

# Safe Mobility 2050

## Executive Board Meeting #1

The Johnson City Metropolitan Transportation and Safety Plan

# Agenda

## Introductions



## Existing Conditions



## Goals & Objectives



## Project Background



## Public Engagement



# Welcome and Introductions



- Glenn Berry, MTPO Manager
- Mary Butler, Senior Planner

- Melody Butler, Project Manager
- Chris Kirby, Client Services Leader



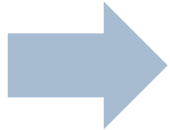
# MPO Responsibilities

Metropolitan Transportation Plan (MTP)



**5-year cycle**

- Requires Executive Board Approval – All projects Receiving Federal Transportation Funds including State Projects



Transportation Improvement Program (TIP)



Fiscal Years 2026 – 2029  
Transportation Improvement Program

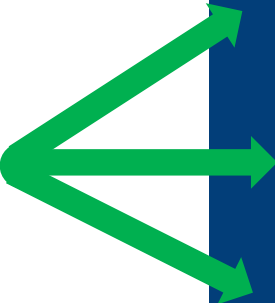


**4-year cycle (1 year overlap)**

- Requires Executive Board Approval
- Currently waiting for the approval of the State Transportation Improvement Program (TIP) – Anticipated July 1, 2026

# Project Managers

Project Implementation



- Town of Bluff City
  - Carter County
  - City of Elizabethton
  - Town of Jonesborough
  - City of Johnson City
  - Washington County
- or
- State of Tennessee

- To be **eligible** for federal transportation funds projects must be in the MTP or consistent with the MTP - Federal Law, MPO Responsibility.
- To **receive** federal funding projects must be in the approved & adopted MPO Transportation Improvement Program.
- **Project Implementation (Construct the project) Responsibility of the Local Government Agency**

# Metropolitan Transportation Plans



**Purpose & Policy** – Conduct a continuing, cooperative, and comprehensive (3C), performance-based MTP update to guide safe, efficient, resilient, and multimodal transportation for people and freight.



**Applicability** – Applies to the Johnson City MTPO, local jurisdictions, transit providers, and partner agencies responsible for metropolitan transportation planning and programming.



**Core Planning Factors** – Address federal and state planning factors including safety, mobility, system reliability, multimodal accessibility, infrastructure preservation, resiliency, environmental protection, freight movement, and economic vitality.



**Performance-Based Approach** – Establish and monitor regional performance measures and targets consistent with MAP-21 and IIJA, aligned with TDOT and transit agency adopted targets.



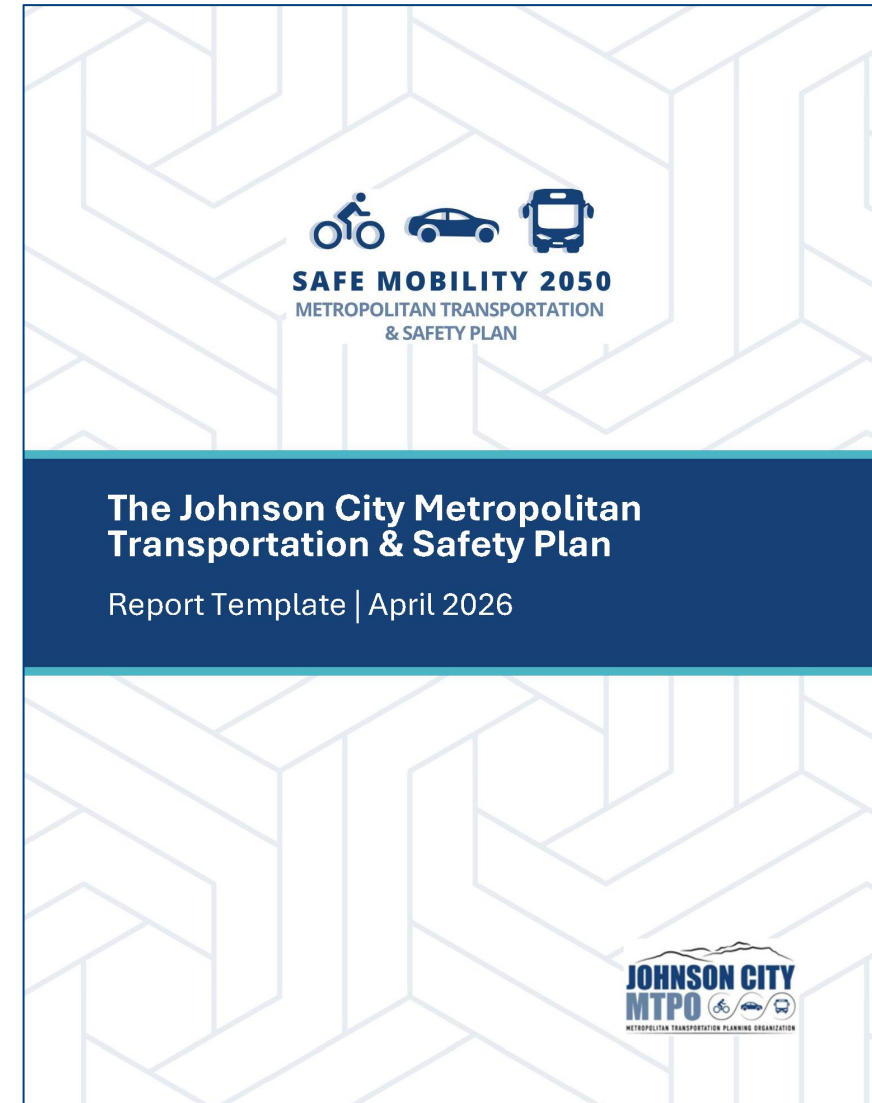
**Plan Integration** – Incorporate goals, performance measures, targets, and strategies from applicable engagement.



**Coordination Requirements** – Coordinate with TDOT, transit providers, and local governments, ensure consistency with land use and growth patterns, and include ongoing public and stakeholder engagement.

