

**RESOLUTION 17-93**

**A RESOLUTION TO ADOPT AN ACCESS MANAGEMENT  
POLICY ON PORT ROYAL ROAD FROM DUPLEX ROAD TO  
SATURN PARKWAY.**

**WHEREAS**, the City of Spring Hill, TN desires to be proactive in the development of future infrastructure; and,

**WHEREAS**, with growth there is an increase in both traffic volumes and demand for accessibility along Port Royal Road between Duplex Road and Saturn Parkway; and

**WHEREAS**, Port Royal Road from Duplex Road to Saturn Parkway was recently upgraded to an arterial street functional classification; and,

**WHEREAS**, average daily traffic volumes on Port Royal Road total nearly 17,364 vehicles per day near the intersection of Port Royal and Lovell, nearly 8,000 vehicles per day just west of the intersection of Buckner Lane and Port Royal; and,

**WHEREAS**, municipal zoning along Port Royal Road consist of R-2 PUD, R-4, PUD, and B-4 all of which are considered higher density zoning classifications creating additional traffic volumes and desire for traffic access; and,

**WHEREAS**, due to higher zoning densities and traffic volumes, the City of Spring Hill desires the need for an Access Management Plan for Port Royal Road between Duplex Road and Saturn Parkway; and,

**WHEREAS**, the City of Spring Hill adopts the Port Royal Road – Alternatives Analysis Report issued by Barge Wagner Sumner and Cannon on July 2017.

**WHEREAS**, the City of Spring Hill adopts Alternative B Roundabout Corridor for the Port Royal Corridor between Saturn Parkway and Buckner Lane; and,

**WHEREAS**, the primary responsibility of an arterial street is to provide for mobility, capacity, reasonable speeds, and safety while also providing some limited access from adjacent land uses.

**WHEREAS**, the Institute of Traffic Engineers recommend minimum connection spacing criteria for access points on arterial roadways so as to promote mobility, capacity, and to mitigate point of conflicts with vehicular traffic.

**NOW, THEREFORE BE IT RESOLVED**, that the City of Spring Hill Board of Mayor and Aldermen adopts an Access Management Policy on Port Royal Road from Saturn Parkway to Duplex Roads as follows:

1. All new development along Port Royal Road between Duplex Road and Saturn Parkway shall be required to dedicate the necessary right of way as determined by the Planning Commission, to meet arterial streets sections and the lane configuration described in the Port Royal Road – Alternatives Analysis Report issued by Barge Wagner Sumner and Cannon dated July 2017
2. An upgraded intersection control shall be installed at the intersection of Commonwealth Drive, Port Royal Road and Countess Lane. The control shall be either a signalized intersection or a double lane roundabout. The road cross section for Port Royal Road between Duplex Road and Buckner Lane shall consists of an arterial four lane roadway with a raised median curb and gutter and detached sidewalk and bicycle lanes.
3. Street medians shall be cut in approved locations to allow for a left turn lane designated for access into adjacent property.
4. Parcel 167 02101 00011167 shall be permitted one access onto Port Royal Road a minimum of 660 feet from the centerline of Duplex Road. Property access shall include a right turn deceleration lane and left turn lane.
5. Parcel 060 028 00504 000 2017 shall be permitted one access onto Port Royal Road. The access point shall be generally located as per the location illustrated by the Monrovia Preliminary Plat dated 9.13.2016. This access point shall generally align with Achiever Point located on the east side of Port Royal Road.
6. Parcel 060 028 00502 000 2017 shall be permitted one access onto Port Royal Road no closer than 350 feet from the centerline of the Port Royal Road Commonwealth Drive and Countess Lane intersection. A second access is permitted approximately 700 feet to the north of the Port Royal Road Commonwealth Drive and Countess Lane intersection. Property access shall include a right turn deceleration lane and left turn lane.
7. Parcel 060 028 00702 000 2017 shall be permitted one access onto Port Royal Road no closer than 350 feet from the centerline of the Port Royal Road Commonwealth Drive and Countess Lane intersection. This access point shall be across from Parcel 060 028 00502 000 2017. A second access is permitted approximately 700 feet to the north of the Port Royal Road Commonwealth Drive and Countess Lane intersection. This access

