



Williamson County Community Development Division
with the
Nashville Area Metropolitan Planning Organization

Williamson County Major Thoroughfare Plan Update

Preliminary Findings

Public Meeting
August 24, 2011



Items to Discuss



- The MPO and Community Development
- A Subregional Study – trends, needs, etc.
- Purposes of a Major Thoroughfare Plan
- Some Preliminary Ideas



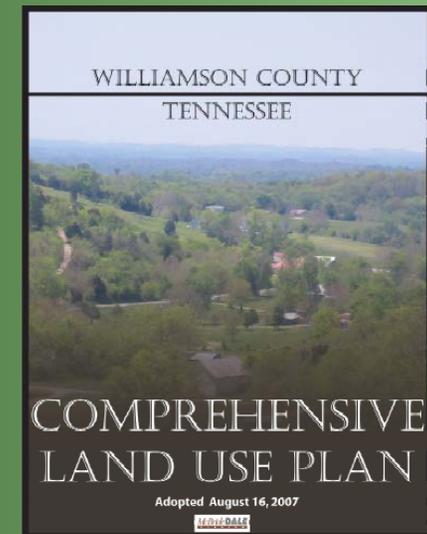
Metropolitan Planning Organization (MPO)

- Federal Process which began in 1960's
- Urbanized Areas with populations of 50,000 - MPO
- Williamson County included in Nashville Area MPO
- Maintaining a Continuing, Cooperative and Comprehensive Transportation Planning Process
- Planning and Programming of Transportation Improvements



Community Development Division

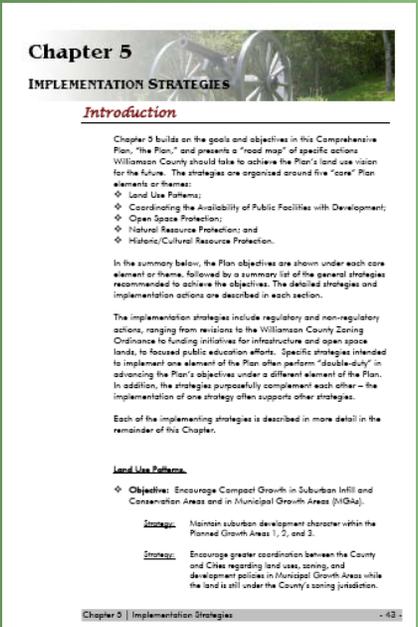
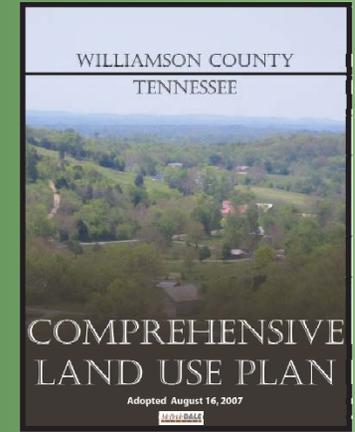
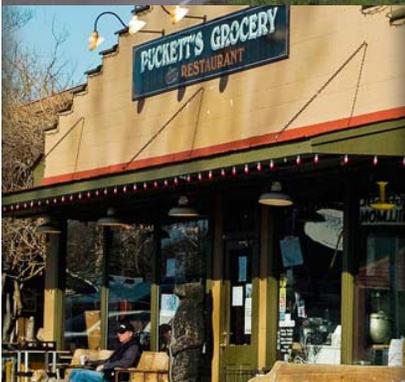
- Oversees property development within the county
- Preservation of rural character of Williamson County while accommodating growth
- Manages zoning ordinance and land use standards
- Oversees engineering issues introduced by development



Community Development Division

Theme: Coordinate the provision of public facilities (transportation) with new development.

Strategy: "Update the major thoroughfare plan, based on the [Comprehensive Land Use] Plan, so it provides infrastructure consistent with the land use patterns and densities provided in the [Comprehensive Land Use] Plan."



Chapter 5 IMPLEMENTATION STRATEGIES

Introduction

Chapter 5 builds on the goals and objectives in this Comprehensive Plan, "the Plan," and presents a "road map" of specific actions Williamson County should take to achieve the Plan's land use vision for the future. The strategies are organized around five "core" Plan elements or themes:

- ◆ Land Use Patterns;
- ◆ Coordinating the Availability of Public Facilities with Development;
- ◆ Open Space Protection;
- ◆ Natural Resource Protection; and
- ◆ Historic/Cultural Resource Protection.

In the summary below, the Plan objectives are shown under each element or theme, followed by a summary list of the general strategies recommended to achieve the objectives. The detailed strategies and implementation actions are described in each section.

