

Welcome!

Kingston

Bridge-to-Bridge

Corridor Master Plan

Public Meeting

April 30th, 2024

What is a Corridor Master Plan?

Definition:

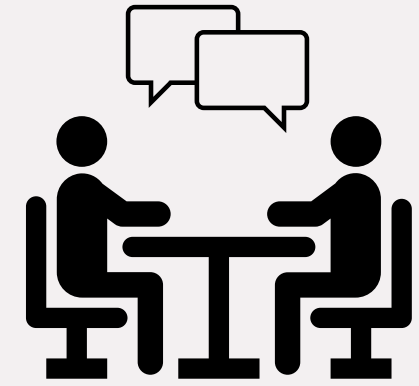
A study that documents a community's future vision for transportation and develops a set of recommended improvements to enhance safety and mobility.



BRIDGE TO BRIDGE
CORRIDOR MASTER PLAN

Kingston, Tennessee

Role of Steering Committee



Steering Committee

- David Bolling – City of Kingston
- Tim Clark – City of Kingston
- Lyndsay Collins – City of Kingston
- Stephanie Wright – City of Kingston
- Zack Coleman – FHWA
- Andreas Guevara-Nadeau – CDP, LLC
- Addie Kirkham – Ardurra

A group that makes the main decisions for the plan's outcome

- Provide guidance for the planners and engineers
- Local insight & perspective
- Knowledge of the possible solutions
- Serve as advocates for the plan's adoption

Role of Stakeholders



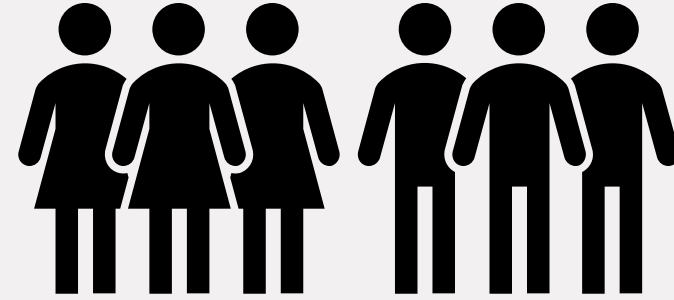
Stakeholders Committee

- Erika Oelrich – Citizen / business representative
- Tyler Overstreet – Citizen / business representative
- Kayla Sisco – Citizen / business representative
- Stacey Wilson – Roane Alliance
- Lance Duff – Roane County Schools
- Michelle Christian – TDOT
- Troy Ebbert - TDOT

Those who have an interest or stake in the plan's outcome

- Provide guidance for the steering committee
- Local insight & perspective
- Knowledge of the issues
- Review final recommendations

Role of the Public



Those who have a stake in the plan's outcome

- Provide guidance for the steering committee
- Local insight & perspective
- Knowledge of the issues

The Local Population

Scope and Expectations of Project

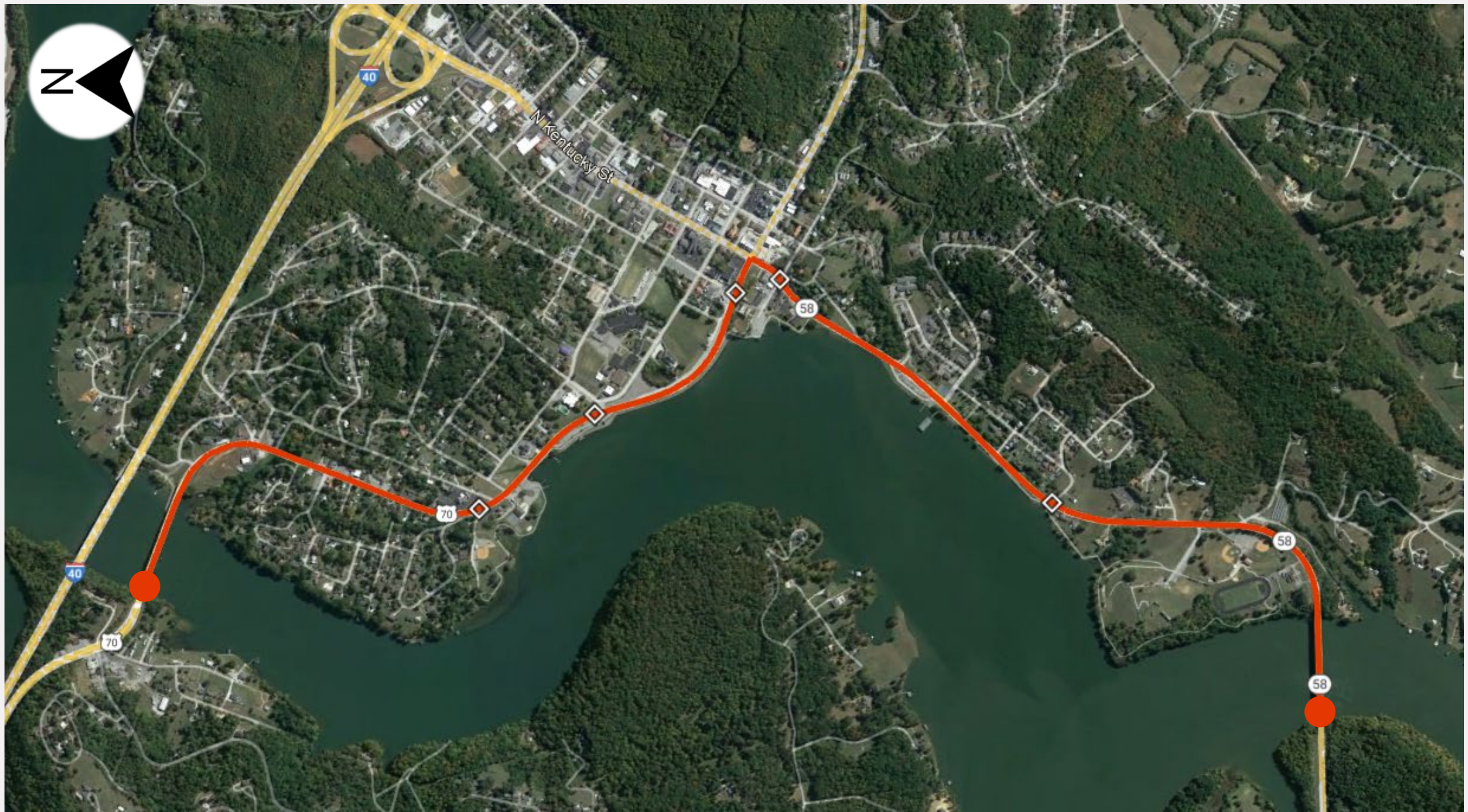
- Public Participation
- Project Vision, Goals, and Objectives
- Existing Conditions and Corridor Evaluation
- Priority Infrastructure Improvements
- Outline of Environmental Risks
- Economic, Social & Health Impacts
- Project Phasing and Implementation
- Draft and Final Bridge-to-Bridge Master Plan