# Project Deliverables

- **Technical Memoranda**
  - Public Involvement
  - Existing Conditions
  - Future Transportation Needs Assessment
  - Transportation Solutions and Alternatives
  - Financial Plan and Implementation
- **Draft MTP**
- **Systems Performance Report**
- **Final MTP**



# Existing Conditions

# Data Collection



Planning and Policy Documents (prior studies and previous MTP projects)



Existing Inventory of the Transportation System



**Safety/Crash Trends**



Demographic and Socioeconomic Trends



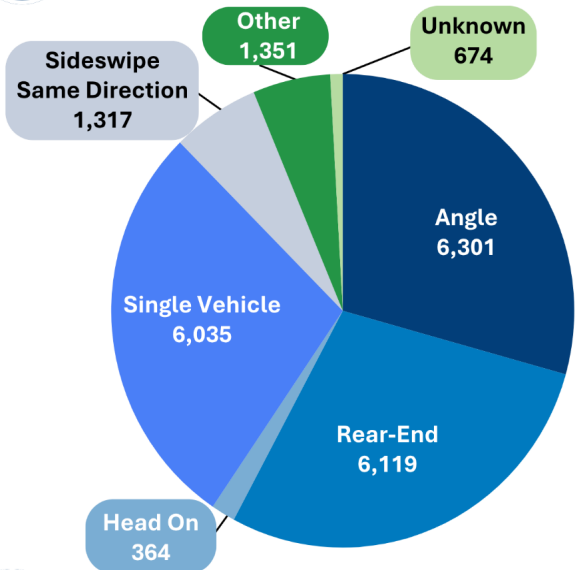
Travel Demand Model Update



**50% of all crashes occurred on State Routes, which tend to carry higher traffic volumes and serve as key travel corridors.**



**Number of Crashes by Type**



**Number of Crashes by Severity**

Property Damage	18,417
Possible Injury	2,297
Suspected Minor Injury	1,018
Suspected Serious Injury	366
Fatal	89

