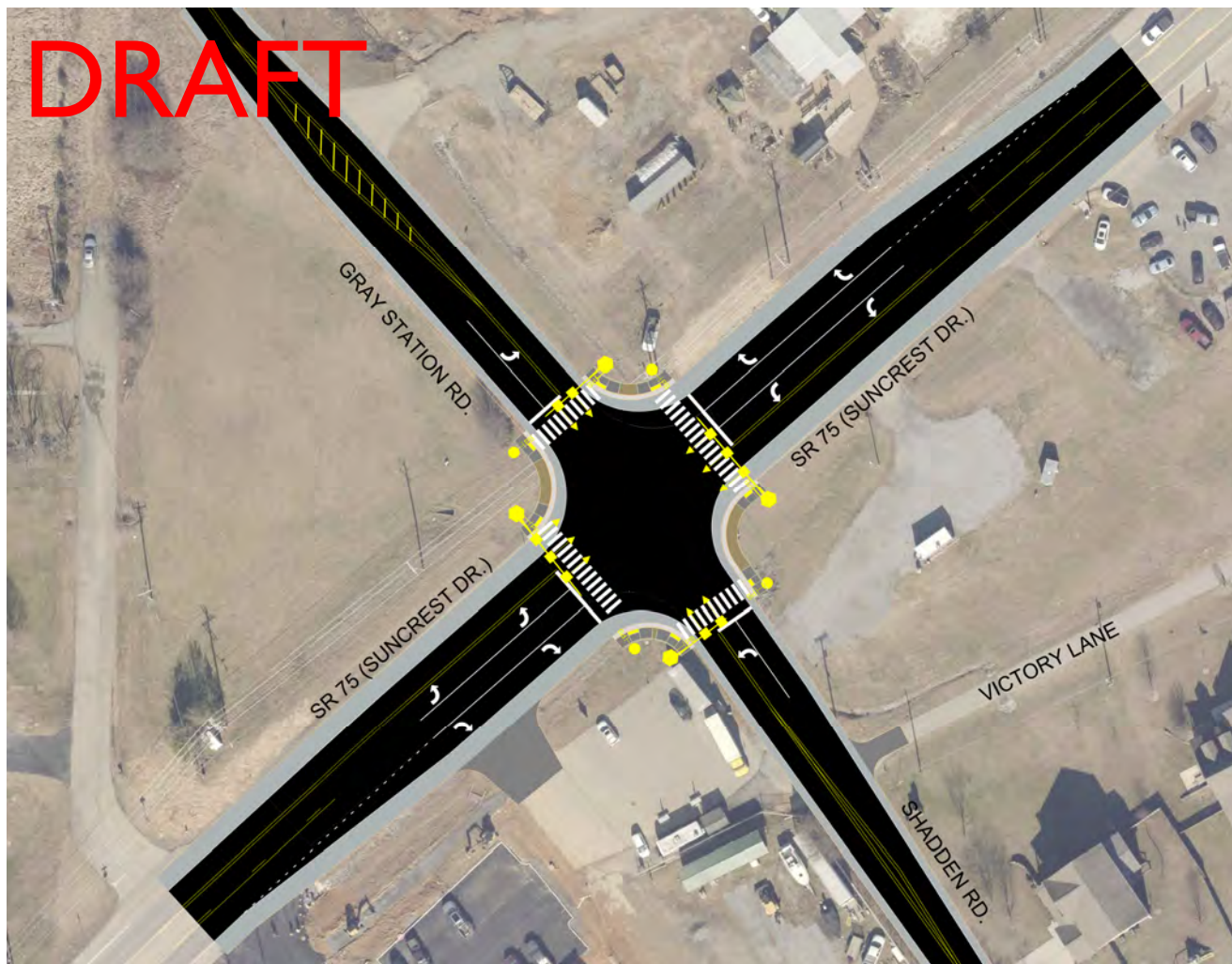
DRAFT



SAM JENKINS RD
INTERSECTION

SIGNAL

DRAFT



SHADDEN RD/
GRAY STATION
RD
INTERSECTION

SIGNAL

BOB FITZ ROAD – EXISTING INTERSECTION