Map & Segments

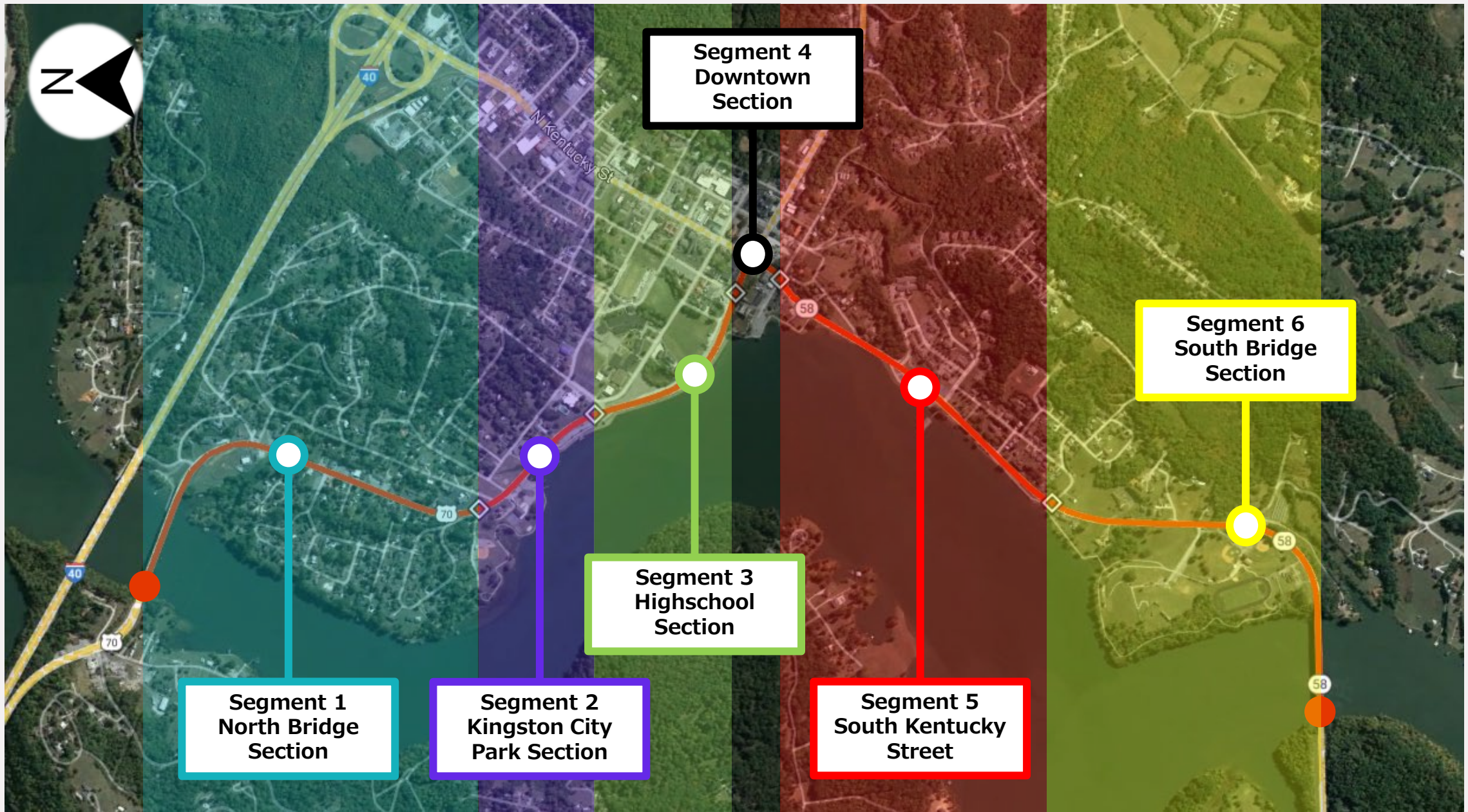
Segments

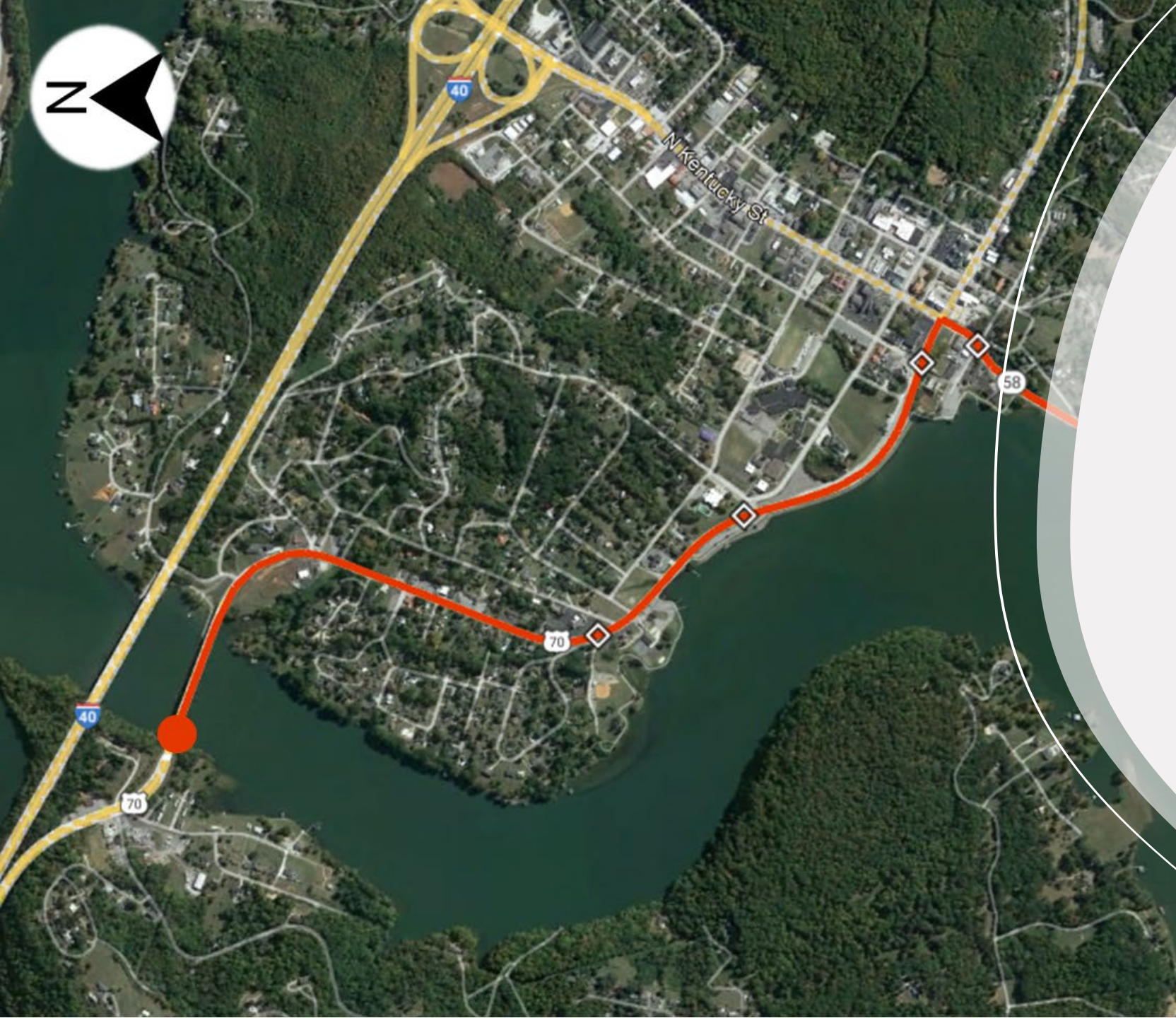
- **Section 1: North Hwy 70 Bridge to Sevier Ferry Rd – *North Bridge Section***
- **Section 2: Sevier Ferry Rd to Patton Ferry (100 ft north) – *Kingston City Park Section***
- **Section 3: Patton Ferry (100 ft north) to First St – *Highschool Section***
- **Section 4: First St to E Church St – *Downtown Section***
- **Section 5: Church St to Brown Ave – *South Kentucky Street Section***
- **Section 6: Brown Ave to South Hwy 58 Bridge – *South Bridge Section***

Corridor



Corridor





Inventory and Data of the Corridor

Engineers will gather information and data of the Corridor

Vehicle Access

Existing Signalized and Unsignalized Vehicle Access

	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	TOTAL
# of Traffic Signal	0	0	0	2	0	0	2
# of Access / Driveways	39	9	3	9	20	13	93

Between the Highway 70 Bridge and the Highway 58 Bridge across the Clinch River, there are 2 traffic signals and approximately 93 unsignalized intersections (either public roads or private driveways).

Motorized Vehicles

TDOT classifies both W. Race Street (US 70) and S. Kentucky Street (SR 58) as a Minor Arterial within the limits of the City of Kingston.

The posted speed limit on W. Race Street (US 70) and S. Kentucky Street (SR 58) is 30mph for the length of the Kingston Bridge to Bridge project limits.