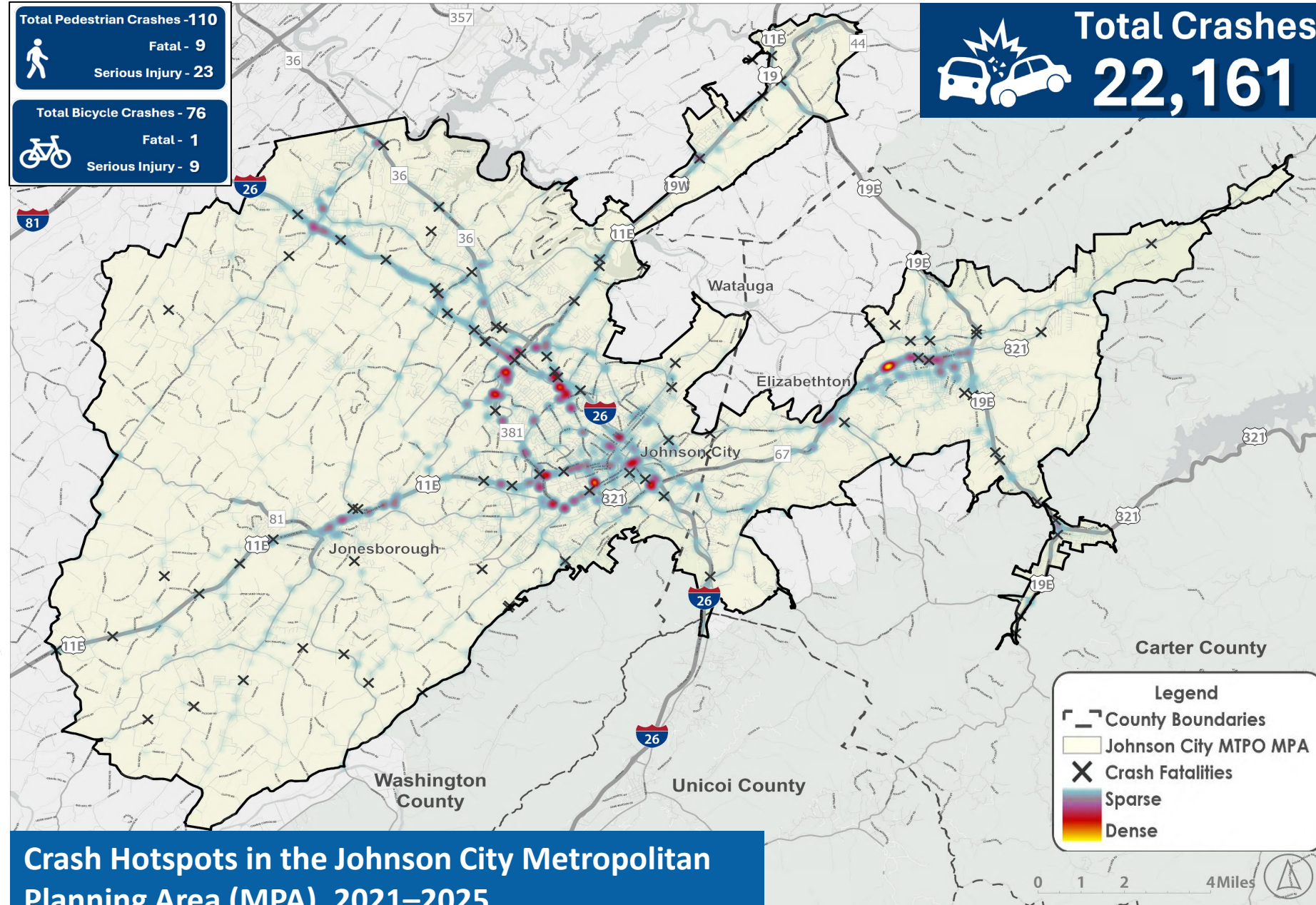
**Total Pedestrian Crashes - 110**

Fatal - 9  
Serious Injury - 23

**Total Bicycle Crashes - 76**

Fatal - 1  
Serious Injury - 9

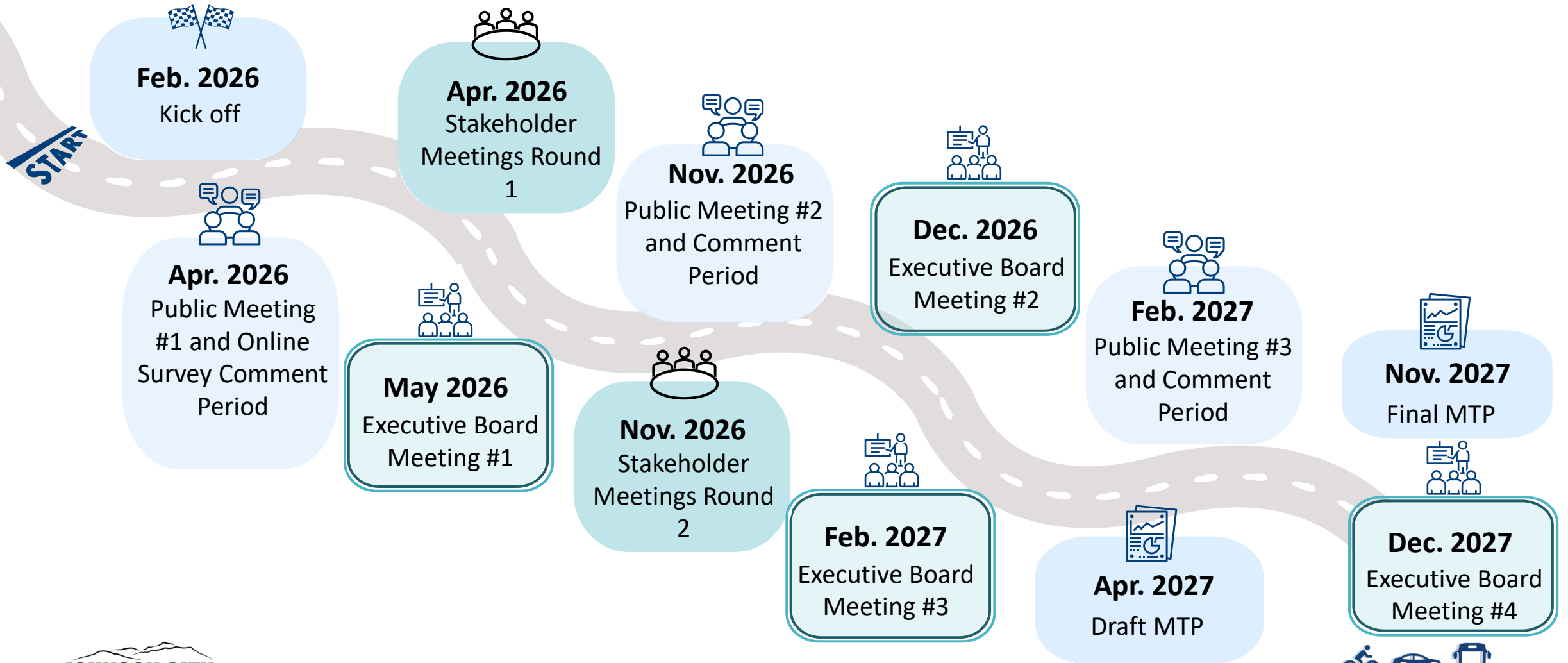
**Total Crashes 22,161**



**Crash Hotspots in the Johnson City Metropolitan Planning Area (MPA), 2021–2025**

# Public Engagement

# Milestone Schedule



# Executive Board Involvement



**Endorse Plan Goals**



**Approve Revenue Assumptions and Financial Plan** *(est. Dec 2026)*



**Confirm Prioritization** of Project Recommendations *(est. Feb 2027)*



**Attend Executive Board Updates**



**Formally Adopt Safe Mobility 2050** *(Dec 2027)*

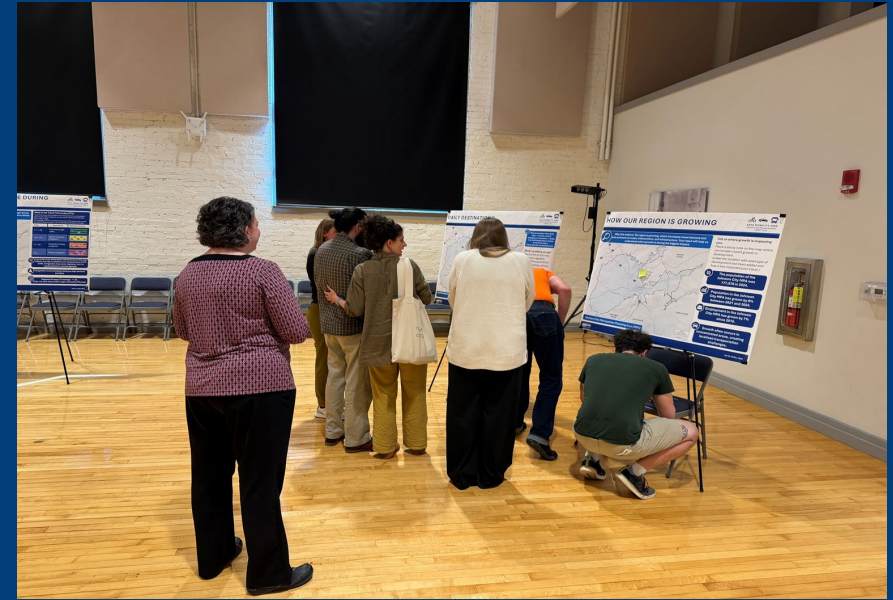
# Public Information Meeting #1

## Outgoing Information

- Introduce the public to the process
- Provide data on existing conditions

## Incoming Information

- Validation and prioritization of goals
- Validation of existing conditions



## Langston Centre

*April 21, 2026*

5:00 PM – 6:30 PM

Johnson City, TN 37601

# Stakeholder Meetings Round 1

## Outgoing Information

- Introduce the stakeholders to the process
- Provide data on existing conditions

## Incoming Information

- Validation of existing conditions
- Survey sent after each meeting for additional feedback