BOB FITZ ROAD – ACCESS MANAGEMENT



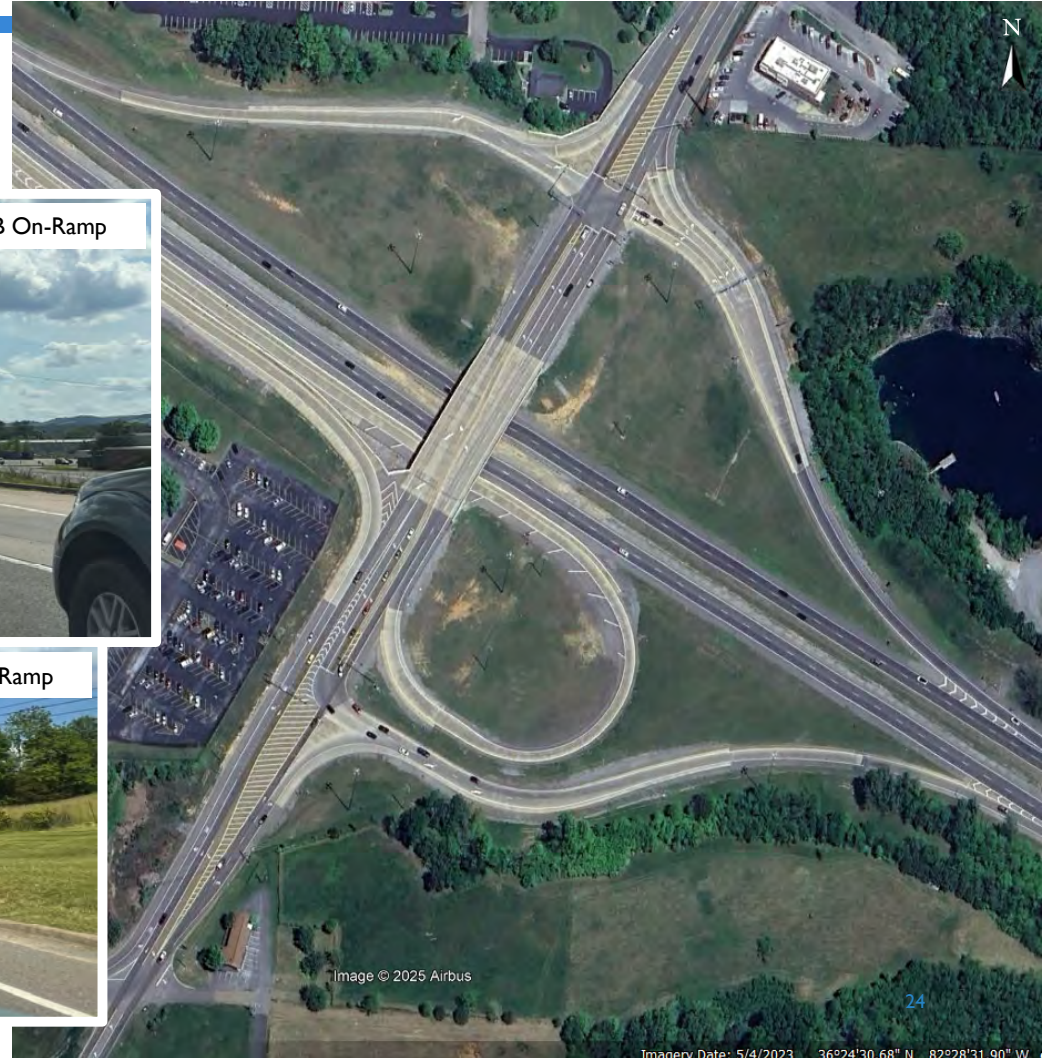
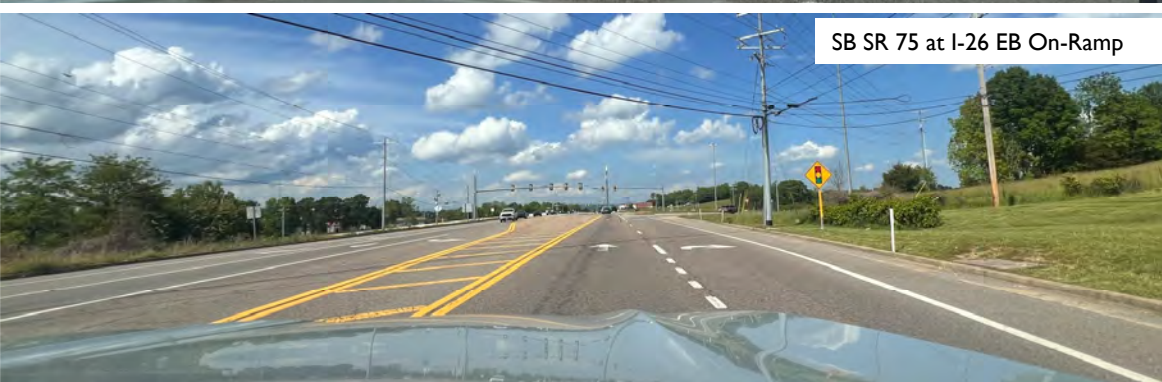
ROSCOE FITZ ROAD – EXISTING INTERSECTION