The typical section of W. Race Street (US 70) tapers from a four-lane undivided roadway at the Clinch River bridge to a two-lane undivided roadway between Patton Ferry Road and the intersection with S. Kentucky Street (SR 58).

The typical section of S. Kentucky Street (SR 58) is a two-lane undivided roadway between the intersection with W. Race Street (US 70) and the Clinch River bridge.

Motorized Vehicles



Bicycle

There are currently no bicycle facilities along E. Race Street (US 70) or S. Kentucky Street (SR 58). There are “Bicycle Share the Road” signs along both E. Race Street (US 70) and S. Kentucky Street (SR 58) within the limits of the City of Kingston.

Bicycle



Pedestrian

The signalized intersection of Race Street (US 70) at Kentucky Street (SR 58) has sidewalks on each corner and crosswalks for each approach. On S. Kentucky Street (SR 58) the sidewalk continues on the east side for approximately 110 feet. Further south on the west side of S. Kentucky Street (SR 58) there is approximately 275 feet of sidewalk in front of the Bethel Presbyterian Church.

The Betty Brown Memorial Walking Trail follows the Clinch River, beginning at Kingston City Park and ending with a connection to the Tonachio Trail at Fort Southwest Point. Sections of the walking trail run parallel to sections of both E. Race Street (US 70) and S. Kentucky Street (SR 58). The total length of the Betty Brown Memorial Walking Trail is approximately 1.5 miles. The width of the walking trail varies between 3 feet and 5 feet.

