

RESOLUTION 14-01

A RESOLUTION TO SUPPORT THE CORRIDOR MANAGEMENT AGREEMENT (CMA) AS RECOMMENDED BY THE JOINT TRANSPORTATION TASK FORCE

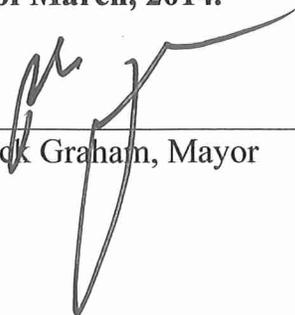
WHEREAS, Transportation has been identified as a top priority for the City of Spring Hill Board of Mayor and Aldermen; and

WHEREAS, in February of 2013 the City of Spring Hill and the Town of Thompson's Station adopted a joint resolution creating a Joint Transportation Task Force to address the need to identify and resolve transportation issues; and

WHEREAS, the Joint Transportation Task Force has developed a Corridor Management Agreement which provides framework for a collaboration in the management of north/south corridor comprising State Route 6 and Interstate 65 with regard to safety, efficient operation, sustaining economic development and environmental conservation; and

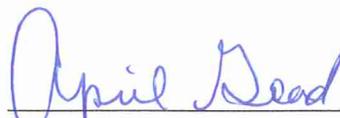
NOW, THEREFORE BE IT RESOLVED, that the City of Spring Hill Board of Mayor and Aldermen support the Corridor Management Agreement and authorizes the Mayor to sign the agreement.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee on the 17th day of March, 2014.



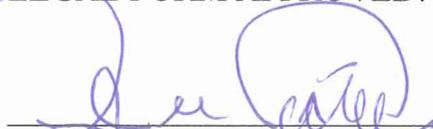
Rick Graham, Mayor

ATTEST:



April Goad, City Recorder

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

**City of Spring Hill and Town of Thompson's Station
Corridor Management Agreement**

Memorandum of Understanding for the SR-6, I-65, and SR-106 Corridor

I. Purpose

The purpose of this Agreement is to provide a framework for the signatory agencies, organizations and governments within Williamson and Maury Counties, the City of Spring Hill, the Town of Thompson's Station, the Nashville Area Metropolitan Planning Organization (MPO) and the State of Tennessee, to work collaboratively in the management of a north/south corridor comprising State Route 6 (US 31), Interstate 65, and State Route 106 (US 431 [Lewisburg Pike]); to 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 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 corridor in their respective plans and work programs; and

WHEREAS, the counties of Williamson and Maury, the City of Spring Hill, the Town of Thompson's Station, the Nashville Area Metropolitan Planning Organization (MPO) and the State of Tennessee Department of Transportation have prepared plans and studies describing their vision for the corridor, including¹:

- Southern Williamson County Interstate 65 Access Request
- Holt Property Traffic Impact Assessment Update
- Spring Hill Regional Transportation Plan
- Joint Resolution to Establish Transportation Task Force
- Williamson County Major Thoroughfare Plan Update
- Spring Hill Comprehensive Transportation Plan
- Mars (Project Skylar) Traffic Impact Study
- SR 6 Transportation Planning Report for Maury and Williamson Counties
- Joint Resolution Relating To Coordination Of Comprehensive Plans And Interstate 65 Access Request
- Highway 31 Traffic Signal Synchronization Study

¹ Copies of the listed document are provided in the appendix.

- Highway 31 Traffic Signal Coordination Project
- May 15th 2013 Corridor Traffic Flyover Video Presentation²
- (Date TBD) Corridor Traffic Animations³

WHEREAS, SR-6, I-65, and SR-106 have been identified collectively as a corridor that enhances the economic vitality of the state, providing essential access for the counties of Williamson and Maury and the cities of Spring Hill and Thompson’s Station 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 further 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 State of Tennessee, the counties of Williamson and Maury, the cities of Spring Hill and Thompson’s Station, and the Nashville Area MPO have identified the following prioritized list of corridor management goals:

- Improve regional transportation for local residents, commuters, and freight
- Preserve community character
- Promote economic development; and

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

- Land Use Planning
- Roadway Design and Capacity
- Access Management
- Traffic Management and Operations