### Planning Stakeholders #1

*April 30, 2026*

10:30 AM – 11:30 AM

*State Agencies, Local/Regional Stakeholders*

### Operational and Safety Stakeholders #1

*April 30, 2026*

1:30 PM – 2:30 PM

*Municipal/County Stakeholders, University Representatives*

# Online Social Pinpoint Site

**April 6, 2026 - May 13, 2026**

## For Stakeholders and the Public



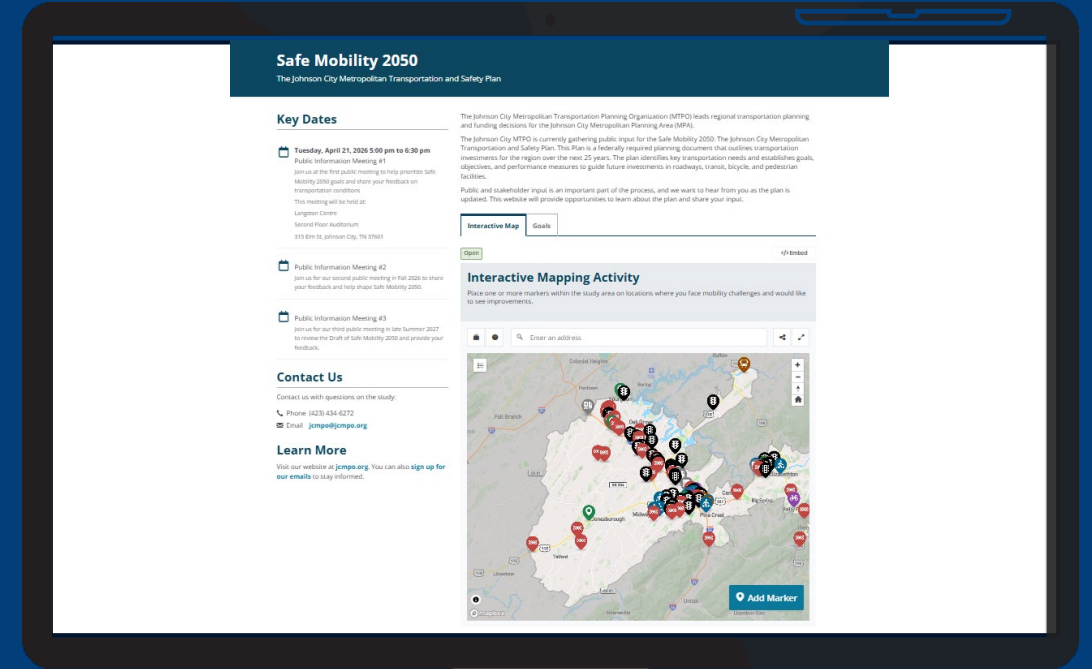
Identification of mobility challenges  
*(mapping)*

**195 Posts with 35 Contributors**



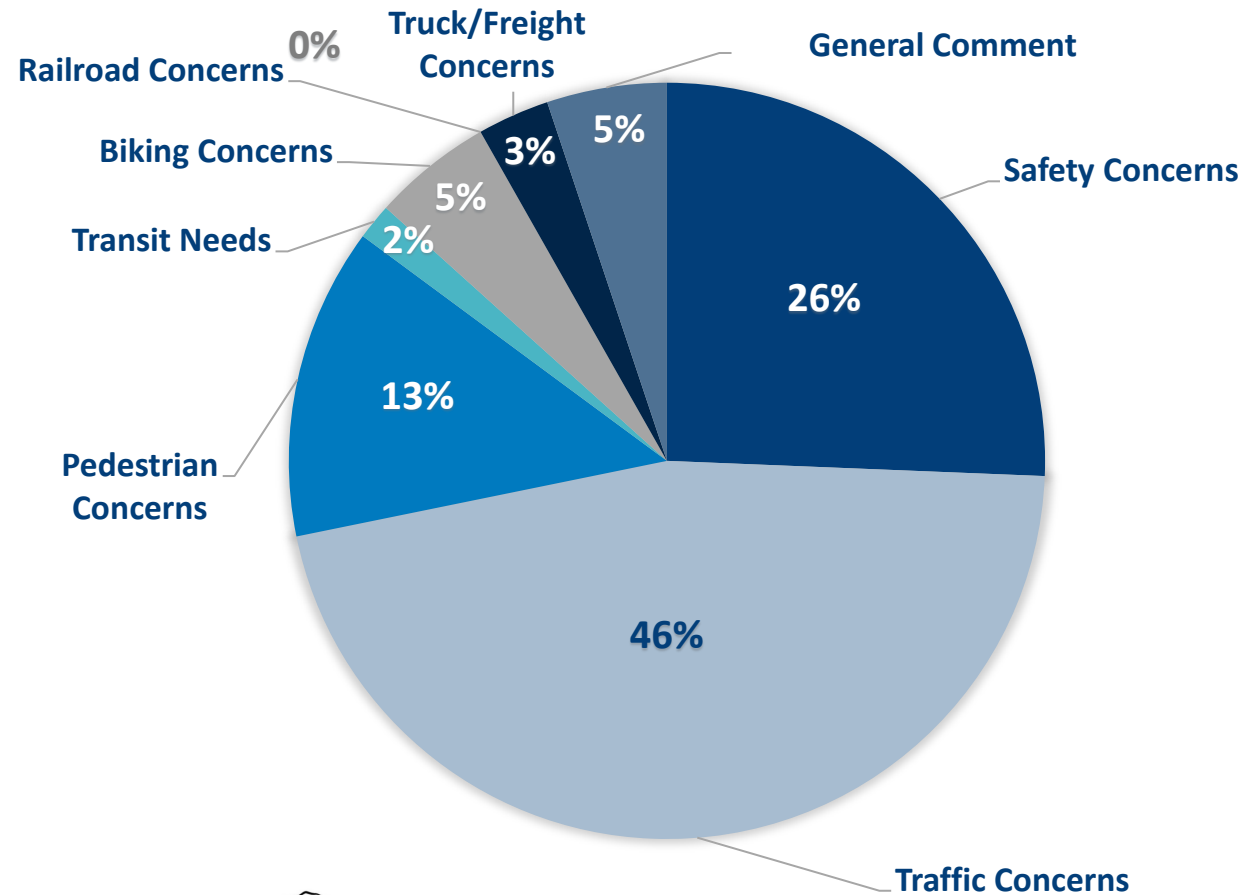
Goals prioritization *(ranking)*  
**24 Responses**