Pedestrian



Transit

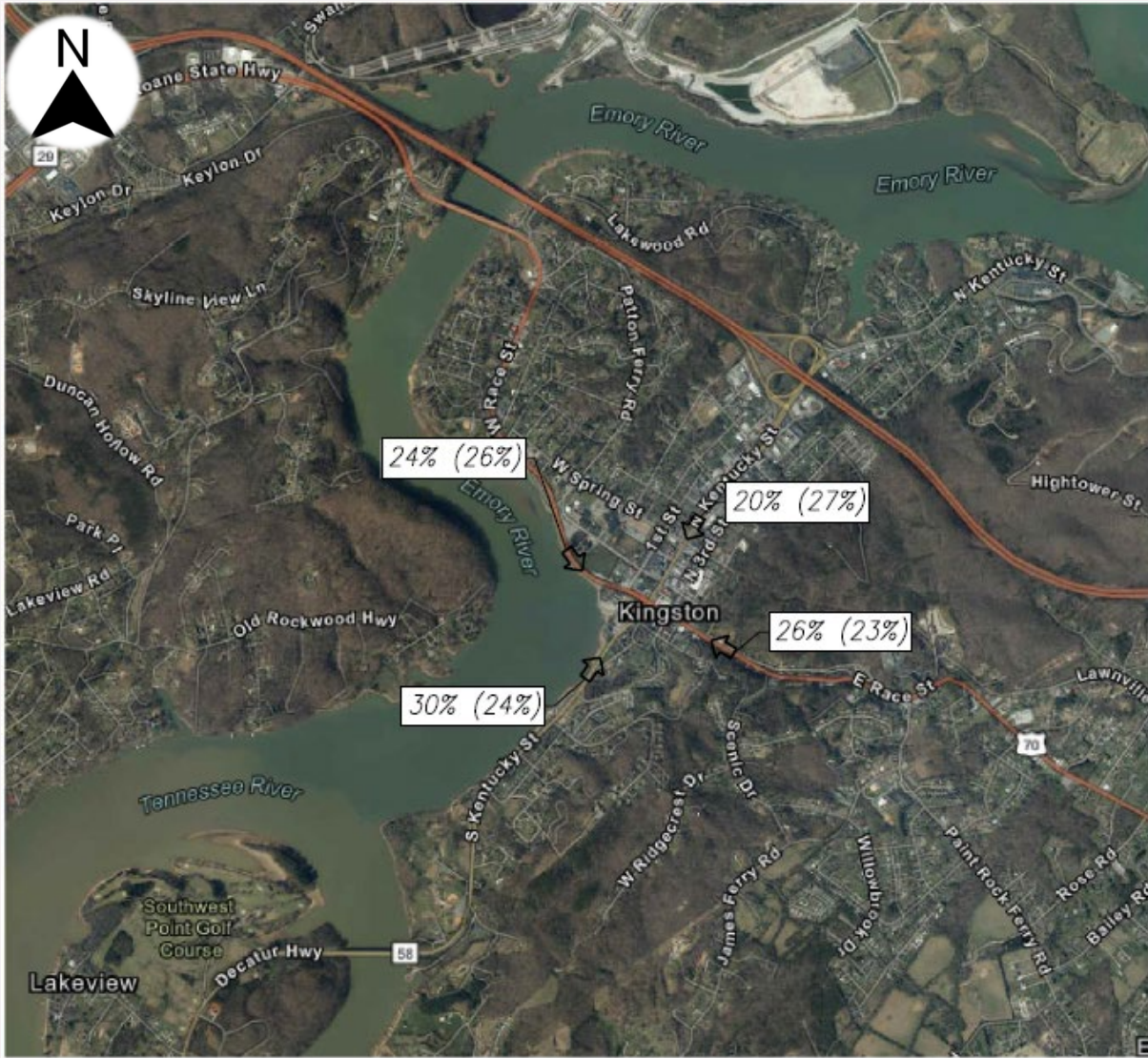
ETHRA (East Tennessee Human Resource Agency) operates in Roane County providing access to community and health service Monday through Friday 8:00 a.m. to 4:30 p.m. Buses operate based on reservations and a first-come basis.

[ETHRA \(roanetourism.com\)](http://roanetourism.com)

