Major Street and Road Plan

Introduction

Sections 13-302 and 13-303 of the Tennessee Code Annotated provide for the adoption of a major road plan as part of the long range planning practices. The Johnson City Regional Planning Commission and the Johnson City Commission realize the need to revisit and up-date the existing Major Street and Road Plan as part of the development of long-range transportation planning and land use planning.

Purpose

The Major Street and Road Plan is the official statement of the Planning Commission and the City Commission setting forth regarding major street system. Taken together, the Major Street and Road Plan, Urban Growth and Service Element, and the Land Use Element constitute the foundation for all development policies endorsed by the city. In addition, they form the basis for other more specific Comprehensive Plan Elements dealing with such concerns as housing, parks, schools, and utilities.

Where a Major Street and Road Plan does not exist, streets become major by use as determined by the public in meeting their immediate desires with no thought to orderly development which could prevent safety hazards and promote the long-range economy. Quite often, numerous streets become major streets by use rather than by the desirable development standards to adequately accommodate major traffic volumes.

The four basic classifications of streets are: *local, collector, arterial, and freeways*. Each street type performs a different function. Efficient and safe operation of the street system requires that specific facilities be designed to serve the specific purpose within this spectrum of streets. Local streets should be designed to serve the adjacent land uses and arterial streets should be designed to move traffic throughout the city. It is important to design streets that allow traffic to move freely. However, it is equally important to design the street to be compatible with the desired land use along the corridor. The acceptance and following of a major street plan enhances the planned advancement of any urban area. It enables the public to know which streets will be developed as major and which will be protected from high traffic volumes and speeds. This knowledge provides desirability to neighborhoods and a "peace of mind" for individuals residing therein. A workable and enforceable major street plan ensures that future growth will be made without unduly burdening the general public with future street improvements. The balance between supporting and preserving the character of existing neighborhoods and guiding economic development within the business community must be carefully observed. Two basic tools that can help keep this balance are good transportation planning and land use planning. These two planning disciplines must be coordinated into a single process that will produce recommendations for transportation projects and proposed land use patterns that are compatible and support each other.

Features

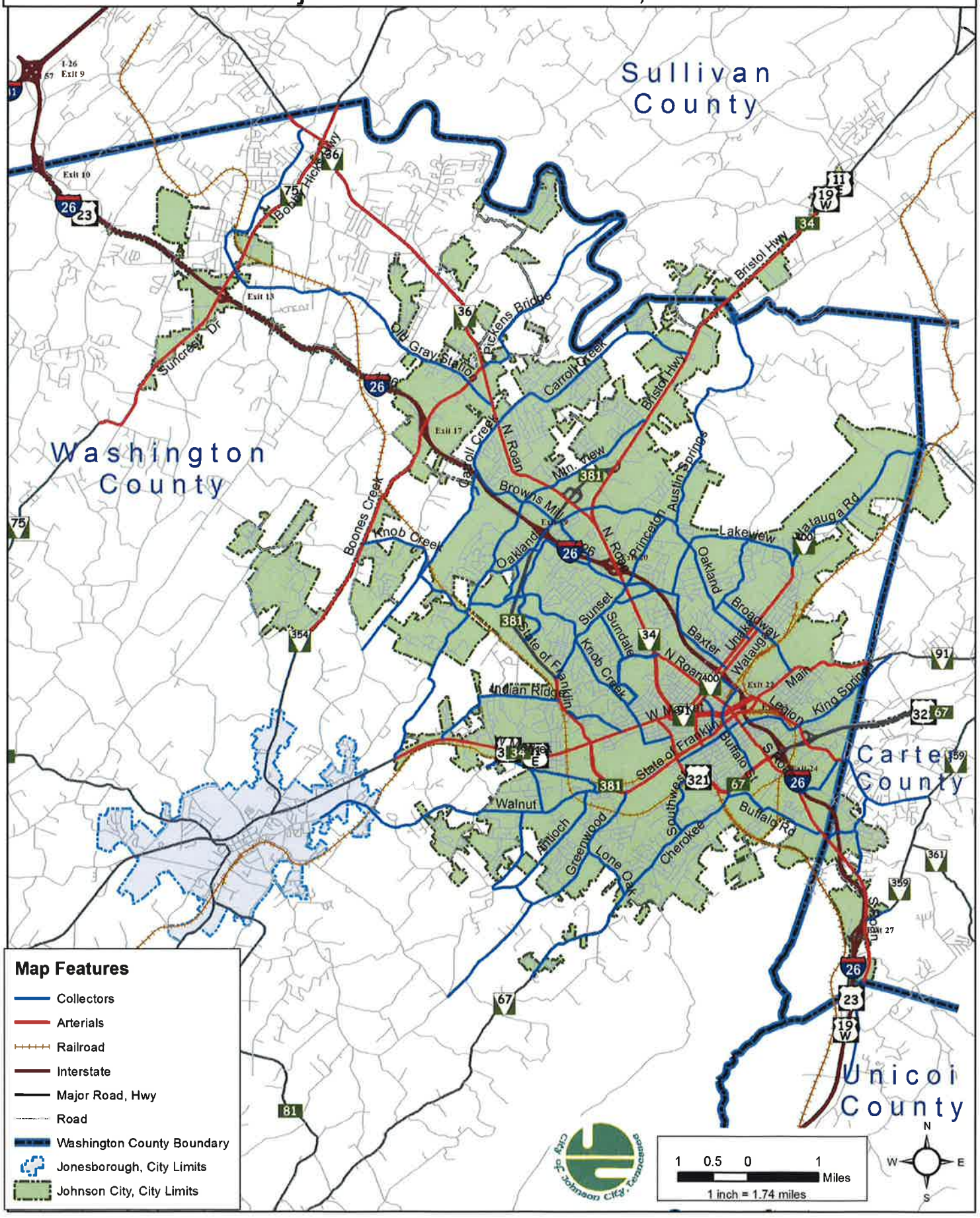
In this Major Street and Road Plan, the streets have been assigned varying right-of-way widths dependent upon the volume of traffic anticipated by the Transportation Long Range Plan developed by the Johnson City Metropolitan Transportation Planning Organization (MTPO). For this reason, it is necessary that the Major Street and Road Plan contain two sections: the first being the map showing the major streets with symbols indicating the general classification; the second section is the table which lists the streets, classification, and ROW width. Typical cross sections of various street types can be found in the Subdivision Regulations.