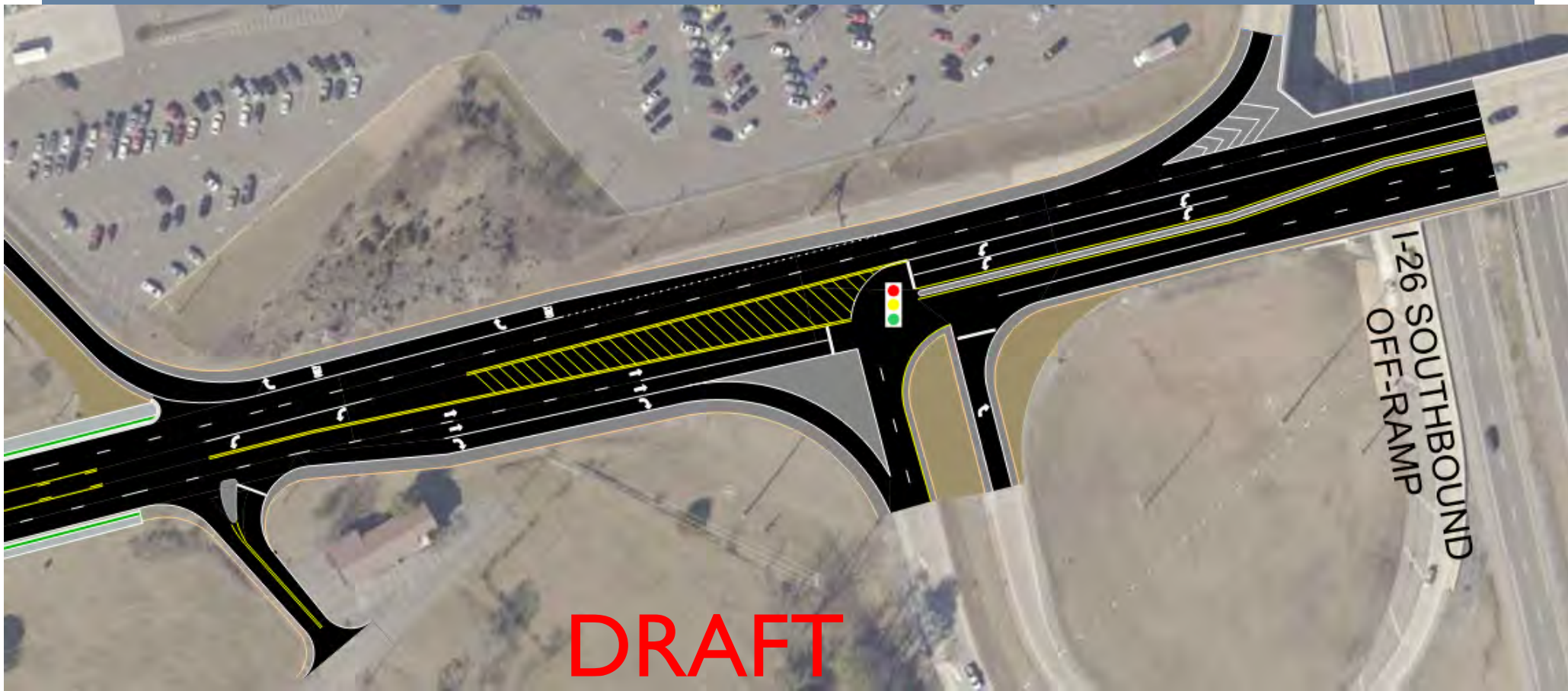


ROSCOE FITZ ROAD REALIGNMENT

I-26 INTERCHANGE - EXISTING



I-26 INTERCHANGE



FUTURE 3-LANE WITH MID-TERM IMPROVEMENTS (ROLL OUT MAP ON TABLE)