Transit

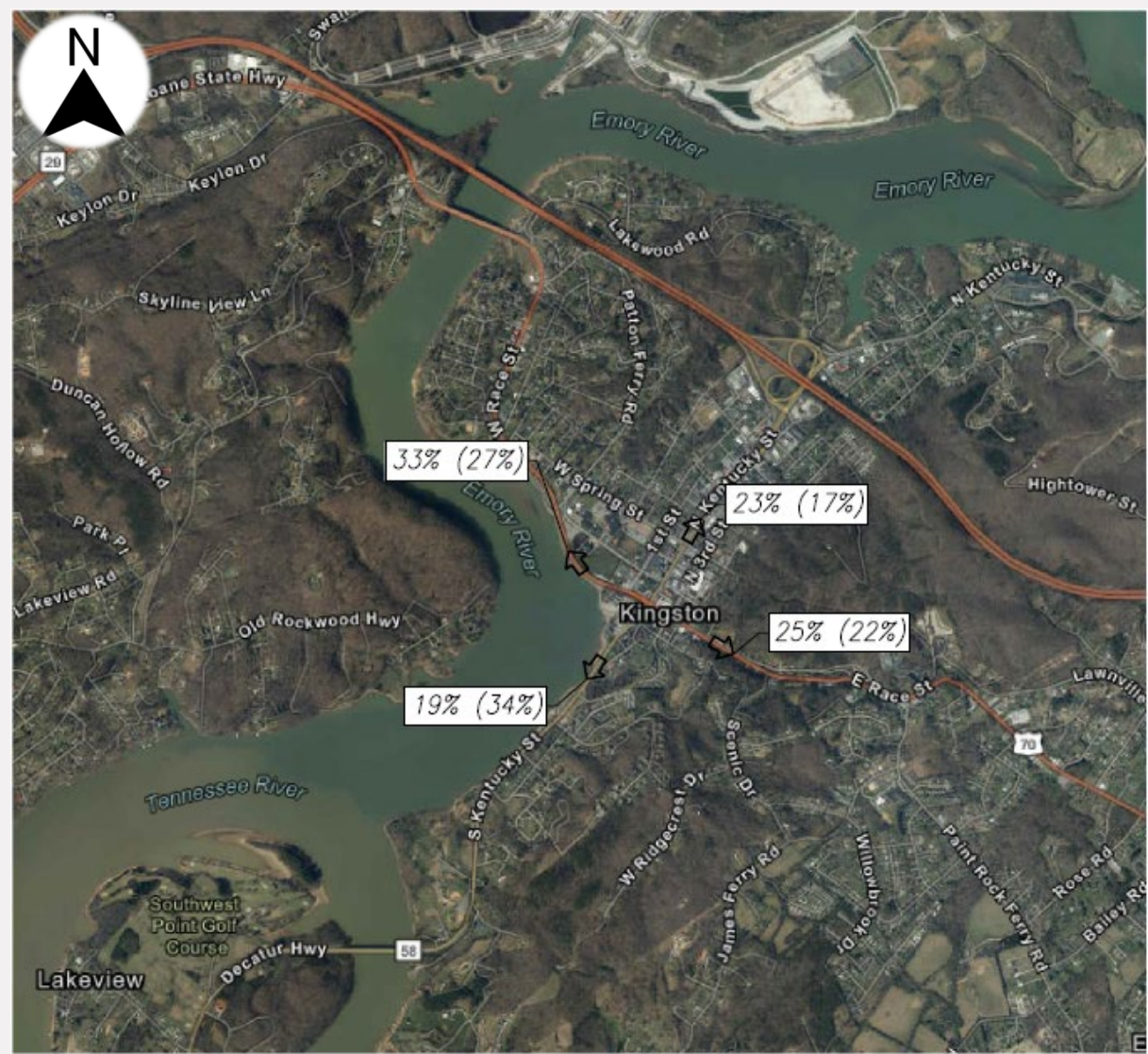


Map & Segments



LEGEND:

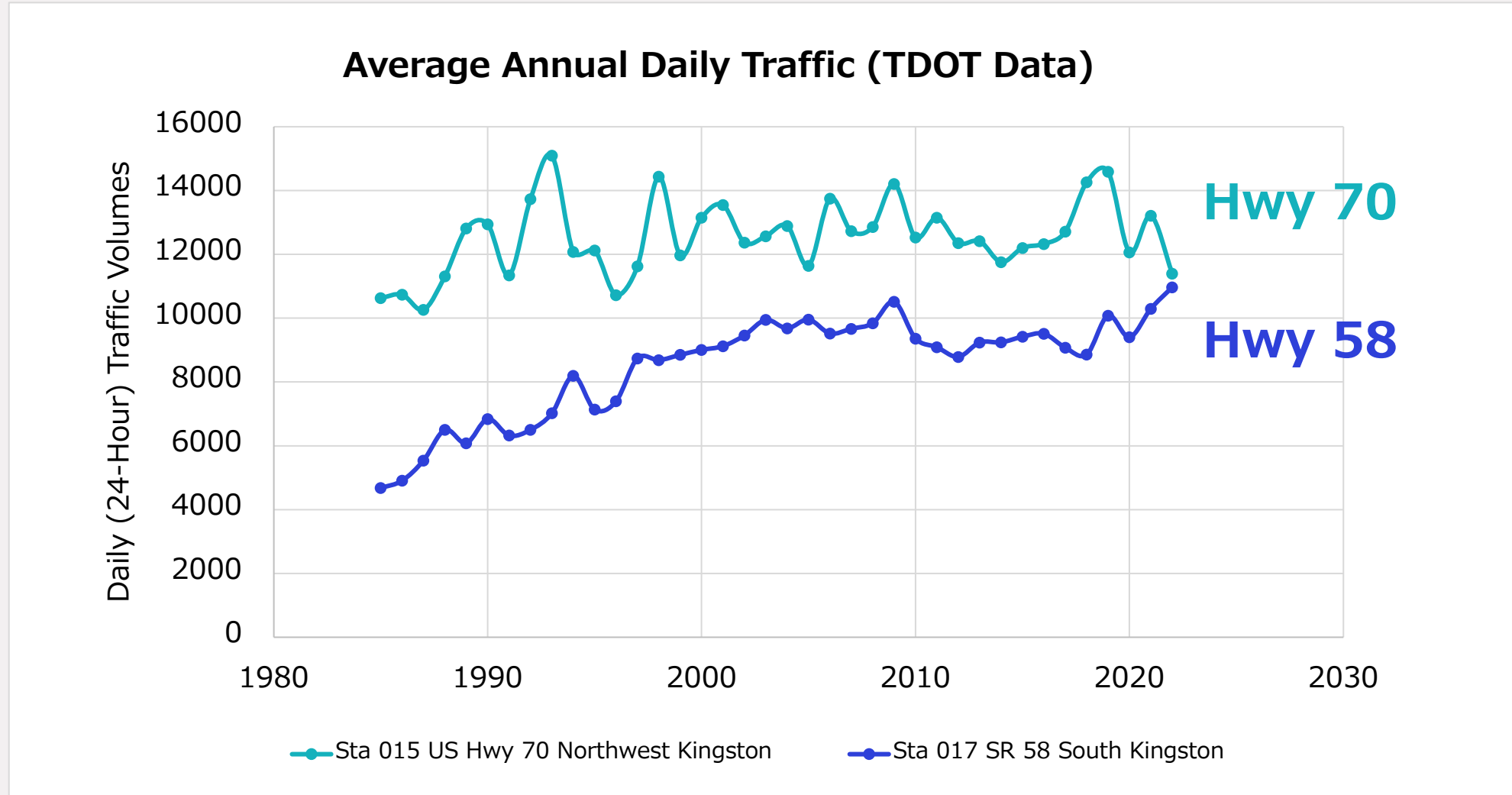
← 50% (50%) TRIP DISTRIBUTION AM (PM)



