

RESOLUTION 17-02

**A RESOLUTION TO AUTHORIZE THE MAYOR OF SPRING HILL, TN
TO SIGN A CORRIDOR MANAGEMENT AGREEMENT
FOR STATE ROUTE 6 (HIGHWAY 31)**

WHEREAS, Tennessee's Long Range Transportation Policy Plan recognizes the benefit of interregional highway corridors in providing citizens and businesses throughout Tennessee with high quality access to educational, employment, health care and recreational opportunities and supports commerce and tourism; and

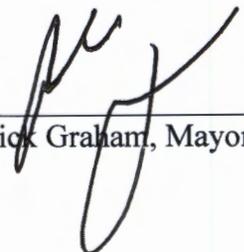
WHEREAS, the Tennessee Department of Transportation presented the attached agreement between Williamson County, Maury County, the City of Franklin, the Town of Thompson's Station, the City of Spring Hill, the City of Columbia, the Nashville Area Metropolitan Planning Organization and the Tennessee Department of Transportation; and

WHEREAS, the purpose of the agreement is to set forth obligation to develop and implement traffic management and operation for the State Route 6 corridor strategies to address congestion and safety; and

WHEREAS, the City of Spring Hill finds it in the interest of the citizens of the city to authorize the Mayor to enter into the attached agreement to define the parties' responsibilities and obligations concerning State Route 6.

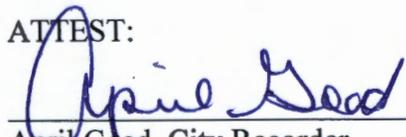
NOW, THEREFORE, BE IT RESOLVED, that the City of Spring Hill authorizes the Mayor of Spring Hill, TN to sign a corridor management agreement for State Route 6 (Highway 31).

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee on this 17th day of January, 2017.



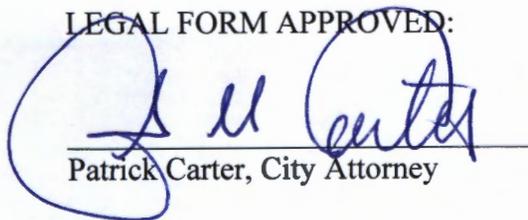
Rick Graham, Mayor

ATTEST:



April Goad, City Recorder

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

STATE ROUTE 6
CORRIDOR MANAGEMENT AGREEMENT

**TENNESSEE STATE ROUTE 6
CORRIDOR MANAGEMENT AGREEMENT**

**MEMORANDUM OF UNDERSTANDING
CORRIDOR MANAGEMENT ALONG STATE ROUTE 6**

I. Purpose

The purpose of this Agreement is to provide a framework for the signatory agencies, organizations and governments, within Williamson County, Maury County, the City of Franklin, the Town of Thompson's Station, the City of Spring Hill, the City of Columbia, the Nashville Area Metropolitan Planning Organization (MPO), and the Tennessee Department of Transportation (TDOT), to work collaboratively in the management of State Route 6 (SR 6) and promote safe and efficient operation, enhance and sustain economic development and support environmental conservation along the corridor.

II. Agreement

WHEREAS, Tennessee's *Long Range Transportation Policy Plan* recognizes the value of interregional highway corridors in providing citizens and businesses throughout Tennessee with high quality access to educational, employment, health care and recreational opportunities and supports commerce and tourism; and

WHEREAS, the State of Tennessee Department of Transportation and the Nashville Area MPO have identified transportation improvements along the SR 6 corridor in their respective plans and work programs; and

WHEREAS, SR 6 has been identified as a corridor that enhances the economic vitality of the state, providing essential access for the region of the state and Williamson and Maury Counties to major economic markets and cultural centers; and

WHEREAS, the continued growth of the region is leading to increasing travel demand in the corridor, which, if unmanaged, can negatively affect the level of performance and safety experienced by users of the roadway; and

WHEREAS, community leaders, residents and transportation officials have identified this growing travel demand and development pressure as a concern with potential negative consequences for the safety and operation of the corridor, with potential to degrade the performance of the corridor, and the resulting implications for the economy and quality of life of the region; and

WHEREAS, elected officials, agency staff, and representatives of the Tennessee Department of Transportation, Williamson County, Maury County, the City of Franklin, the Town of Thompson's Station, the City of Spring Hill, the City of Columbia, and the Nashville Area MPO have identified the following list of corridor management goals for the SR 6 corridor:

- Improve Regional Transportation for Local Residents, Commuters, and Freight;
- Controlling Access/Safety;
- Multimodal Options;
- Coordination between Municipalities, School Systems, and Local Businesses;
- Education of Alternative Routes; and
- Improving streetscape along the corridor.