SR 75 (SUNCREST DRIVE) 3-LANE
ROADWAY IMPROVEMENTS -
(MID-TERM)

PUBLIC MEETING #2

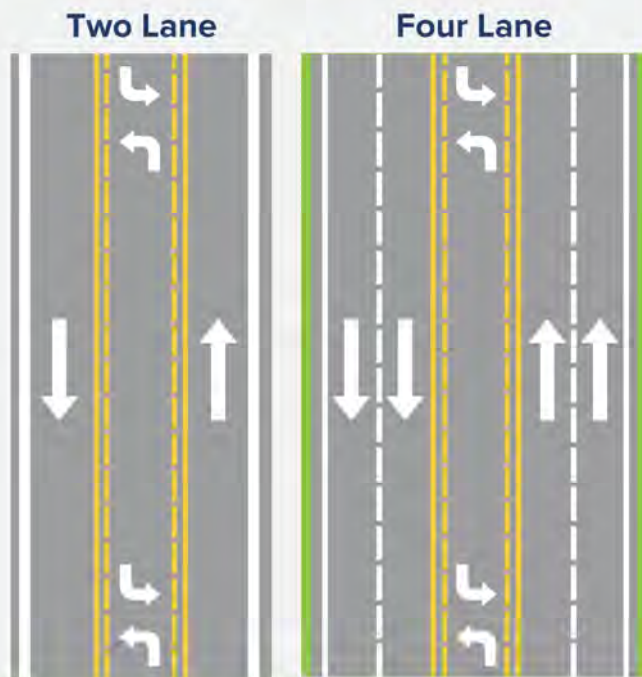
FUTURE 3-LANE WITH MID-TERM IMPROVEMENTS (ROLL OUT MAP ON TABLE)