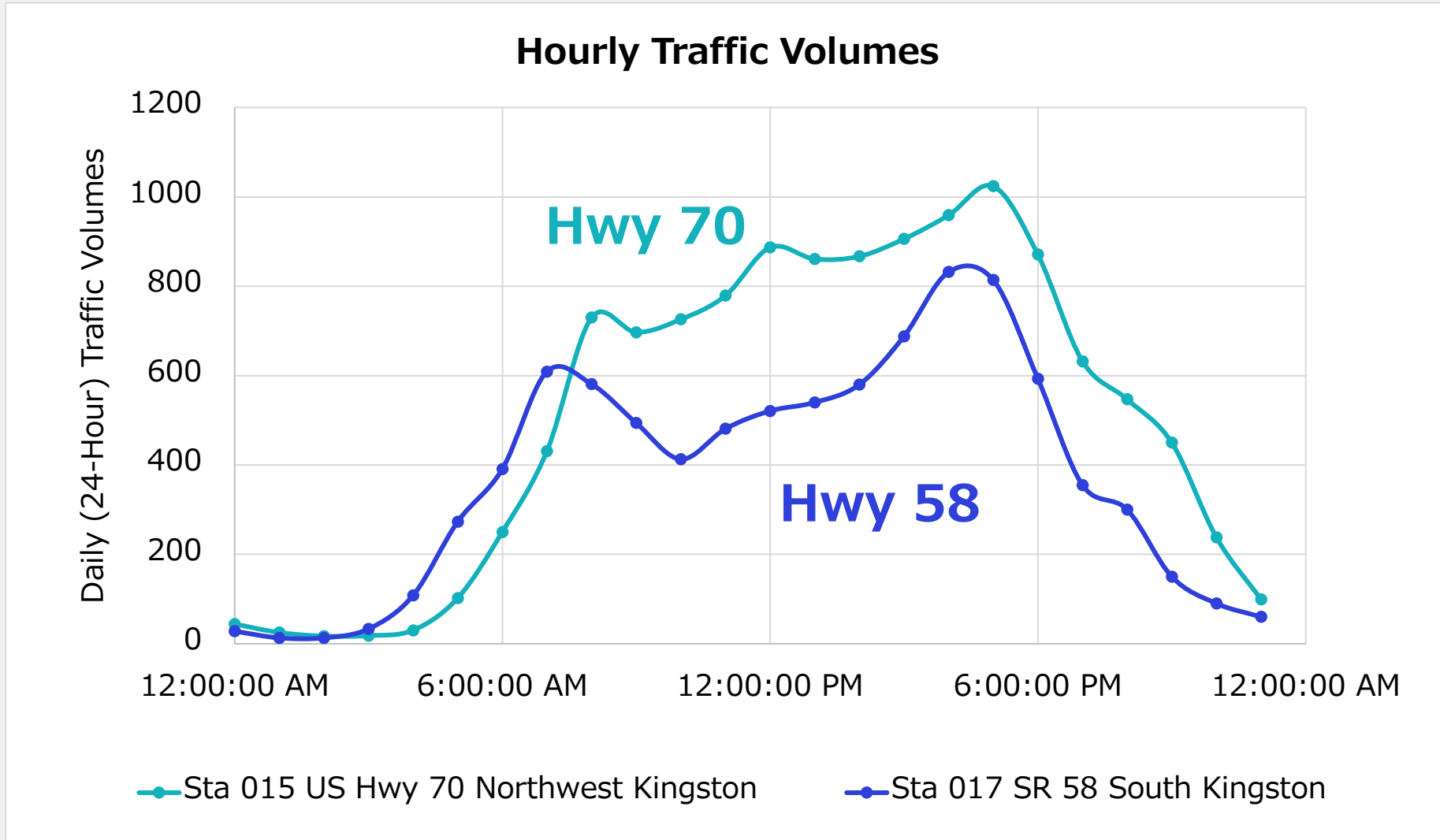
LEGEND:

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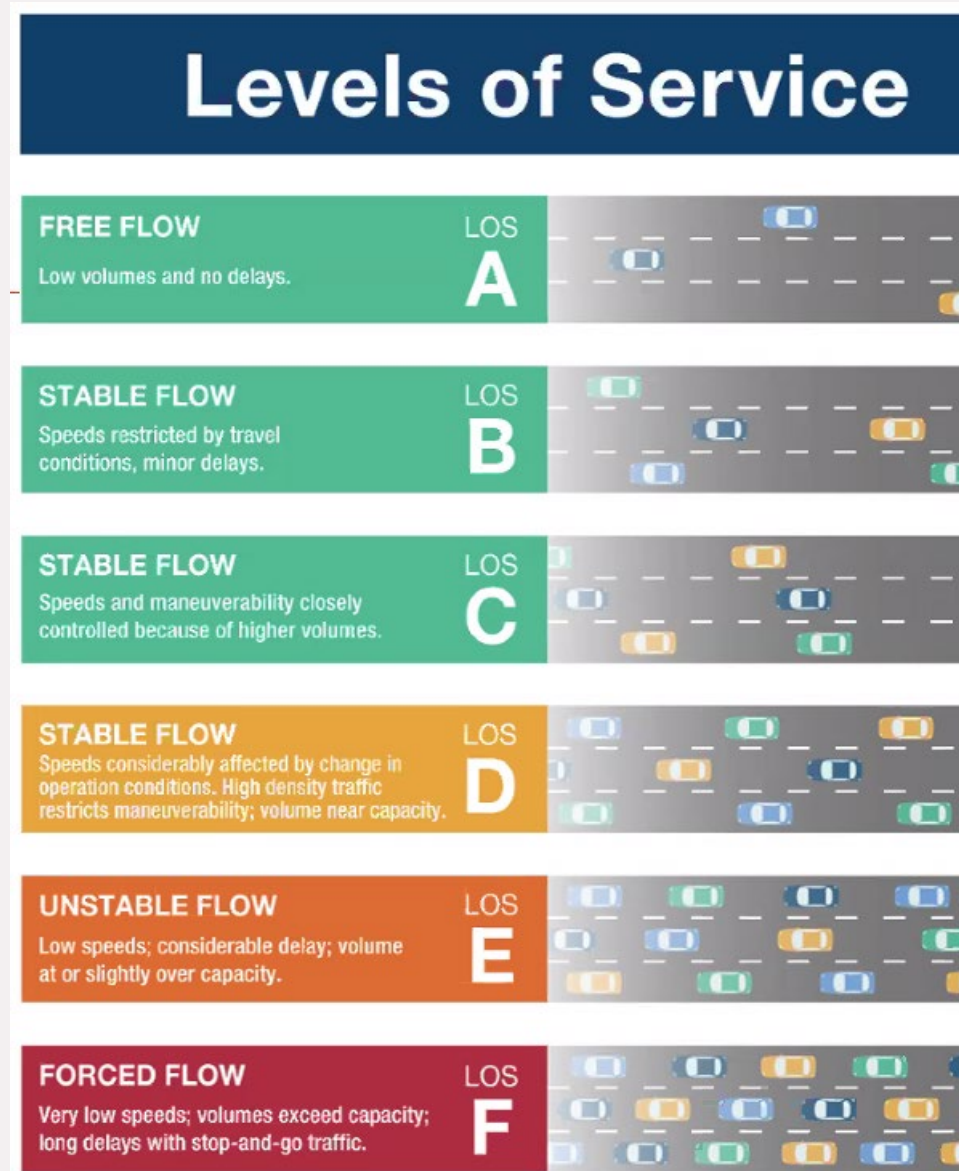
Traffic Data