The implementation strategies include regulatory and non-regulatory actions, ranging from revisions to the Williamson County Zoning Ordinance to funding initiatives for infrastructure and open space lands, to focused public education efforts. Specific strategies intended to implement one element of the Plan often perform "double-duty" in advancing the Plan's objectives under a different element of the Plan. In addition, the strategies purposefully complement each other – the implementation of one strategy often supports other strategies.

Each of the implementing strategies is described in more detail in the remainder of this Chapter.

Land Use Patterns

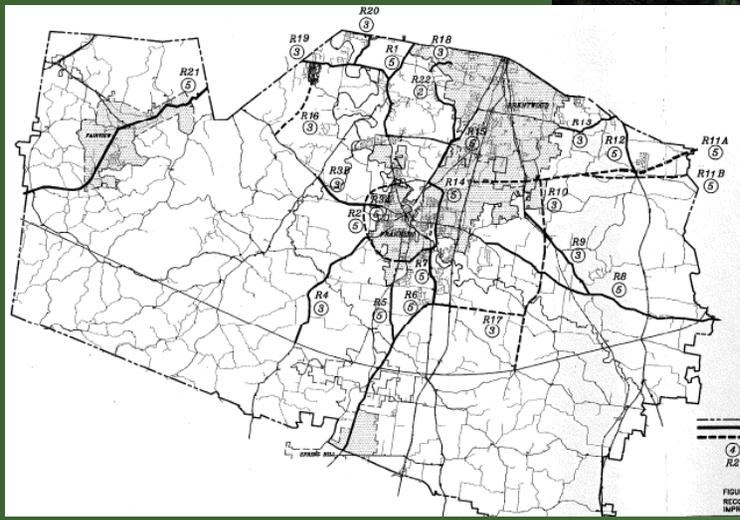
◆ **Objective:** Encourage Compact Growth in Suburban Infill and Conservation Areas and in Municipal Growth Areas (MIGAs).

Strategy: Maintain suburban development character within the Planned Growth Areas 1, 2, and 3.

Strategy: Encourage greater coordination between the County and Cities regarding land use, zoning, and development policies in Municipal Growth Areas while the land is still under the County's zoning jurisdiction.

Major Thoroughfare Plan

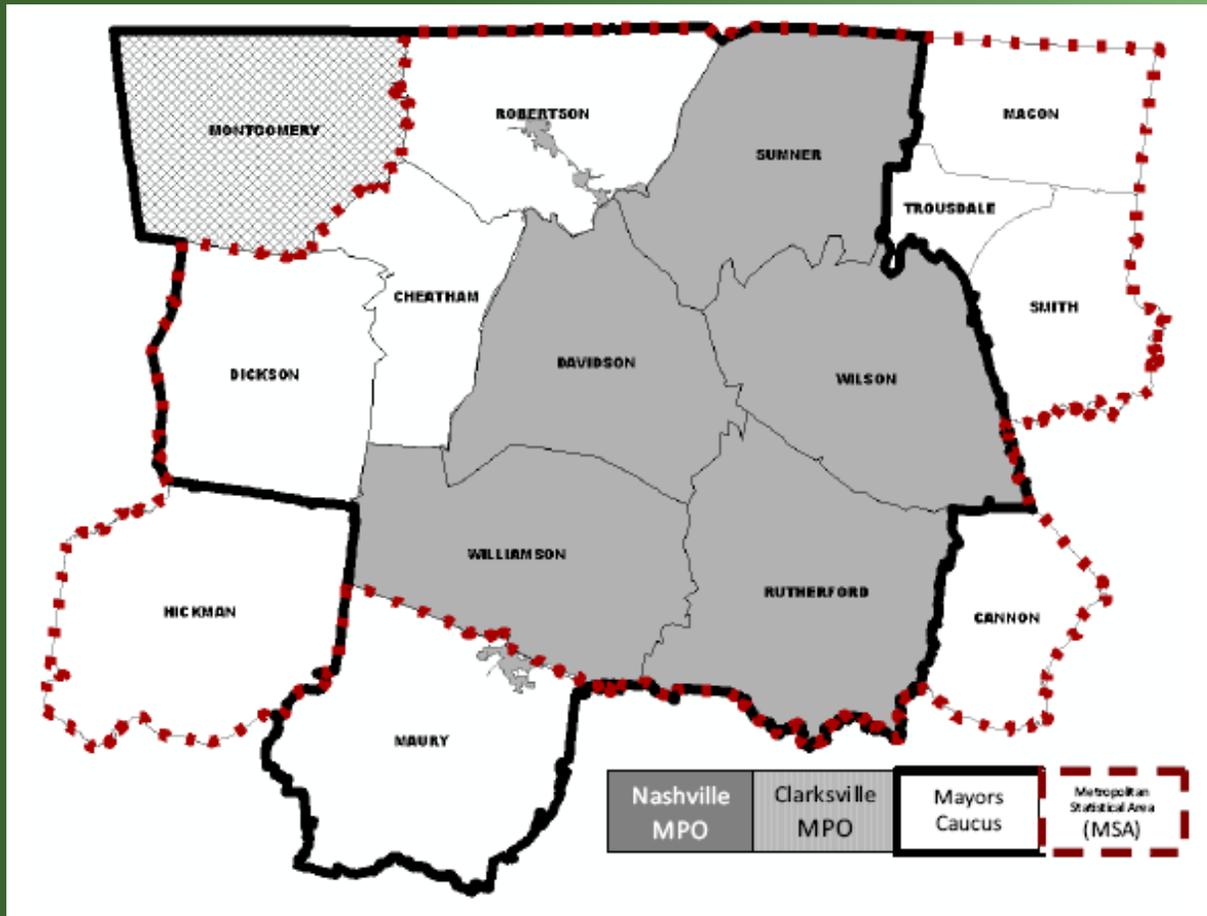
A mapped, adopted plan that determines where roadway improvements are intended over the course of a long-term planning period.