WHEREAS, those same representatives identified the following corridor management strategies and associated tools for purposes of achieving the identified corridor management goals, including:

- Access Management;
- Traffic Management and Operations/ITS;
- Land Use Planning; and
- Roadway Design and Capacity.

NOW, THEREFORE, the Tennessee Department of Transportation, Williamson County, Maury County, the City of Franklin, the Town of Thompson's Station, the City of Spring Hill, the City of Columbia, and the Nashville Area MPO agree to cooperate in the pursuit, adoption, and implementation of the strategies and actions detailed below:

1. **Access Management** - defines the relationship of adjacent land uses and activities to the corridor itself. The nature of that access can have a significant impact on mobility, congestion, and safety. Tools to implement the access management strategy include:

- Medians/channelization standards;
- Spacing standards;
- Corner clearance standards;
- Driveway design standards;
- Connectivity and cross-access standards;
- Street network standards;
- Access management plans; and
- Wayfinding signage.

Parties to this Agreement recognize the importance of the Access Management strategy and tools to achieving the corridor management goals established for the SR 6 corridor. The parties agree to:

- a. Develop and seek approval of the corridor access management standards and a corridor access management plan. The standards and plan will establish the location, spacing, design, and operation of driveways, traffic signals, median openings, interchanges, and street connections to the roadway;
 - b. Seek approval and adoption of the corridor access management standards and corridor access management plan into their individual design standards and guidelines.
- 2. Traffic Management and Operations/ITS/Multimodal Options** – encompasses a wide range of activities aimed at maintaining or improving the overall safety and efficiency of a corridor for all users. This strategy is employed for a variety of reasons including maximizing roadway capacity, facilitating alternative modes (pedestrians, bicycles, transit), minimizing impacts from non-recurring events (traffic crashes, construction projects, maintenance activities, special events, etc.), and improving safety. Tools to implement the Traffic Management and Operations strategy may include:
- Coordination between Municipalities, School Systems, and Local Businesses
 - Traffic Signal Timing and Coordination;
 - Integrated Intelligent Transportation Systems (ITS) applications;
 - Emergency Responder Technology;
 - Truck/Freight Plan;
 - Work Zone Management;
 - Travel Demand Management;
 - Traffic Bottleneck Removal;
 - Traffic Impact Studies (rezoning, subdivision, site plans, access requests);
 - Transportation Plans; and
 - Setting and Measuring Corridor Performance Goals

Parties to the Agreement recognize the importance of the Traffic Management and Operations strategy and tools to achieving the corridor management goals established for the SR 6 corridor. The parties agree to:

- a. Develop a process for coordinated traffic management and operations, including corridor wide traffic impact study requirements;
- b. Development corridor traffic management and operations standards and performance goals; and

- c. Develop a coordination process between municipalities, schools systems, and local business along the corridor.
- 3. Land Use Planning** – describes the location and type of places and activities along a corridor. The organization of those land uses can influence a variety of factors, including traffic patterns, economic activity and community character. Tools to implement the land use strategy may include:
- Land use plans;
 - Zoning, including design overlays;
 - Subdivision regulations; and
 - Urban services plan

Parties to this Agreement recognize the importance of the Land Use Planning strategy and tools to achieving the corridor management goals established for the SR 6 corridor. The parties agree to:

- a. Consider accepting, by resolution of their respected legislative bodies and planning commissions, the findings and recommendations of any proposed recommendations that come from the SR 6 Corridor Management Agreement in the future.
- 4. Roadway Design and Capacity** – design improvements enhance the safety and operation of the road, while capacity improvements allow more vehicles to travel on the road. Roadway design and capacity is also an important strategy to protect environmental resources in a corridor. Tools to implement the Roadway Design and Capacity Strategy may include:
- Roadway alignment;
 - Travel lane and shoulder widths;
 - Medians;
 - Crosswalks;
 - Bicycle lanes;
 - On-street parking;
 - Sustainable stormwater controls;
 - On and off-ramp locations;
 - Number of travel lanes;
 - Intersection geometry and curb radii;
 - Channelized right-turns;
 - Roundabouts; and
 - Interchange improvements.

