

CORRIDOR MANAGEMENT POLICY PLAN

STATE ROUTE 13

I. Title and Authority

This plan shall be known as the State Route 13 Corridor Management Policy Plan, herein referred to as the Policy Plan. This Policy Plan is intended to act as a guiding document for the Tennessee Department of Transportation (TDOT) and the Regional Planning Commission (RPC) when making decisions on rezoning, subdivisions and site development along SR-13. While these recommendations are not legally binding, they are mutually agreed upon standards that should be considered whenever possible.

This Policy Plan has been reviewed by the department of the City of Clarksville and Montgomery County, The Clarksville Urbanized Area Metropolitan Planning Organization, Montgomery County Highway Supervisor, the Regional Planning Commission, the Industrial Development Board, and the Greater Nashville Regional Council as a part of the Corridor Management Agreement process and be adopted by the city and county elected bodies.

This Corridor Management Agreement shall be administered by the Regional Planning Commission in coordination with the City of Clarksville Street Department, The Montgomery County Highway Supervisor, and TDOT.

II. Purpose and Intent

State Route 13 is an important corridor both locally and regionally. It serves the area of Montgomery County east from I-24 to the Kentucky State Line. This corridor runs through a mix of Urban Growth Boundary and Rural Area; most recently updated in January 2020 in Montgomery County with capacity for even future industrial, commercial, and multi-family growth, presenting land use changes, major traffic increases, and access management challenges in the coming years. Current and new businesses along this roadway will require specific access management facilities and improvements that will safely service their users, local residents, and others who travel through the region up to/from Kentucky. Most importantly, SR-13 is used by freight traffic travelling northbound and southbound from Tennessee and Kentucky to the North entrance of the Industrial Park at International Boulevard. While the Corridor Management Agreement (CMA) for SR-13 includes the 5.2-mile route between Alfred Thun Road and the Kentucky State Line, this Policy Plan applies only to the section of SR-13 between Alfred Thun Road and Jim Johnson Road, approximately 2.1 miles of roadway.

In order to preserve the safety of this corridor and reduce the opportunity for crashes, access must be managed along the corridor. Access spacing is shown to correlate with the number of crashes along a corridor [TRB Circular E-C0109: Urban Street Symposium. *Urban Associates: Access Spacing and Traffic Safety*. 1999]. Access management is a tool used to mitigate the negative impacts of unregulated access. It is defined as the review of driveways and intersections to manage access to land development, while simultaneously preserving the flow of traffic on the surrounding road systems in terms of safety, capacity, and mobility. Implementing an access management program based on the strategies and principles described in this Policy Plan will encourage smooth and safe traffic flow as well as promote quality development along the corridor.

This Policy Plan is intended to:

- a.) Better connect land use and transportation along the corridor. These requirements are presented to provide improved transportation along the SR-13 corridor.
- b.) Reflect regional desires to develop and maintain a highly efficient corridor that serves local and regional priorities.
- c.) Encourage creative solutions in the utilization of land to accomplish more efficient, safe, aesthetic, and desirable development.
- d.) Enhance growth by preserving mobility in the corridor.
- e.) Provides for safe and functional access connections between SR-13 and the surrounding area.
- f.) Ensures that all property is provided reasonable access to the public street system.
- g.) To support State and Federal Performance Management targets for Safety and Travel Time Reliability.

III. Applicability and Conformity

The Policy Plan shall include property adjacent to or within 130 feet the SR-13 right-of-way, an area generally considered the operational influence area. This Policy Plan shall complement the requirements of the underlying regulations and policies of the local jurisdictions (i.e., Zoning, Site Plan Review and Subdivision Regulations, etc.) which shall remain in effect and expand upon TDOT's Driveway Manual. Whenever the requirements of the Policy Plan conflict with those of the underlying access management standards, the more stringent standard shall apply. Where no standards are mentioned herein, the provisions of most strict access management standards shall apply.