*Current Williamson County
Major Thoroughfare Plan, 1996*

An Outcome of Subregional Study

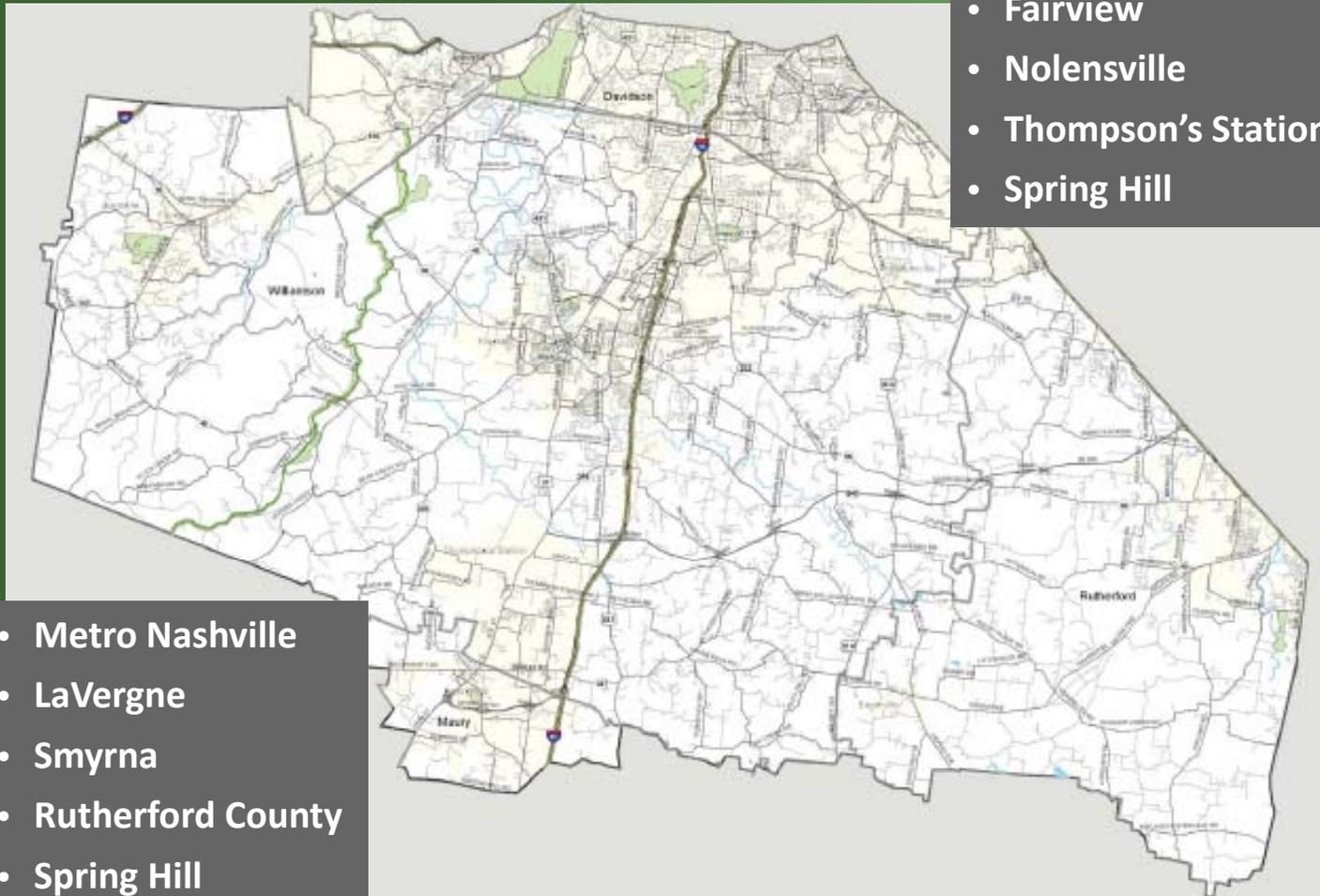
Southwest Subregion



An Outcome of Subregional Study

Southwest Subregion

- Brentwood
- Franklin
- Fairview
- Nolensville
- Thompson's Station
- Spring Hill



- Metro Nashville
- LaVergne
- Smyrna
- Rutherford County
- Spring Hill



An Outcome of Subregional Study

Subregional Approach

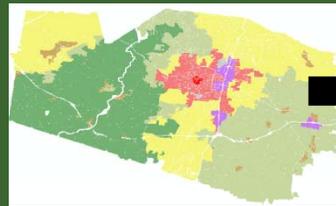
- Acknowledges that growth impacts don't stop at county lines