This plan contains three (3) street types of classifications which indicate the type of traffic each is designed to carry. These are as follows:

1. Interstates/Freeways. This is a limited access facility designed for traffic requiring relatively high operating speeds and having relatively long operating distances. These facilities have complete control of access through the use of grade separations and interchanges.
2. Arterial Streets. These facilities are designed for minimum of control, are generally located at approximately one-mile intervals and connect areas of principal traffic generation. A properly designed major arterial system should help define residential neighborhoods, industrial complexes, commercial centers, and recreational areas.
3. Collector Streets. This system is designed primarily to collect and distribute traffic between local streets and the major street network. Such streets are used primarily for traffic movement into, from, and within residential, commercial and industrial area rather than through such areas.

In order that the Major Street and Road Plan will remain effective, it is necessary that it be reviewed periodically and revised when necessary.

Johnson City
Major Street & Road Plan, 2030



STREET	Type	Route#	RouteType	Length_FT	Miles	ROW
ANTIOCH RD	COLLECTOR			7,947.77	1.51	60
BAXTER ST	COLLECTOR			7,156.14	1.36	60
BOBBY HICKS HWY	ARTERIAL	75	STATE	14,046.74	2.66	105
BOONES CREEK RD	ARTERIAL	354	STATE	24,892.89	4.71	105
BRISTOL HWY	ARTERIAL	11E/19W	US	33,354.89	6.32	105
BROWNS MILL RD	COLLECTOR			15,086.33	2.86	60
BROYLES DR	COLLECTOR			2,344.77	0.44	60
BUFFALO RD	COLLECTOR			8,054.70	1.53	60
BUFFALO ST	COLLECTOR			5,624.20	1.07	60
CARROLL CREEK RD	COLLECTOR			19,857.02	3.76	60
CARTER SELLS RD	COLLECTOR			3,370.45	0.64	60
CHEROKEE RD	COLLECTOR	67	STATE	21,299.78	4.03	60
CLAUDE SIMMONS RD	COLLECTOR			4,738.94	0.90	60
CORNERSTONE DR	COLLECTOR			843.07	0.16	60
DELAWARE ST	ARTERIAL	11E/321	US	579.75	0.11	105
E LAKEVIEW DR	COLLECTOR			9,093.62	1.72	60
E MAIN ST	ARTERIAL	321	US	12,783.93	2.42	105
E MAPLE ST	COLLECTOR			4,188.51	0.79	60
E MARKET ST	ARTERIAL	321	US	2,684.30	0.51	105
E MOUNTAINVIEW RD	COLLECTOR			6,905.61	1.31	60
E MOUNTCASTLE DR	ARTERIAL			1,734.55	0.33	105
E MOUNTCASTLE DR	COLLECTOR			2,021.34	0.38	60
E OAKLAND AV	COLLECTOR			18,273.15	3.46	60
E STATE OF FRANKLIN RD	ARTERIAL			2,286.97	0.43	105
E UNAKA AV	ARTERIAL	400	STATE	11,447.07	2.17	105
E WATAUGA AV	ARTERIAL	400	STATE	6,010.62	1.14	105
ELM ST	COLLECTOR			2,025.22	0.38	60
GRAY STATION RD	COLLECTOR			379.37	0.07	60
GREEN VALLEY DR	COLLECTOR			157.53	0.03	60
GREENLINE RD	COLLECTOR			457.62	0.09	60
GREENWOOD DR	COLLECTOR			1,041.35	0.20	60
HUFFINE RD	COLLECTOR			4,527.77	0.86	60
I-26 I E	FREEWAY	26/23	INTERSTATE	94,030.78	17.81	300