The Policy Plan applies to development projects regardless of whether such development requires site plan or subdivision review. Existing non-conforming lots, traffic circulation and access conditions are allowed to continue within the Policy Plan but should be brought into conformity at the earliest opportunity so that public safety can be improved and the purposes of the Policy Plan can be achieved. The provisions as set forth in this Policy Plan shall apply to both new development and redevelopment including expansion of existing development.

IV. Corridor Segments

The State Route 13 Corridor Management Agreement identifies two phases or segments of the corridor that reflect varying land use types along the 5.2 mile portion of the route. This Policy Plan applies to Phase I of the corridor, between Alfred Thun Road and Jim Johnson Road, approximately 2.1 miles of roadway. Specific policy recommendations will vary based on the segment location and context. Since access standards and guidance differ with context, the corridor segments shown below are correlated with the context and will be used as the baseline for determining appropriate access.

Section	Termini	Log Mile	Functional Class	Land Use	Access Management Objectives
I.	Alfred Thun Road to Solar Way	26.77-27.1	Minor Arterial	Commercial	No additional access points Encourage construction of frontage roads to access commercial development
		27.1-28.13		Rural	Limit additional traffic signals
II.	Solar Way to Jim Johnson Road	28.13-28.85	Minor Arterial	Rural	Minimize individual access points Encourage residential driveways to access local roads Consider shared driveways for commercial and residential development

V. General Considerations

To determine whether the proposed development plans, including any division of property, meets the standards of this plan, the approving authority must consider all of the following factors:

- a.) The relationship to the existing and proposed land use plans;
- b.) The transportation and road network plans of the city, county, and state;
- c.) The SR-13 Corridor Management Policy Plan;
- d.) The potential for future subdivision and development of the property and other properties in the vicinity of the proposed access;
- e.) The adequacy of existing or planned roadways to accommodate the proposed development in a safe and cost-effective manner;
- f.) Existing, planned, and potential future access to and circulation on adjacent properties;
- g.) Comments from TDOT and any other affected local agencies;
- h.) The finding and conclusions of any related studies such as an environmental assessment, drainage analysis, traffic impact analysis, and roadway design modification or traffic signal improvements;
- i.) Pedestrian and/or bicycle connections to property.

VI. Development Standards

Each access location should be consistent with the locations and criteria provided by the Policy Plan. When site conditions prevent immediately meeting the Policy Plan requirements, the development proposal should include a plan detailing how the access requirements will be met.

When adequate alternative access can be provided by way of a secondary, primary, collector, or marginal access street or through joint access with a neighboring property, no new or existing parcels or lots within the plan shall be provided direct access to SR-13. All individual properties within a development shall be accessed from an internal circulation system or street network designed to serve the development of which they are a part. Potentially negative impacts on the quality and character of surrounding properties or neighborhoods shall be satisfactorily mitigated by the landowner/developer.

a. Existing curb cuts

As shown in Figure (#) the existing curb cuts on SR-13 will be honored as potential future driveways or access points. The distance between curb cuts / driveways may need to adjust from their current position but in any instance where a driveway is moved on a property the previous curb cut is then vacated. For multiple curb cuts accessing a singular property the RPC reserves the right to limit the subject property to fewer access points than the curb cuts that exist to achieve appropriate separation between driveways.

b. Non-Conforming Access

This Policy Plan recognizes the existence of access connections to SR-13, which were lawful when the plan was adopted but no longer meet the requirements of this Policy Plan (these need to be identified and labeled as such). It is not the goal of this Policy Plan to discourage the expansion and/or intensification in the use of properties but to encourage the elimination of non-conforming accesses or reduce their negative impacts on the SR-13 and the surrounding area.

Any access connection in place as of the date of adoption of this plan that does not conform with the standards herein is a non-conforming feature that will be allowed to continue as long as the access or the land use it serves is not expanded, changed, or discontinued, and the opportunity to conform is not available.

If there is a need to expand a non-conforming access or the land use served by a non-conforming access, the non-conforming access must either be eliminated or brought into conformance with the standards of this plan to the extent practicable as determined by the applicable jurisdiction. In the event of discontinued use, as determined by the jurisdiction, or the destruction of structures, access should be re-established in a way that conforms to this policy plan to the extent practicable upon redevelopment.

c. Provisions for Access

If not otherwise defined in the Policy Plan, the minimum spacing between access points shall be the stopping sight distance at the posted speed. If any engineering safety standard cannot be met, the access may not be approved. A private driveway must maintain adequate intersection sight distance at all times or the access permit may be revoked and the access closed to protect public safety.