- Allows effects of planned projects in other jurisdictions to be tested in Williamson County
- Requires plan coordination between subregional stakeholders



An Outcome of Subregional Study



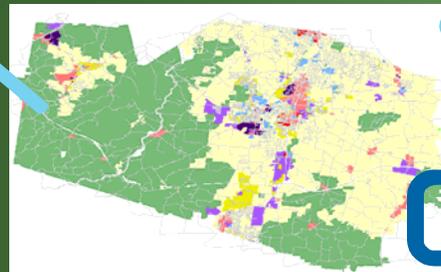
Growth projections are received on a county-wide basis



Parcel attributes define a land use scenario



Model decides specifically where new population and employment will be allocated throughout the county



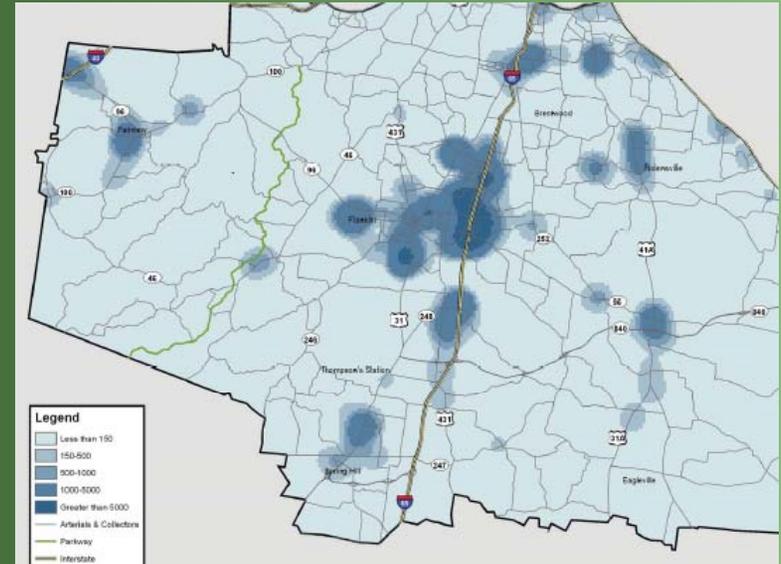
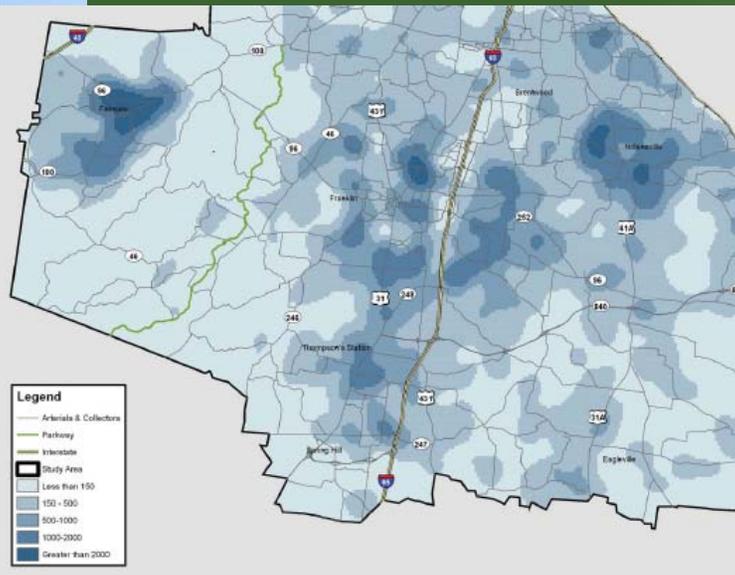
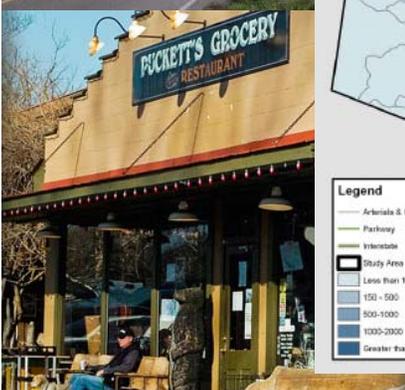
An Outcome of Subregional Study