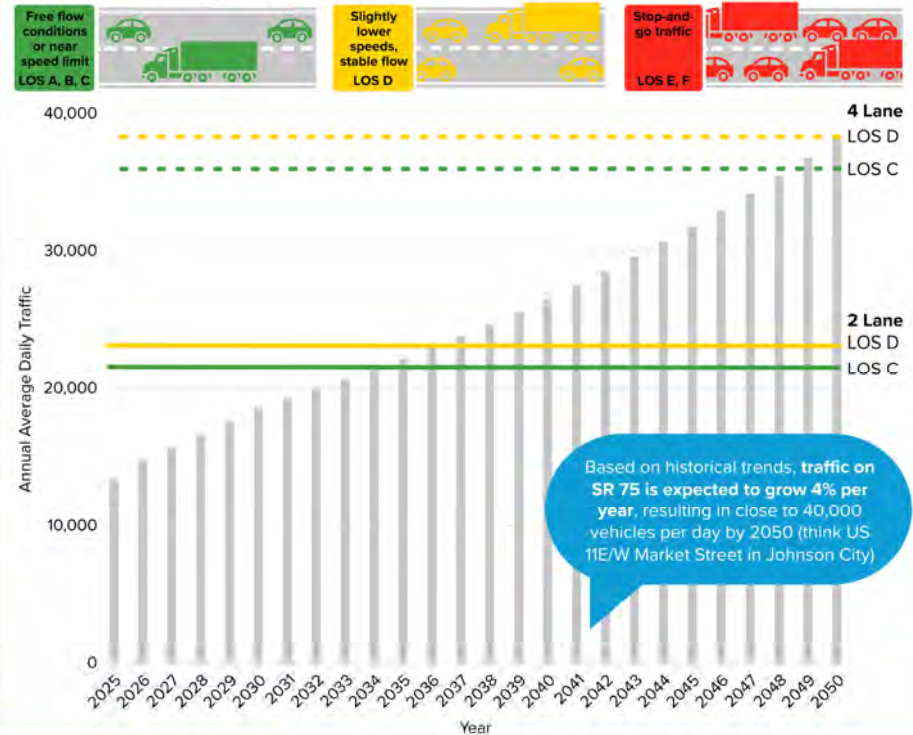
SR 75 Future Traffic

The study team reviewed how the existing two-lane roadway is expected to handle traffic in the years ahead if current travel and growth trends continue. Using a system called Level of Service (LOS), which rates traffic flow from A (free-flow) to F (stop-and-go), we analyzed how well the roadway can keep traffic moving. **The results show that a four-lane roadway will better handle future traffic and reduce congestion if growth continues the way it has over the past several years.**

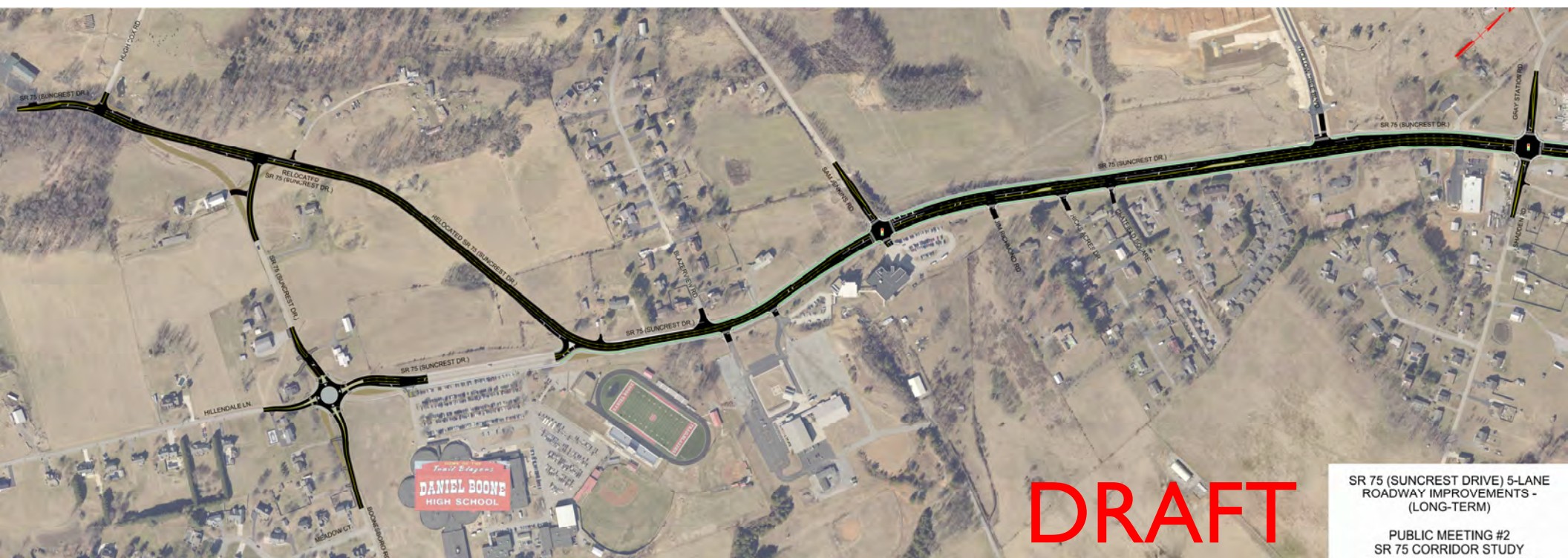
What will the road look like?