Interconnecting driveways or provisions for future connections to adjacent properties shall be provided through easements or dedicated right-of-way for all new development with access to SR-13. This includes bicycle and pedestrian access to adjacent residential areas where practical.

If lot frontage is inadequate to provide the required minimum spacing, access should be provided via a shared entrance, cross access easement with an adjacent property, or the local street network. Access may be required to serve adjacent property via a shared entrance located on the common property line or a cross access easement. When required to provide a shared entrance or cross access easement, the property owners must record an easement allowing cross access to and from the properties adjacent to the shared driveway or cross access. The easement must include a joint maintenance agreement defining the responsibilities of the property owners.

If there is a necessity for a driveway and reasonable alternative access is not available or attainable from the local road network or by a shared driveway with an adjacent parcel, an owner may be permitted one conditional driveway to SR-13. A self-inflicted hardship, the creation of a parcel where the only option is access to SR-13, does not qualify for direct highway access.

d. Subdivision Standards

For the purposes of this Policy Plan, a subdivision shall be defined as the division of a tract or parcel of land into two or more lots, sites, or divisions for immediate or future sale or building development and includes re-subdivision. If a street system is proposed it shall be designed to coordinate with existing, proposed, and planned streets serving the surrounding area and shall be consistent with this Policy Plan. All access to individual lots shall be provided from the internal street system. Corner lots with both access to a local streets and SR-13 shall utilize the access provided by the secondary street as primary access and shall avoid secondary access onto SR-13 to reduce conflict points unless there is a preexisting curb cut (per Section a existing curb cuts).

Where a proposed development abuts undeveloped land or a future phase of the same development, stub roads for future public rights-of-way shall be provided as deemed necessary by the RPC to provide access to abutting properties or to logically extend the street system into the surrounding parcels. All street stubs shall be provided with a temporary turn-around or cul-de sac as outlined in the Clarksville Montgomery County Subdivision Regulations and shall be signed to indicate that future extension is planned.

e. Site Design Standards

Sites must be designed to promote safe internal access between parking areas, buildings, and future development areas on the property and on adjacent

properties. Backing, loading, unloading, or other maneuvering must be accommodated on the site and not within the SR-13 right-of-way. The design of any access to SR-13 including the width, grade, and radii may be no less than TDOT guidelines and standards. The driveway's throat length must be sufficient to prevent vehicles from stopping and queuing on the highway due to regular conflicts or stopping in the driveway throat and parking areas served. Therefore, per this policy recommends a minimum throat length of 100.

Per TDOT's Site Plan Checklist, all site plans should include specific detail related to access, including: the location and dimensions of all streets, driveways, distance to nearest intersecting road, cross parcel connection, parking areas and aisles, bicycle paths, sidewalks, and any other relevant circulation information and details (Appendix A).