Business-As-Usual Growth Scenario

Applies future growth assumptions to today's land use conditions

*Population Growth
(2008-2035)*

*Employment Growth
(2008-2035)*





An Outcome of Subregional Study

Business-As-Usual Growth Scenario

Regional Goal	Meets Well	Margianally Meets	Does Not Meet
Goal #1 Maintain and Preserve the Efficiency, Safety, and Security of the Region's Existing Transportation Infrastructure.			✓
Goal #2 Manage Congestion to Keep People and Goods Moving.			✓
Goal #3 Encourage Quality Growth and Sustainable Land Development Practices.		✓	
Goal #4 Protect the Region's Health & Environment.			✓
Goal #5 Support the Economic Competitiveness of the Greater Nashville Area.			✓
Goal #6 Offer Meaningful Transportation Choices for a Diverse Population Including the Aging.		✓	
Goal #7 Encourage Regional Coordination, Cooperation, & Decision Making.	✓		
Goal #8 Practice Thoughtful, Transparent Financial Stewardship by Ensuring that Transportation Improvements meet Regional Goals.	N/A		

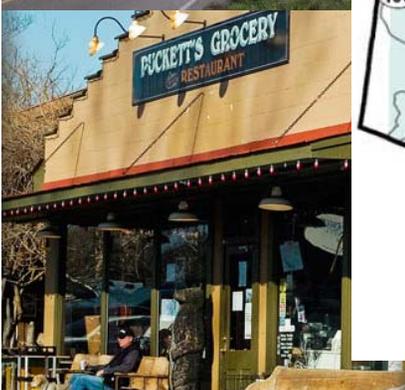
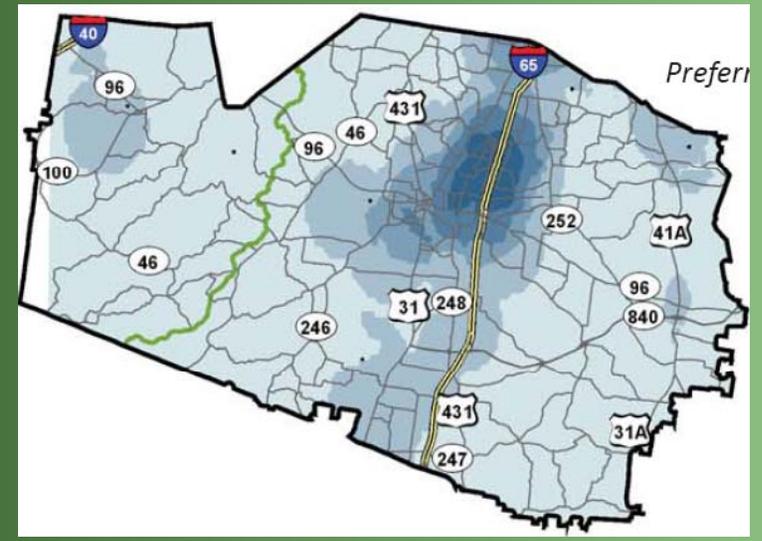
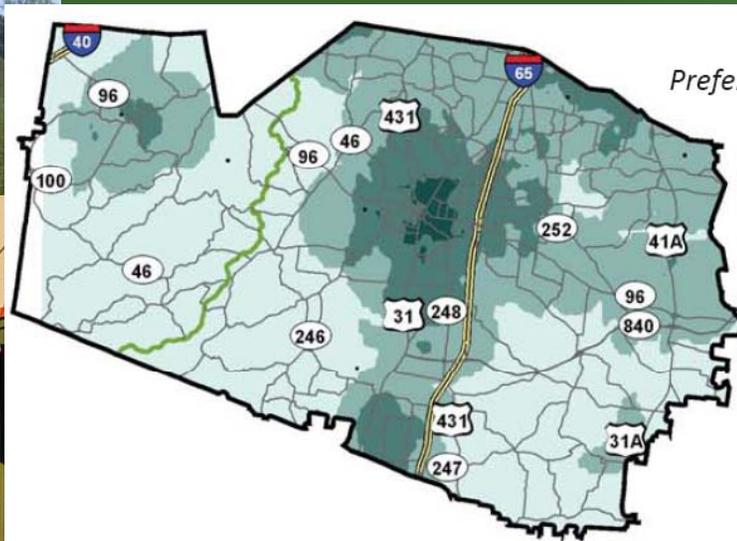
An Outcome of Subregional Study