*(Data as of May 8, 2026)*

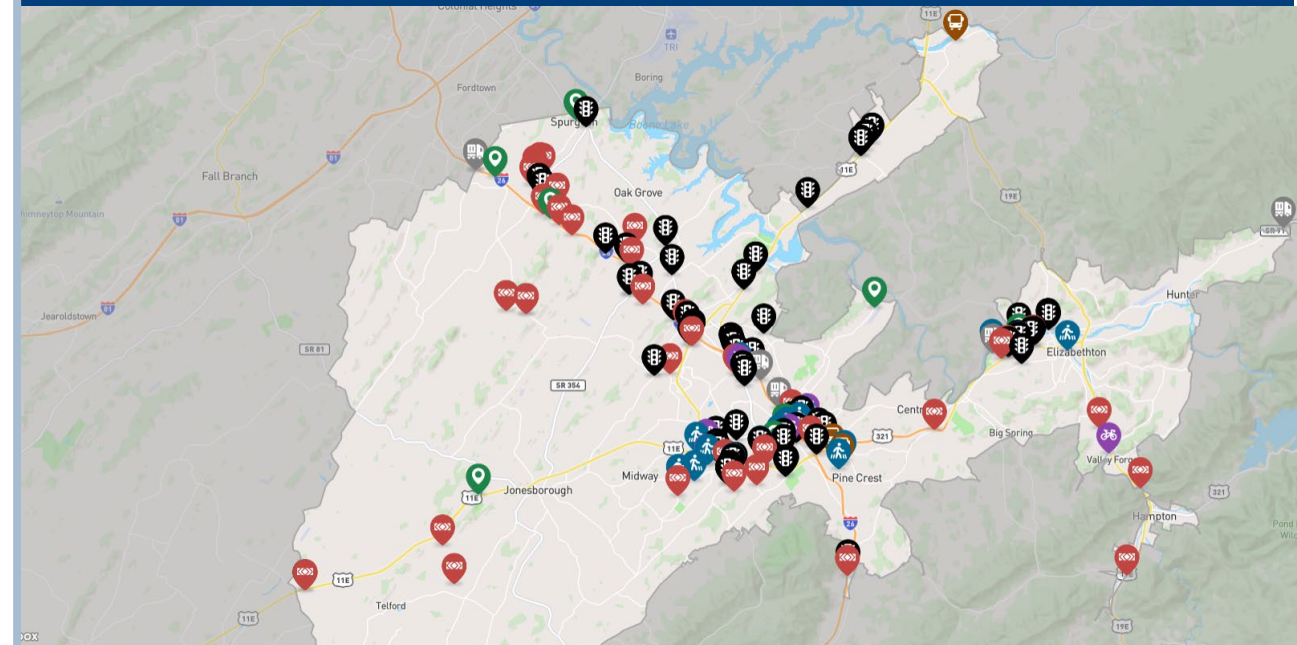


[tpgengage.mysocialpinpoint.com/johnson-city-mtp](https://tpgengage.mysocialpinpoint.com/johnson-city-mtp)

# Social Pinpoint Mapping Results



195 Markers



# Common Themes – Public Meeting Feedback



## Safety & Operations

**High Speeds on Major Corridors:** University Parkway

**Limited Visibility:** Sun glare on I-26

**Limited Sight Distance at Intersections:** “daylight” and clear obstructions



## Congestion & Traffic

**Recurring Congestion Corridor Congestion:** US 19W and Oakland Avenue

**Intersection Operations:** Lane confusion, inefficient turning movements



## Multimodal Access

**Lack of Safe Pedestrian Infrastructure:** Missing sidewalks, unsafe crossings

**Limited Bicycle Infrastructure:** Absence of bike lanes, unsafe conditions on high-speed multi-lane roads

**Barriers between Key Destinations:** Difficult to travel between ETSU and downtown and between neighborhoods and activity centers

**Transit Needs:** Increased frequency, later service hours, improved stop amenities



## Connectivity & System Gaps

**Roadway connections:** Improve access to the Greenlee Road/Milligan area, provide more redundant routes

**Gaps in Bike/Ped Network:** Requests for continuous routes and connections to trails and parks

**Major Corridors:** Create barriers, need safe crossings



## Growth & Development

**Influences Travel:** Boones Creek Road retail increasing need for transit service and multimodal access

**Coordinate Land Use and Transportation Planning:** Better planning for future connectivity, enhance access to support economic activity

# Common Themes – Stakeholder Meeting Feedback



## Safety & Operations

**Speeding and Aggressive Driving:** widespread, but especially on major corridors

**Queueing and Rear-End Crashes:** Congestion and inconsistent operations lead to crash risks

**Intersection Safety:** Lack of turn lanes, poor signal timing and coordination, and limited visibility and sight distance



## Congestion & Traffic

**Recurring Congestion:** I-26, SR 36, SR 75, other arterials in Johnson City and Jonesborough

**Unreliable travel times:** Peak-hour congestion and limited alternative routes

**Intersection Operations:** Signal timings and coordination need updates



## Multimodal Access

**Limited Pedestrian and Bicycle Infrastructure:** Missing sidewalks, gaps in bike facilities

**Roadway Design:** Wide roads made for high speeds

**Connectivity:** Does not function as a reliable alternative to driving

**Transit Limitations:** service coverage, lack of connectivity, and first/last-mile issues



## Connectivity & System Gaps

**Lack of Network Redundancy:**

Over-reliance on a few major corridors

**Poor Connectivity:** Lacking connectivity between communities and jobs, schools, and healthcare

**Roadway Connections:** Limited alternative routes



## Growth & Development

**Key Corridors:** Rapid growth occurring along SR 36, SR 75, and areas in the north

**Development Outpacing Infrastructure:** Increased traffic volumes due to new residential developments and commercial growth