Traffic Data



Traffic Data



Traffic Data

Level of Service and Average Vehicle Delay - HCM 6 Results - **AM Peak Hour**

				Existing 2024		Horizon 2034		Horizon 2044	
				Level of Service	Control Delay	Level of Service	Control Delay	Level of Service	Control Delay
1	W Race St (Hwy 70) at Patton Ferry Rd	TWSC	SB Left Turn	A	9.4 sec	A	9.8 sec	B	10.3 sec
			WB Approach	C	15.9 sec	C	18.0 sec	C	21.6 sec
			EB Approach	C	24.0 sec	D	29.4 sec	D	30.4 sec
2	W Cumberland St at Patton Ferry Rd	TWSC	WB Approach	A	1.6 sec	A	1.7 sec	A	1.7 sec
			NB Approach	B	10.8 sec	B	11.2 sec	B	11.6 sec
3	W Race St (Hwy 70) at N Kentucky St (Hwy 58)	Signal	Intersection	C	21.1 sec	C	21.9 sec	C	23.3 sec
4	N Kentucky St (Hwy 58) at Cumberland St	Signal	Intersection	A	6.1 sec	A	6.3 sec	A	6.3 sec
5	E Race St (Hwy 70) at 3rd St	Signal	Intersection	B	14.2 sec	B	14.0 sec	B	14.3 sec
6	S Kentucky St (Hwy 58) at Church St	TWSC	EB Approach	C	15.3 sec	C	16.8 sec	C	18.9 sec
			WB Approach	B	14.5 sec	C	15.6 sec	C	17.5 sec

Level A: Free Flowing

Level B: Stable Flow

Level C: Stable Flow

Level D: Stable Flow

Traffic Data

Level of Service and Average Vehicle Delay - HCM 6 Results - PM Peak Hour

				Existing 2024		Horizon 2034		Horizon 2044	
				Level of Service	Control Delay	Level of Service	Control Delay	Level of Service	Control Delay
1	W Race St (Hwy 70) at Patton Ferry Rd	TWSC	SB Left Turn	A	9.0 sec	A	9.3 sec	A	9.4 sec
			WB Approach	C	15.6 sec	C	17.6 sec	C	20.9 sec
			EB Approach	D	27.9 sec	E	35.7 sec	E	43.5 sec
2	W Cumberland St at Patton Ferry Rd	TWSC	WB Approach	A	0.3 sec	A	0.9 sec	A	0.9 sec
			NB Approach	A	9.9 sec	B	10.2 sec	B	10.4 sec
3	W Race St (Hwy 70) at N Kentucky St (Hwy 58)	Signal	Intersection	C	22.0 sec	C	24.1 sec	C	28.7 sec
4	N Kentucky St (Hwy 58) at Cumberland St	Signal	Intersection	A	9.0 sec	A	9.1 sec	A	9.2 sec
5	E Race St (Hwy 70) at 3rd St	Signal	Intersection	B	17.4 sec	B	18.0 sec	B	18.7 sec
6	S Kentucky St (Hwy 58) at Church St	TWSC	EB Approach	E	41.1 sec	F	63.2 sec	F	128.8 sec
			WB Approach	C	18.8 sec	C	23.2 sec	D	32.6 sec

Level A: Free Flowing

Level B: Stable Flow

Level C: Stable Flow

Level D: Stable Flow

Traffic Data

Highway 70 & Highway 58 3-Year (2020-2023) Crash Total

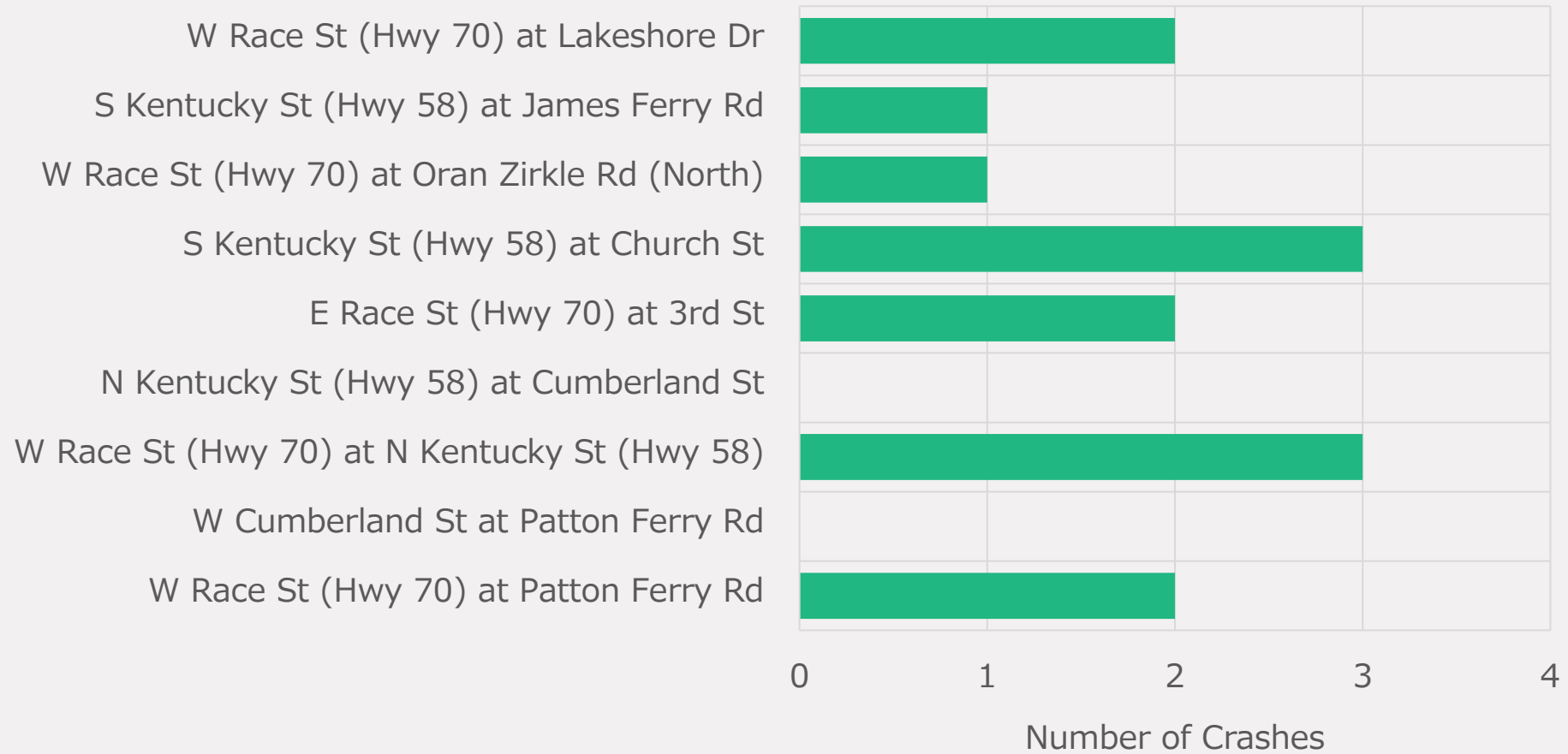
Type of Crash	Number of Crashes
Property Damage	21
Suspected Minor Injury	6
Suspected Serious Injury	3
Fatal	0
Total	30