NOW, THEREFORE, the State of Tennessee, the counties of Williamson and Maury, the City of Spring Hill, the Town of Thompson’s Station and the Nashville Area MPO agree to cooperate in the pursuit, adoption and implementation of the strategies and actions detailed below:

1. 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

² Can be viewed at <http://www.springhilltn.org/index.aspx?nid=500>

³ Can be viewed at <http://www.springhilltn.org/index.aspx?nid=500>

traffic patterns, economic activity and community character. Tools to implement the land use strategy may include:

- a. Land use plans
 - b. Zoning, including design overlays;
 - c. Subdivision regulations
 - d. Urban services plans
2. 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.
- a. Tools to implement the Roadway Design and Capacity Strategy may include:
 - i. Roadway alignment;
 - ii. Travel lane and shoulder widths;
 - iii. Medians;
 - iv. Crosswalks;
 - v. Bicycle lanes;
 - vi. On-street parking;
 - vii. Sustainable stormwater controls;
 - viii. On and off-ramp locations;
 - ix. Number of travel lanes;
 - x. Intersection geometry and curb radii;
 - xi. Channelized right-turns;
 - xii. Roundabouts; and
 - xiii. Interchange improvements.
 - b. 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 corridor.
3. 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.
- a. Tools to implement the access management strategy may include:
 - i. Medians/channelization standards;
 - ii. Spacing standards;
 - iii. Corner clearance standards;
 - iv. Driveway design standards ;

- v. Connectivity and cross-access standards;
 - vi. Street network standards;
 - vii. Access management plans; and
 - viii. Wayfinding signage.
- b. Parties to this agreement recognize the importance of the Access Management strategy and tools to achieving the corridor management goals established for the corridor. The parties agree to:
- i. Develop 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; and
 - ii. Approve and adopt the corridor access management standards and corridor access management plan.
4. Traffic Management and Operations—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.
- a. Tools to implement the Traffic Management and Operations strategy may include:
- i. Traffic Signal Timing and Coordination;
 - ii. Integrated Intelligent Transportation Systems (ITS) applications;
 - iii. Emergency Responder Technology;
 - iv. Truck/Freight Plan ;
 - v. Work Zone Management ;
 - vi. Travel Demand Management ;
 - vii. Traffic Bottleneck Removal;
 - viii. Traffic Impact Studies (rezoning, subdivision, site plans, access requests) ;
 - ix. Transportation Plans; and
 - x. Setting and Measuring Corridor Performance Goals.
- b. Parties to this Agreement recognize the importance of the Traffic Management and Operations strategy and tools to achieving the corridor management goals established for the corridor. The parties agree to:
- i. Develop a process for coordinated traffic management and operations, including corridor wide traffic impact study requirements; and

- ii. Develop corridor traffic management and operations standards and performance goals.

III. Governance

1. Adoption, Amendment and Termination

- a. Agreement will become effective when an appointed and authorized representative of each State of Tennessee Agency, the Nashville Area MPO, the counties of Williamson and Maury, the cities of Spring Hill and Thompson's Station have placed their signature in the block below.
- b. 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 and MPO for preparation of the agenda.
- c. 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 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.
- d. 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

- a. 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 this Agreement may take place through applicable laws, agreements, existing authorities and procedures.
- b. Nothing in this Agreement shall obligate the signatories to expend appropriations, obligate funds or enter into any contract or agreement.

3. Administration

- a. This Agreement will be coordinated by the State 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.

- b. 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.

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

Rogers Anderson, Mayor Date

Maury County

James L. Bailey, Jr., Mayor Date

City of Spring Hill



Rick Graham, Mayor Date

Town of Thompson's Stations

Corey Napier, Mayor Date

Nashville Area MPO

Michael Skipper, Executive Director Date

State Of Tennessee
Department of Economic &
Community Development

William F. Hagerty, IV, Commissioner Date

State Of Tennessee
Department of Environment &
Conservation

Robert J. Martineau, Jr. , Commissioner Date

State Of Tennessee
Department of Transportation

John C. Schroer, Commissioner Date

V. Appendix

- Southern Williamson County Interstate 65 Access Request
- Holt Property Traffic Impact Assessment Update
- Spring Hill Regional Transportation Plan
- Joint Resolution to Establish Transportation Task Force
- Williamson County Major Thoroughfare Plan Update
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- Mars (Project Skylar) Traffic Impact Study
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