- point shall be across from Parcel 060 028 00502 000 2017. Property access shall include a right turn deceleration lane and left turn lane.
8. Parcel 060 027 00101 000 2017 shall be permitted one access onto Port Royal Road in the near vicinity across from Lovell Lane on Port Royal Road. Property access shall include a right turn deceleration lane and left turn lane.
  9. Parcel 060 027 00104 000 2017 shall be permitted one access onto Port Royal Road in the near vicinity across from Walden Creek Trace. Property access shall include a right turn deceleration lane and left turn lane.
  10. Parcel 060 028 00800 000 2017 shall be permitted one access onto Port Royal Road in the near vicinity across from Walden Creek Trace. Property access shall include a right turn deceleration lane and left turn lane.
  11. All new developments in this corridor shall be required to construct dedicated turn lanes into their property. Additionally, all new development shall be required to provide two (2) access points where possible. The Planning Commission shall have the authority to approve waivers of the requirements in this paragraph based on engineering judgement, existing conditions, and supplemental engineering data. The responsibility for design, easement acquisition, and construction shall be solely borne by new development in this corridor.
  12. New roundabouts shall be installed at the following intersections along Port Royal Road: Port Royal Road and Lovell Lane, Port Royal Road and Kroger Driveway, Port Royal Road and Buckner Lane Port Royal Road and Reserve in accordance with the recommendations from Port Royal Road – Alternatives Analysis Report issued by Barge Wagner Sumner and Cannon dated July 2017. Alternative B.
  13. All new development in this corridor (Duplex to Saturn Parkway) shall be required to submit a traffic impact study to the City of Spring Hill. Should the traffic impact study not demonstrate warrants for improvements, the City reserves the right to require improvement above and beyond the recommendation of the traffic impact study provided and paid for by new development as determined by the Planning Commission.
  14. The City adopts the striping plan and lane configuration for roundabouts as outlined in the Port Royal Road – Alternatives Analysis Report issued by Barge Wagner Sumner and Cannon dated July 2017.
  15. The Walgreens Driveway and Port Royal Road Intersection shall consist of right turn in and right turn out islands on the side streets.

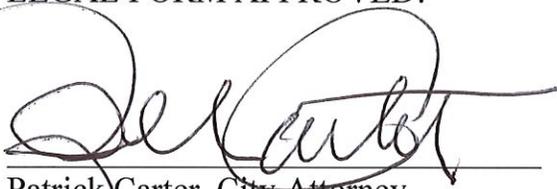
Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee on the 18<sup>th</sup> day of September, 2017.

  
\_\_\_\_\_  
Mayor Rick Graham

ATTEST:

  
\_\_\_\_\_  
April Goad, City Recorder

LEGAL FORM APPROVED:

  
\_\_\_\_\_  
Patrick Carter, City Attorney

September 5, 2017

MEMO TO: Victor Lay, City Administrator

FROM: Philip Stuckert, P.E. Infrastructure Director

SUBJECT: Port Royal Road Access Management Plan

Recommendation: That the Board of Mayor and Aldermen adopt Resolution 17-93 pertaining to an Access Management Policy for Port Royal Road

Summary:

Before the Board of Mayor and Aldermen (BOMA) at their September 5<sup>th</sup> work session meeting is an Access Management Policy for the Port Royal Road Corridor from Duplex Road to Saturn Parkway. Access management plans promote safe and efficient vehicular operation, enhance and sustain economic development, and support environmental conservation along corridors. Port Royal Road recent functional reclassification by the City recognizes its importance as a major thoroughfare in the community. Accordingly, the Transportation Advisory Committee has requested staff to develop an Access Management Policy similar to the framework outlined in Resolution 16-11.

As the community grows, Port Royal Road's importance as an entry way into the community; its development as a major economic contributor; and promotion of a scenic corridor will positively influence the southeastern part of the community. Promoting an Access Management Policy provides a steering mechanism to promote organized growth in southeast Spring Hill.

Elements and tools of the proposed access management policy are taken from the city's Major Thoroughfare Study, the Barge Wagner Sumner Cannon Port Royal Road Corridor Analysis, the Highway 31 Access Management Policy, Resolution 16-11, comments from the Transportation Advisory Committee and the Traffic Engineering Handbook 7<sup>th</sup> Edition published by the Institute of Transportation Engineers.

Elements of the Access Management Plan consists of the following:

A. Roadway Design and Capacity

- Spacing standards for access onto Port Royal Road
- Development of Roundabouts at the following intersections
  - Port Royal and Commonwealth
  - Port Royal and Buckner Lane
  - Port Royal and Lovell Lane
  - Port Royal and Kroger Drive
  - Port Royal and Reserve Boulevard

- Bicycle Lanes
- Medians for Landscaping
- Lane configurations at access points
- Sidewalks for safe pedestrian movement.

The Transportation Advisory Board has reviewed the draft policy prepared by staff, offered amendments, and has forwarded it to BOMA for their consideration. City staff mailed a copy of the AMP and cover letter to individual property owners along the corridor between Duplex Road and Derryberry Lane on August 25<sup>th</sup>. We mailed out nearly forty letters with the attached AMP.

The cover letter informs property owners of the City's intent to consider the enclosed Access Management Policy at their September 5<sup>th</sup>, Board of Mayor and Aldermen (BOMA) meeting.

City staff recommends adoption of Resolution 17-93 pertaining to An Access Management Policy for Port Royal Road between Duplex Road and Saturn Parkway.