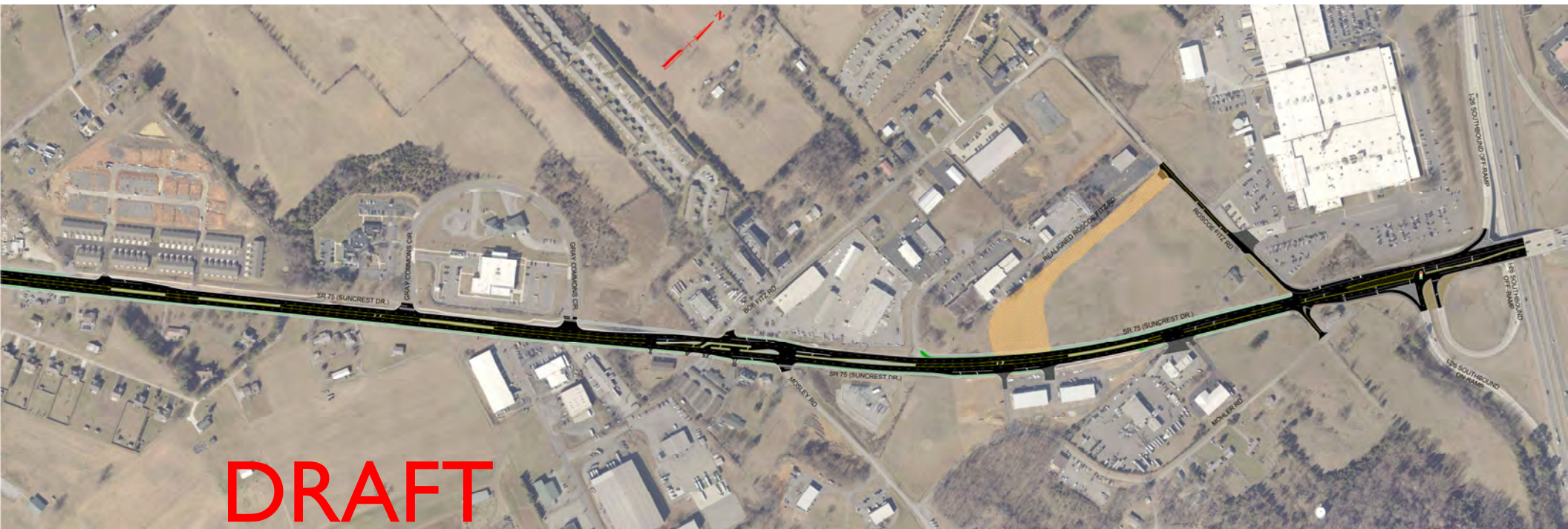
What will traffic look like?