**Coordinate Land Use and Transportation Planning:** Better planning for future connectivity

# Common Themes – Online Survey Feedback



## Safety Concerns



Total Map Markers:  
49



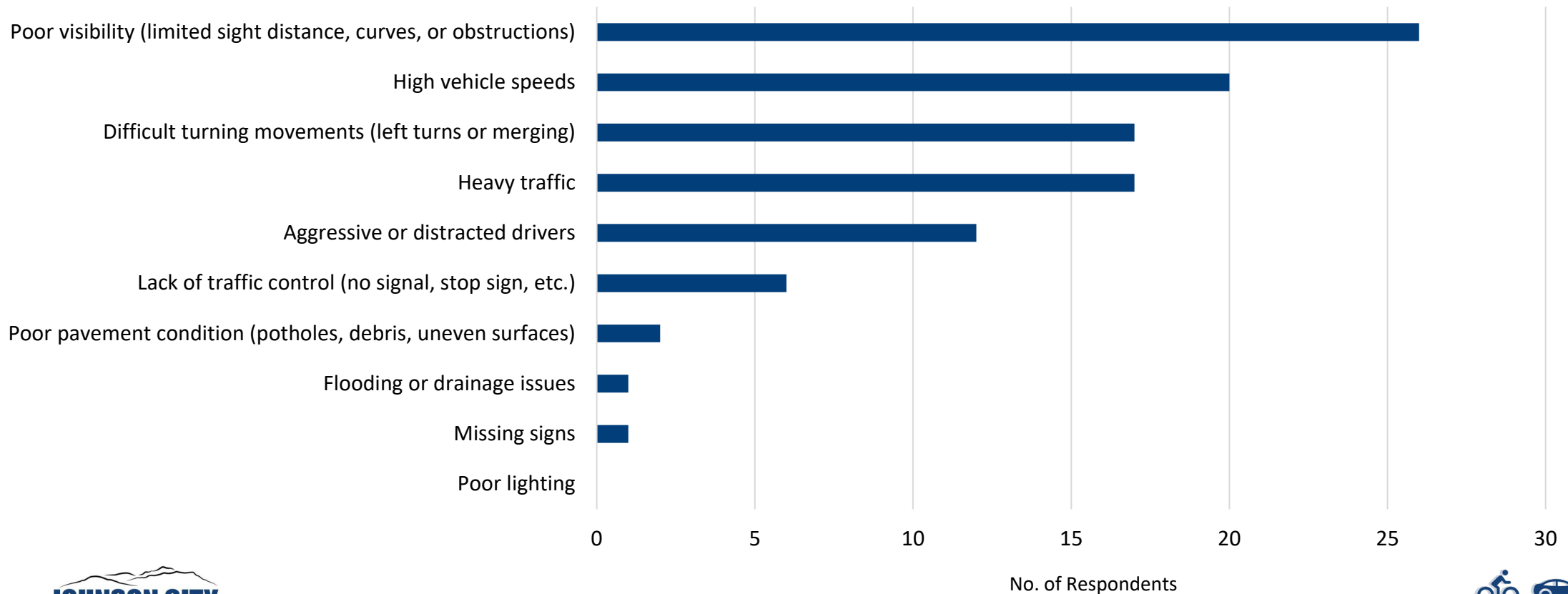
Total Upvotes: 28

<p>Limited Visibility and Roadway Geometry Issues</p>	<ul style="list-style-type: none"> <li>• I-26: <b>merge issues and ramp queues</b> backing onto interstate</li> <li>• <b>Sight distance problems</b> due to curves, hills, landscaping, and buildings near intersections</li> <li>• Narrow roads</li> <li>• <b>Upvoted issues:</b> State of Franklin Exit and I-26 on-ramp length issues</li> </ul>
<p>Speeding &amp; Aggressive Driving</p>	<ul style="list-style-type: none"> <li>• <b>Speeding, aggressive driving, and risky merging</b> were common concerns</li> <li>• Many upvotes, especially University Parkway (speeding)</li> </ul>
<p>Difficult Turning Movements and Access Issues</p>	<ul style="list-style-type: none"> <li>• <b>Left turns are difficult</b>, especially when crossing multiple lanes or turning onto high-speed roads</li> <li>• Commercial <b>driveway conflicts</b></li> <li>• <b>Lack of signals</b></li> <li>• Upvoted comments tied to <b>specific problem locations</b></li> </ul>
<p>Heavy Traffic</p>	<ul style="list-style-type: none"> <li>• <b>Congestion</b> is creating unsafe conditions, particularly rear-end crashes</li> <li>• <b>Queues</b> from ramps onto I-26</li> <li>• <b>Sudden stopping</b></li> </ul>

# Common Themes – Online Survey Feedback



## Safety Concerns



# Common Themes – Online Survey Feedback

## Traffic Concerns

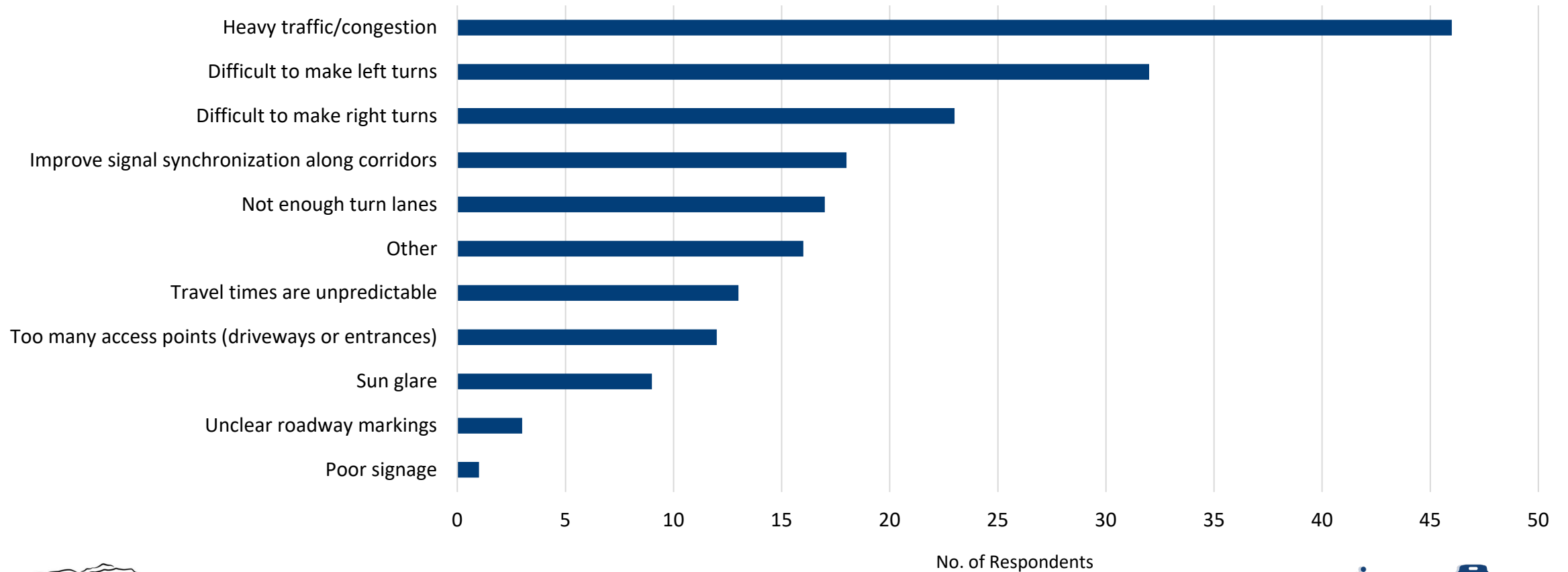
 Total Map Markers:  
86

 Total Upvotes: 34

<p>Congestion and Peak Period Traffic</p>	<ul style="list-style-type: none"> <li>• <b>Bumper-to-bumper</b> during commutes</li> <li>• <b>Ramp queues</b> backing onto the interstate</li> <li>• <b>Traffic queuing</b> through intersections</li> <li>• Travel times are <b>unpredictable</b></li> <li>• <b>Incidents</b> cause major delays</li> </ul>
<p>Turning Movement Difficulties</p>	<ul style="list-style-type: none"> <li>• <b>Left-turn issues</b> most common, but <b>right-turn issues</b> also present</li> <li>• <b>2-3 cycles</b> to make a left turn at signals</li> <li>• <b>Closely spaced</b> commercial driveways</li> <li>• Several comments for <b>State of Franklin, Boones Creek, and Elk Avenue corridors</b></li> </ul>
<p>Lack of Turn Lanes &amp; Intersection Capacity</p>	<ul style="list-style-type: none"> <li>• Need <b>center turn lane</b></li> <li>• Left-turn lane backs into <b>through lane</b></li> <li>• Need <b>right-turn lanes</b></li> </ul>
<p>Signal Timing and Coordination</p>	<ul style="list-style-type: none"> <li>• Corridors are <b>not in coordination</b></li> <li>• <b>Green phases</b> for approaches with no traffic</li> <li>• Poor <b>signal timing</b></li> <li>• Several comments for <b>SR 75, North Roan Street, and State of Franklin</b></li> </ul>
<p>Sun Glare</p>	<ul style="list-style-type: none"> <li>• <b>Recurring issue</b> for several locations</li> <li>• Causes sudden braking resulting in <b>rear-end crashes</b></li> </ul>