STREET	Type	Route#	RouteType	Length_FT	Miles	ROW
I-26 I W	FREEWAY	26/23	INTERSTATE	94,008.47	17.80	300
INDIAN RIDGE RD	COLLECTOR			12,873.07	2.44	60
JOHN EXUM PKWY	ARTERIAL	11E	US	10,617.54	2.01	105
KING SPRINGS RD	COLLECTOR			6,773.52	1.28	60
KINGSPORT HWY	ARTERIAL	36	STATE	2,162.50	0.41	105
KNOB CREEK RD	COLLECTOR			27,538.81	5.22	60
LAMONT ST	COLLECTOR			2,064.10	0.39	60
LEGION ST	ARTERIAL			4,080.24	0.77	105
LIBERTY BELL BLVD	COLLECTOR			9,434.97	1.79	60
LONE OAK RD	COLLECTOR			4,636.48	0.88	60
MARKETPLACE BLVD	COLLECTOR			3,193.05	0.60	60
MAYFLOWER RD	COLLECTOR			2,288.06	0.43	60
MCKINLEY RD	COLLECTOR			9,183.22	1.74	60
MED-TECH PKWY	COLLECTOR			10,481.40	1.99	60
MILLIGAN HWY	ARTERIAL			4,619.49	0.87	105
MILLIGAN HWY	COLLECTOR			199.70	0.04	60
MORNINGSIDE DR	COLLECTOR			1,053.44	0.20	60
N BOONE ST	COLLECTOR			1,283.91	0.24	60
N BROADWAY ST	ARTERIAL			2,134.39	0.40	105
N BROADWAY ST	COLLECTOR			3,038.62	0.58	60
N ROAN ST	ARTERIAL	36	STATE	42,525.75	8.05	105
N ROAN ST	COLLECTOR			334.29	0.06	60
N STATE OF FRANKLIN RD	FREEWAY	381	P	37,414.56	7.09	105
N STATE OF FRANKLIN RD	ARTERIAL	381	P	14,789.13	2.80	105
N STATE OF FRANKLIN RD	ARTERIAL	381	STATE	2,638.63	0.50	105
OKOLONA RD	COLLECTOR	359	STATE	1,105.81	0.21	60
OKOLONA RD	COLLECTOR	359	STATE	1,993.78	0.38	60
OLD GRAY STATION RD	COLLECTOR			10,697.75	2.03	60
OLD LEWIS RD	COLLECTOR			2,218.76	0.42	60
PACTOLAS RD	COLLECTOR			4,297.27	0.81	60
PEOPLES ST	COLLECTOR			8,409.35	1.59	60
PLYMOUTH RD	COLLECTOR			1,577.01	0.30	60
PRINCETON RD	COLLECTOR			6,056.59	1.15	60

STREET	Type	Route#	RouteType	Length_FT	Miles	ROW
S AUSTIN SPRINGS RD	COLLECTOR			4,987.38	0.94	60
S BOONE ST	COLLECTOR			1,218.95	0.23	60
S BROADWAY ST	COLLECTOR			2,377.63	0.45	60
S COMMERCE ST	COLLECTOR			679.69	0.13	60
S GREENWOOD DR	COLLECTOR			9,087.80	1.72	60
S PICKENS BRIDGE RD	COLLECTOR			7,898.85	1.50	60
S ROAN ST	ARTERIAL			26,185.12	4.96	105
SOUTHWEST AV	COLLECTOR			5,494.24	1.04	60
SUNCREST DR	ARTERIAL	75	STATE	9,334.85	1.77	105
SUNDALE RD	COLLECTOR			3,718.19	0.70	60
SUNSET DR	COLLECTOR			9,115.05	1.73	60
SWADLEY RD	COLLECTOR			2,612.93	0.49	60
UNIVERSITY PKWY	FREEWAY	67	STATE	24,032.79	4.55	105
UNIVERSITY PKWY	ARTERIAL	67	STATE	17,113.47	3.24	105
UNIVERSITY PKWY	ARTERIAL			3,322.13	0.63	105
VETERANS WY	COLLECTOR			1,403.88	0.27	60
W LAKEVIEW DR	COLLECTOR			3,922.39	0.74	60
W MAIN ST	ARTERIAL	321	US	3,859.78	0.73	105
W MARKET ST	ARTERIAL	11E/321	US	26,220.65	4.97	105
W MOUNTAINVIEW RD	COLLECTOR			10,129.69	1.92	60
W MOUNTCASTLE DR	COLLECTOR			1,266.66	0.24	60
W OAKLAND AV	COLLECTOR			5,045.45	0.96	60
W STATE OF FRANKLIN RD	ARTERIAL			10,866.18	2.06	105
W UNAKA AV	ARTERIAL	400	STATE	2,564.64	0.49	105
W WALNUT ST	COLLECTOR			21,640.72	4.10	60
W WATAUGA AV	ARTERIAL			4,537.41	0.86	105
WATAUGA RD	COLLECTOR	400	STATE	14,590.06	2.76	60
WATER ST	COLLECTOR			1,308.23	0.25	60
WOODLAND AV	COLLECTOR			6,461.58	1.22	60