Parties to this Agreement recognize the importance of the Roadway Design and Capacity strategy and tools to achieving the corridor management goals established for the SR 6 corridor. The parties agree to:

- a. Develop ultimate, long-range corridor roadway design concepts and cross sections with the Tennessee Department of Transportation and Nashville Area MPO ; and
- b. Develop a corridor alignment and capacity plan that defines and preserves required future right-of-way.

III. Governance

1. Adoption, Amendment and Termination

This Agreement will become effective when an appointed and authorized representative of each the Tennessee Department of Transportation, the Nashville Area MPO, Williamson County, Maury County, the City of Franklin, the Town of Thompson's Station, the City of Spring Hill, and the City of Columbia have placed their signature in the block below.

This Agreement may be amended, in whole or in part, by mutual agreement of all parties as evidenced by signatures on an amended agreement. The signatory parties agree to confer with respect to the continuation of the Agreement, or if there is the necessity for any amendments, on an annual basis. The State Department of Transportation will coordinate this meeting by identifying the date and location along with gathering input from the participating Agencies, Counties, Cities, Towns, and MPO for preparation of the agenda.

The signatory parties may withdraw from this Agreement at any time provided that the withdrawing party notifies the other signatories sixty (60) days in advance of the desired date of withdrawal in writing to allow time to remedy the reason for withdrawal. In the event efforts to remedy the reason for withdrawal are unsuccessful, the withdrawing party may withdraw from the Agreement without prejudice but at the risk of forfeiting its ability to participate in future activities and improvements taken as part of this Agreement.

Notwithstanding the foregoing, however, this Agreement shall remain in force until terminated by written agreement of the signatory parties.

2. Programming, Funding, Budgeting, and Reimbursement

This Agreement is neither a fiscal nor a funding obligation. Any transfer of funds between signatories that occurs as a result of the actions outlined in the Agreement may take place through applicable laws, agreements, existing authorities, and procedures.

Nothing in the Agreement shall obligate the signatories to expend appropriations, obligate funds, or enter into any contract or agreement.

This Agreement will be coordinated by the Tennessee Department of Transportation in cooperation with the other signatories. The signatory parties, moreover, shall form a Corridor Management Committee to implement the course of action described in this Agreement. The Corridor Management Committee shall include a designated representative from each of the signatories to this Agreement. Committee members will develop committee rules and operating procedures and establish a regular schedule of meetings.

The Corridor Management Committee will function as the steering committee for this Agreement with the responsibility of providing strategic guidance on the actions described herein. In the absence of corridor wide policies, plans, standards and regulations, the Corridor Management Committee will also serve as a coordinating committee for proposed improvements and projects affecting the corridor. Adoption or approval of any policies, plans, standards or regulations recommended under this Agreement will be at the sole discretion of the legislative and/or appointed bodies of the signatory parties.

The parties agree to cooperate fully in order to successfully execute the terms and conditions of this Agreement including obtaining all regulatory and governmental approvals required by this Agreement recognizing that the intent of each party to the other is to serve the individual interest of each party while respecting the conditions and obligations of this Agreement.

Each party shall be responsible for receiving all approvals from the appropriate governing bodies prior to executing this Agreement as well as future required approvals in a diligent manner.

IV. Signatures

IN WITNESS WHEREOF, each of the parties hereto has executed this Agreement as of the date shown with the signature below:

WILLIAMSON COUNTY

MAURY COUNTY

OK

Rogers Anderson, Mayor Date

Charlie Norman, Mayor Date

CITY OF FRANKLIN

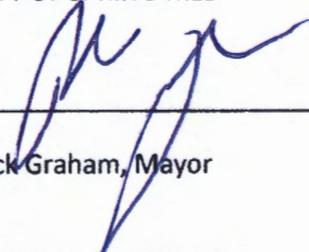
TOWN OF THOMPSON'S STATION

Ken Moore, Mayor Date

Corey Napier, Mayor Date

CITY OF SPRING HILL

CITY OF COLUMBIA



Rick Graham, Mayor Date 7/15/16

Dean Dickey, Mayor Date

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

NASHVILLE AREA MPO

John Schroer, Commissioner Date

Michelle Lacewell, Interim Director Date