# Common Themes – Online Survey Feedback

## Traffic Concerns



# Common Themes – Online Survey Feedback

## Multimodal Concerns

 Total Map Markers: 39

 Pedestrian: 26

 Biking: 10

 Transit: 3

 Total Upvotes: 90

 Pedestrian: 65

 Biking: 16

 Transit: 9

Non-cohesive multimodal network	<ul style="list-style-type: none"> <li>Fragmented sidewalks</li> <li>Disconnected bike facilities</li> <li>Incomplete trail system</li> <li>Missing connections to ETSU, downtown, parks &amp; trails, and transit stops</li> </ul>
Crossing major roads	<ul style="list-style-type: none"> <li>Roads are <b>too wide</b></li> <li>Vehicles <b>do not yield</b> to bikes and pedestrians</li> <li><b>State of Franklin and University Parkway</b></li> </ul>
Access to transit	<ul style="list-style-type: none"> <li><b>Sidewalks, crossings, and shelters</b> matter along with service frequency and coverage</li> </ul>
Multimodal demand is present	<ul style="list-style-type: none"> <li><b>Students</b></li> <li><b>Transit users</b></li> <li><b>Residents</b> near activity centers</li> </ul>
Safety is main concern	<ul style="list-style-type: none"> <li>High <b>vehicle speeds</b></li> <li>Intersections feel <b>unsafe to navigate</b></li> <li><b>Insufficient</b> lighting</li> </ul>

# Common Themes – Online Survey Feedback

## Freight Concerns

 Total Map Markers: 6

 Total Upvotes: 1

<ul style="list-style-type: none"> <li>I-26 - need <b>truck climbing lanes in areas with steep grades</b></li> </ul>
<ul style="list-style-type: none"> <li>I-26 - Exit 22 (Unaka Ave) westbound on-ramp <b>is too short and too steep for trucks to merge</b></li> </ul>
<ul style="list-style-type: none"> <li>SR 91 - Trucks get stuck on <b>switchbacks</b></li> </ul>
<ul style="list-style-type: none"> <li>Trucks contribute to <b>congestion on steep grades and inappropriate routes</b></li> </ul>

## General Concerns

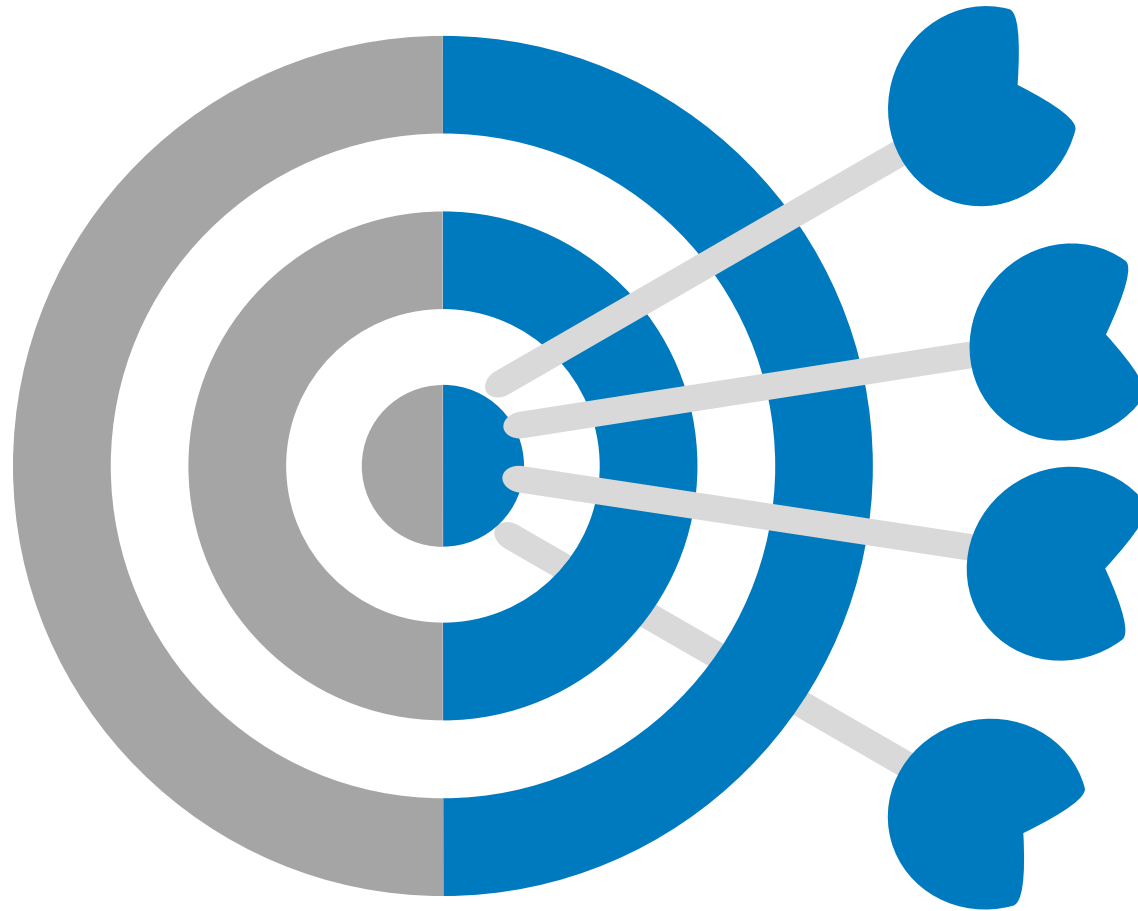
 Total Map Markers: 10

 Total Upvotes: 13

Capacity improvements on key corridors	<ul style="list-style-type: none"> <li>I-26 widening</li> <li>SR 36 widening</li> <li>new connection between SR 34/US 11E and SR 354</li> </ul>
Network connectivity	<ul style="list-style-type: none"> <li>New roadway connections</li> <li>Alternative routes</li> </ul>
Atypical intersections	<ul style="list-style-type: none"> <li>Need <b>better signage</b></li> </ul>
Support for Multimodal Improvements	<ul style="list-style-type: none"> <li>W Walnut Street <b>protected bike lanes and raised intersections</b></li> <li>Roads have <b>too many lanes, are high-speed, and lack sidewalks</b></li> </ul>
Operational & Technology Improvements	<ul style="list-style-type: none"> <li>ITS cameras and <b>Overhead Message Boards</b></li> </ul>