Preferred Growth Scenario

Applies future growth assumptions to a modified land use condition

*Population Growth
(2008-2035)*

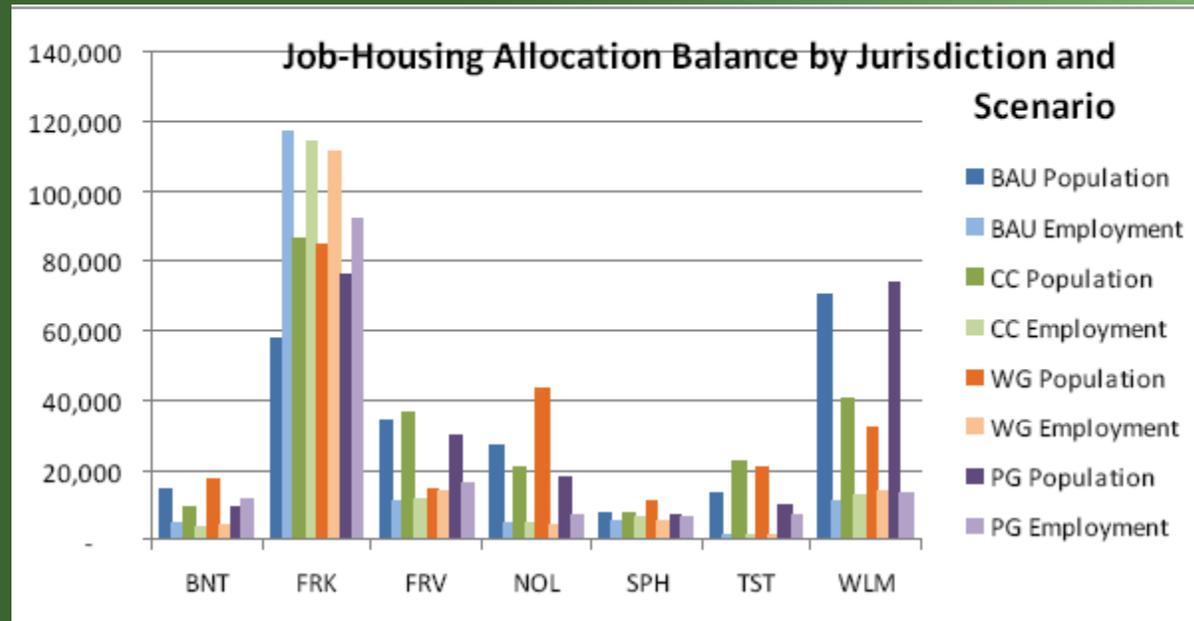
*Employment Growth
(2008-2035)*



An Outcome of Subregional Study

Preferred Growth Scenario