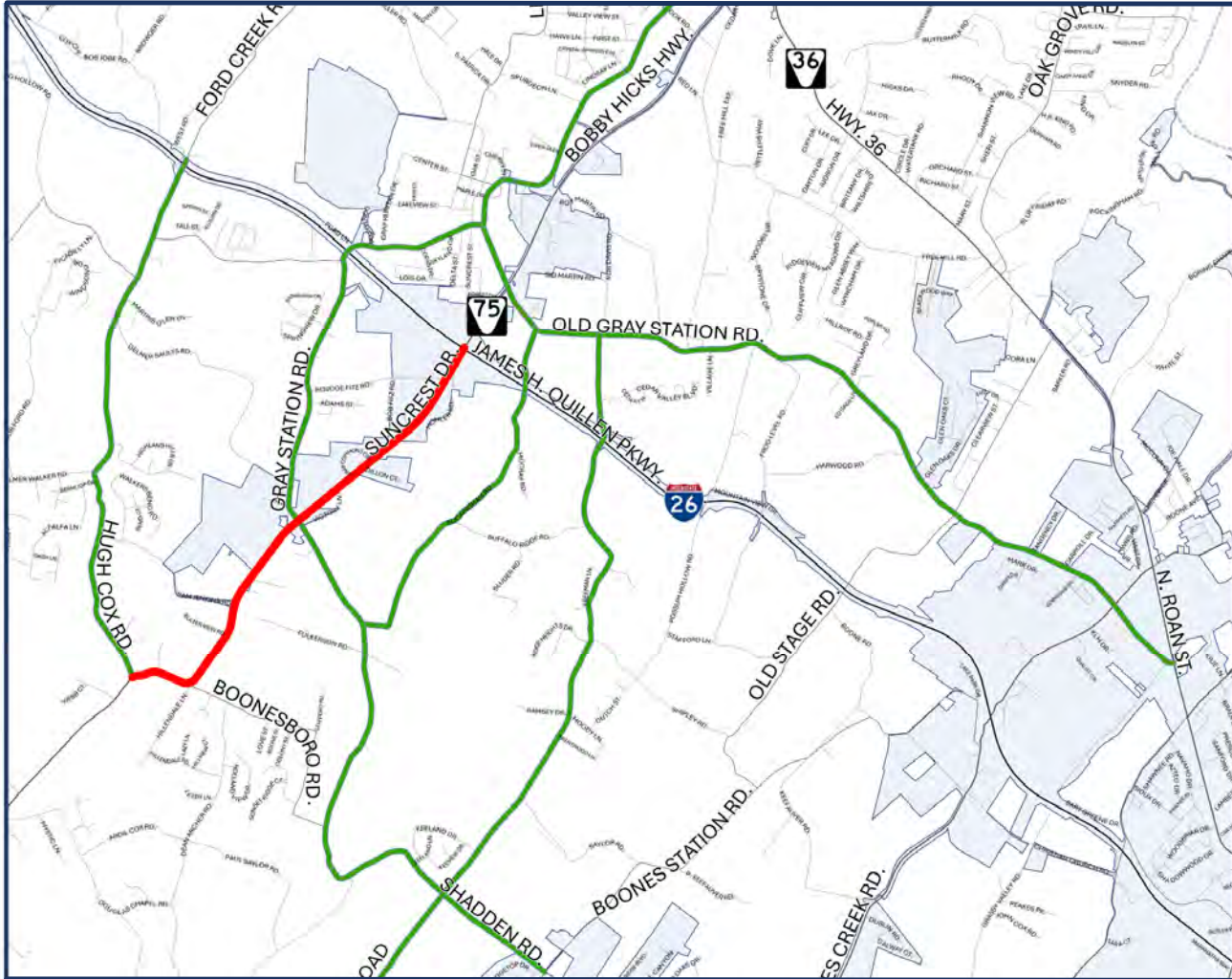


FUTURE 5-LANE WITH LONG-TERM IMPROVEMENTS
(ROLL OUT MAP ON TABLE)



FUTURE 5-LANE LONG-TERM IMPROVEMENTS (ROLL OUT MAP ON TABLE)





ALTERNATE ROUTE EXERCISE

INTERACTIVE EXERCISES

■ RECOMMENDATION BOARDS

- Use post-it notes to provide feedback (positive or negative)
- How can we tweak recommendations to better suit your needs?

■ ALTERNATE ROUTE EXERCISE

- Think about the alternate routes you travel when SR 75 is congested: Use a sticky dot on the map to show us your alternate routes and how often you use them.



Road I use **very often**
to avoid SR 75



Road I use **sometimes**
to avoid SR 75



NEXT STEPS

- Review Today's Feedback
- Prepare Final Recommendations
- Finalize Corridor Study Report
- Public Meeting #3
 - Tentatively October 2025