# Goals

# Draft 2050 MTP Goals



**Improve Safety and Security throughout the MTPO Area Transportation System**






**Mitigate Traffic Congestion along Major Routes in the MTPO Area**

**Promote Sustainable Economic Growth and Livability by Enhancing the MTPO Area Transportation System**

**Enhance Regional Access to and from the MTPO Area**

# Goals and Objectives

## 1 Improve Safety and Security Throughout the MTPO Area Transportation System

-  Reduce **crash rates** with serious injuries and fatalities
-  Reduce **secondary traffic crashes**
-  **Establish initiatives** (projects and programs) to improve the safety and security of vulnerable roadway users (e.g., pedestrians, cyclists, transit riders, and the young and old)
-  **Encourage partnerships** with other transportation and non-transportation agencies to enhance transportation safety and security
-  Increase the **transportation system's resilience** to climate change and extreme weather

# Goals and Objectives

## 2 Mitigate Traffic Congestion Along Major Routes in the MTPO Area



Reduce **travel delays** between major areas of attractions in the MTPO study area



Seek **cost-effective management solutions** and new technologies as a means of addressing congestion, reducing transportation delay, improving travel time reliability, and improving system operations







Increase **transit and other transportation demand management strategies**



**Enhance the flow** of raw materials and manufactured products

# Goals and Objectives

## 3 Promote Sustainable Economic Growth and Livability by Enhancing the MTPO Area Transportation System

-  **Maintain what we have** – take a “state of good repair” approach to our community’s transportation assets
-  **Invest in the integration and connectivity of the transportation system**, across and between modes, for people and freight, to support sustainable economic development and improve quality of life
-  **Promote alternative forms of transportation** (such as walking, biking, and transit)
-  **Support transportation investments** which minimize adverse impacts of surface transportation to historical, social, cultural, and natural environments, including stormwater impacts, and reduce transportation impacts on air-quality

# Goals and Objectives

## 4 Enhance Regional Access to and From the MTPO Area



**Maintain and improve access** to regional areas outside of the MTPO study area



**Support transportation investments and policies** that work to create jobs and improve access to people, tourism, places, and goods while embracing access management and corridor management strategies that preserve the long-term functionality of a roadway's capacity and safety



**Strategically target transportation investments** to areas supportive of and conducive to growth and redevelopment initiatives

# What We Heard

24 Online Responses

8 In-Person Responses

1

**Promote Sustainable Economic Growth and Livability by Enhancing the MTPO Area Transportation System**

2

**Improve Safety and Security Throughout the MTPO Area Transportation System**

3

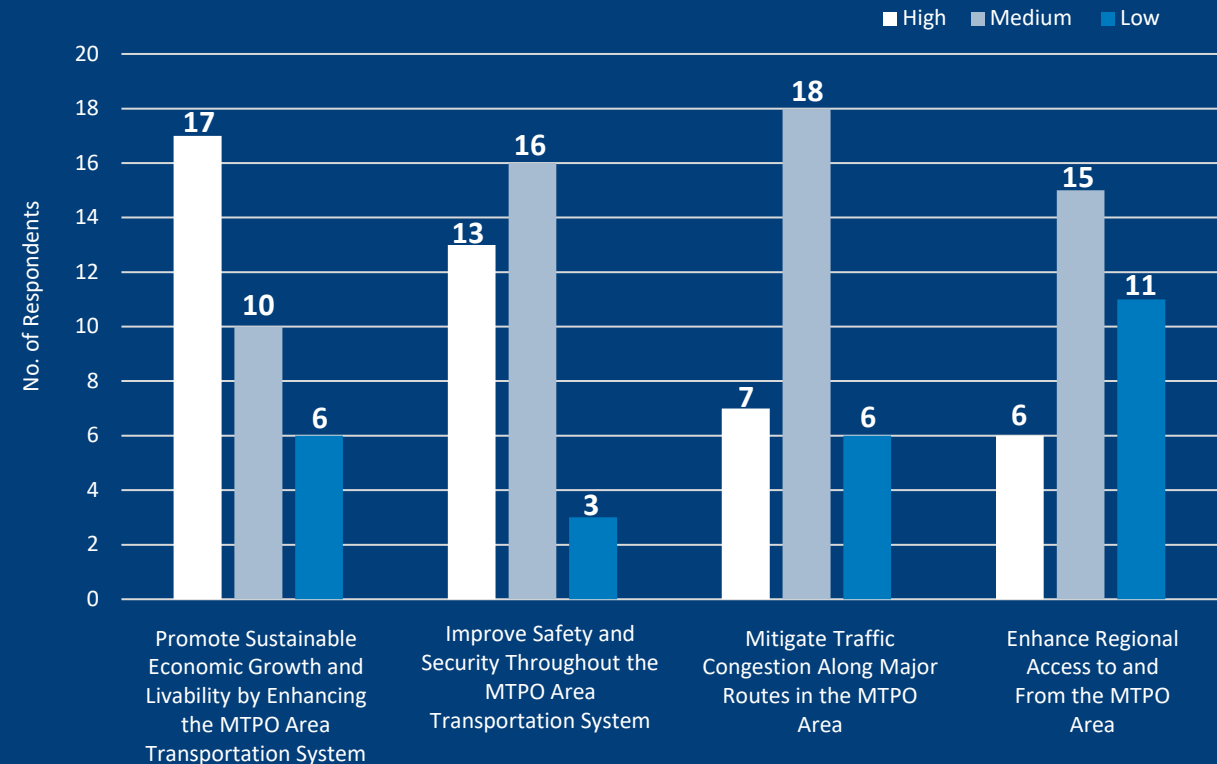
**Mitigate Traffic Congestion Along Major Routes in the MTPO Area**

4

**Enhance Regional Access to and From the MTPO Area**

Rate each goal as High, Medium, or Low priority based on what is most important to you.

*(Ranking based on public feedback)*



# Prioritize Our Goals

**1**

**Improve Safety and Security Throughout the MTPO Area Transportation System**

**2**

**Mitigate Traffic Congestion Along Major Routes in the MTPO Area**

**3**

**Promote Sustainable Economic Growth and Livability by Enhancing the MTPO Area Transportation System**

**4**

**Enhance Regional Access to and From the MTPO Area**

# Thank You!