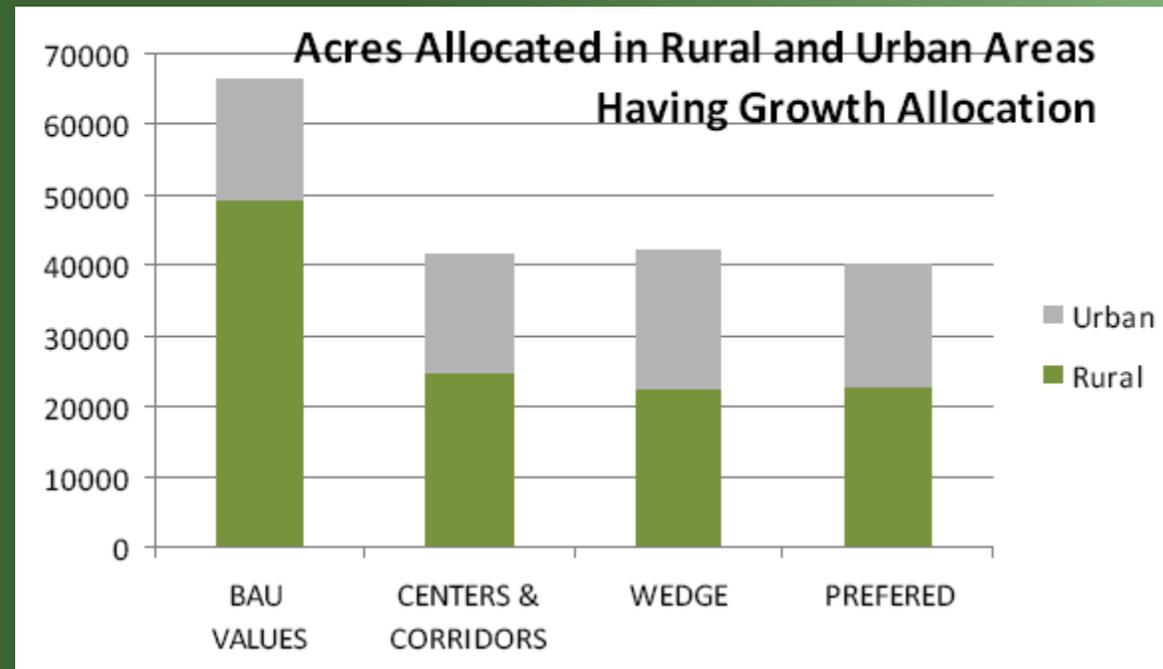
What makes the preferred scenario preferred?



An Outcome of Subregional Study

Preferred Growth Scenario

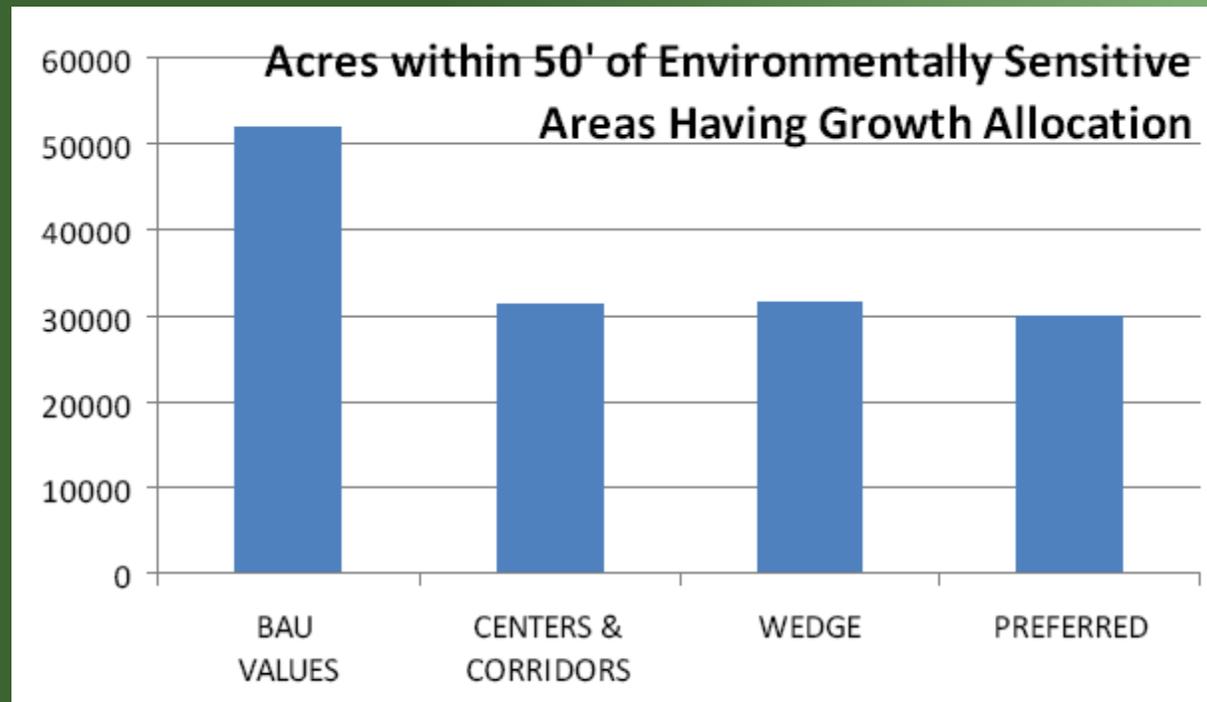
What makes the preferred scenario preferred?