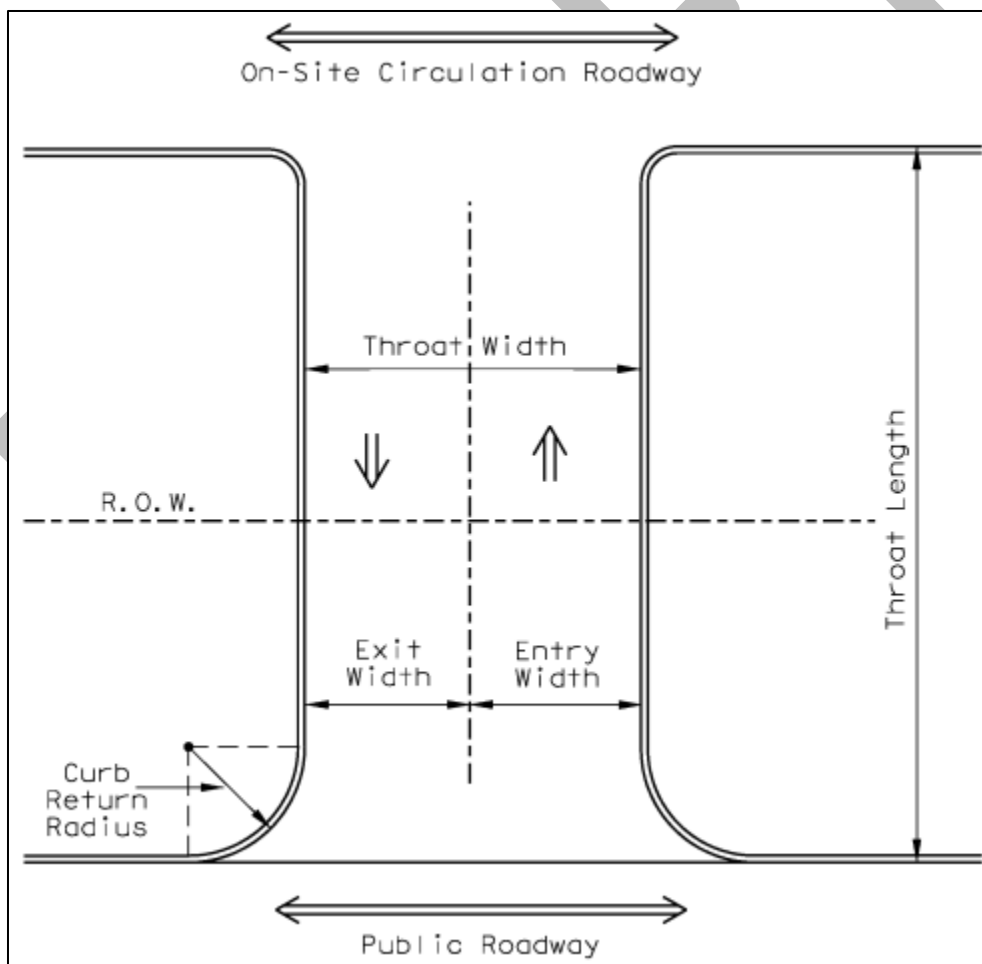


Figure 1. A visual of driveway design elements with particular emphasis on throat length (TXDOT Driveway Design Principles).

f. Conditions of Approval –

In coordination with Clarksville City Street Department, County Highway Supervisor, TDOT, and public safety departments the RPC staff shall determine appropriateness of approval as guided by the criteria in this plan. Denial of a request for a driveway may be appealed at a public meeting of the RPC by written appeal within 10 days of a notice of denial. The action of the RPC may be appealed to the appropriate legislative body (City Council or County Commission) if the applicant believes the decision to be improper in any respect including but not limited to, the interpretation of the criteria for granting a driveway access, a unique hardship not self-imposed, and other similar considerations. The RPC and legislative bodies shall evaluate the request and may grant the approval for a driveway which is not in conformance with the criteria established only if intent of the regulations is being substantially maintained.

VII. Multimodal Access:

It is necessary that the development of land accommodate and enhance efforts to increase the convenience, use, and safety of all modes of travel, including bicycles, pedestrians, and transit.

VIII. Bicycle Facilities:

Separate bicycle facilities may be required where recommended by transportation studies and plans or where otherwise appropriate to support City and County bicycle goals and objectives.

IX. Pedestrian Facilities:

All sidewalks/greenways shall be constructed by the applicant/property owner according to the standards and specifications required by the local jurisdiction and TDOT's Multimodal Project Scoping Manual (2018) which clearly defines the types of facilities considered appropriate in various contexts. Sidewalks/greenways shall comply with the Americans with Disabilities Act guidelines. Pedestrian crosswalks shall be provided within the development as necessary to connect sidewalks/greenways along public streets to the pedestrian ways within the private property.

X. Saving Clause:

Where any provision of this Policy Plan is found to be invalid, such determination shall not affect the validity of the remainder of this policy plan.

XII. Effective Date:

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Corridor Management Committee:

Authority: _____

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