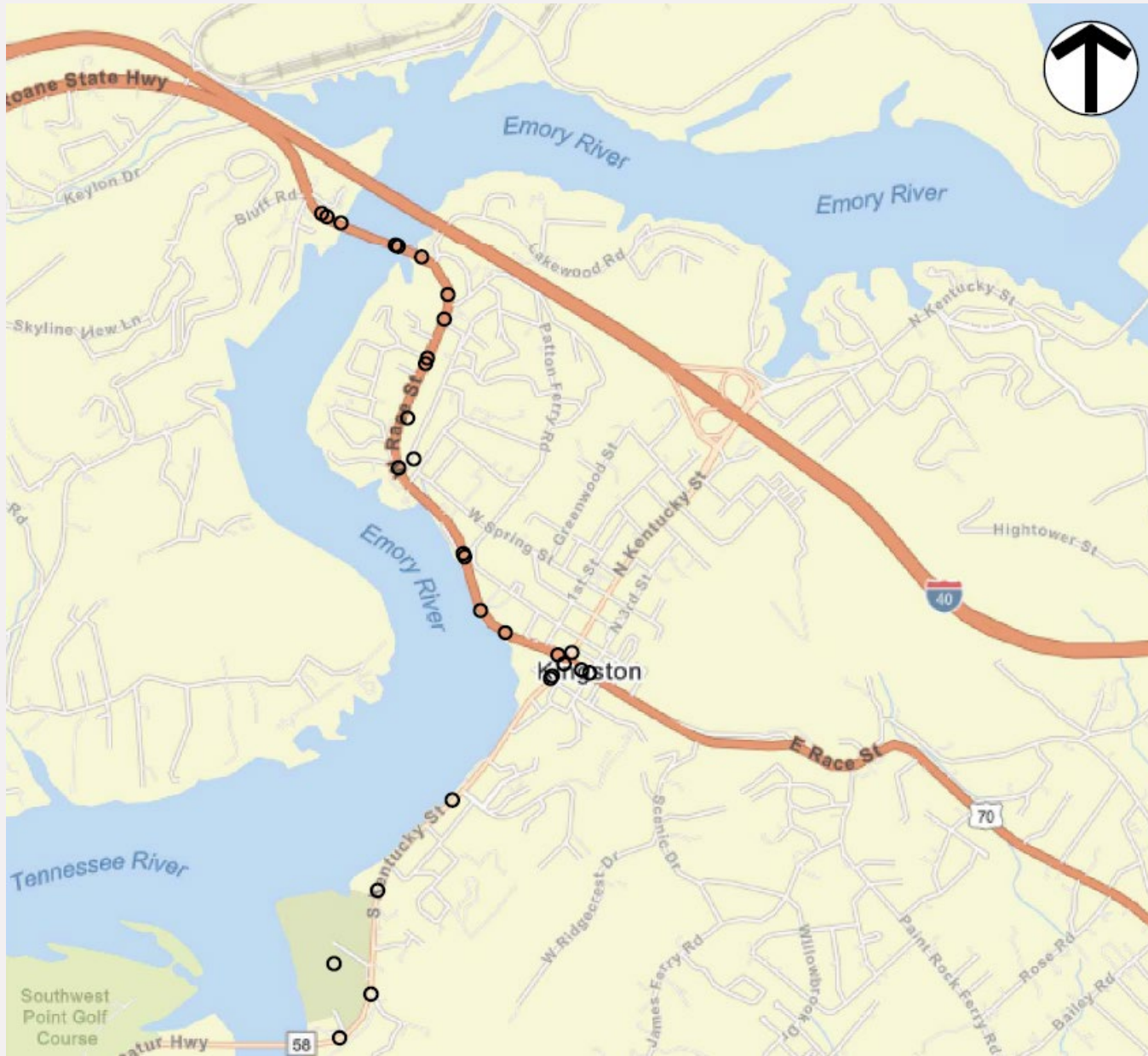
Unrestrained Occupants	Drug Related	DUI Crashes	Deer Involved	Distracted Driver	Motorcycle	Speed Involved	Unlicensed Driver	Commercial Motor Vehicle
1	1	2	6	8	4	1	5	2

Traffic Data

Crash Data at Intersections

Date January 1, 2020 thru September 30, 2023





Crash Data

Tennessee Department of
Safety & Homeland Security
January 1, 2020 thru
September 30, 2023

Any Questions? Thank you!

Community Development Partners

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Community Development
Partners, LLC