An Outcome of Subregional Study

Preferred Growth Scenario

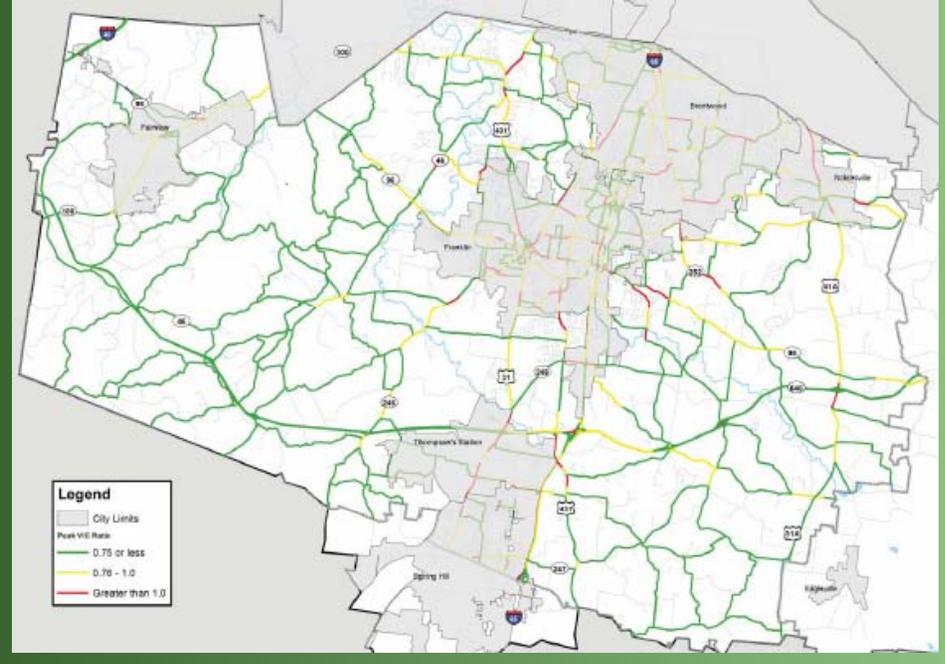
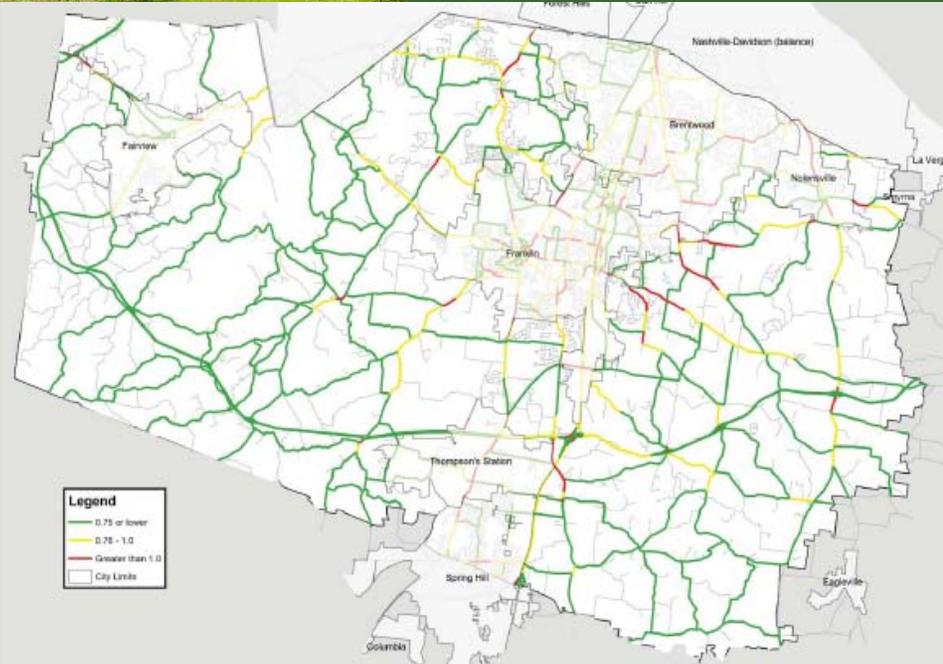
What makes the preferred scenario preferred?



An Outcome of Subregional Study

Preferred Growth Scenario

What makes the preferred scenario preferred?



An Outcome of Subregional Study

Deficiencies Found in the Subregional Study

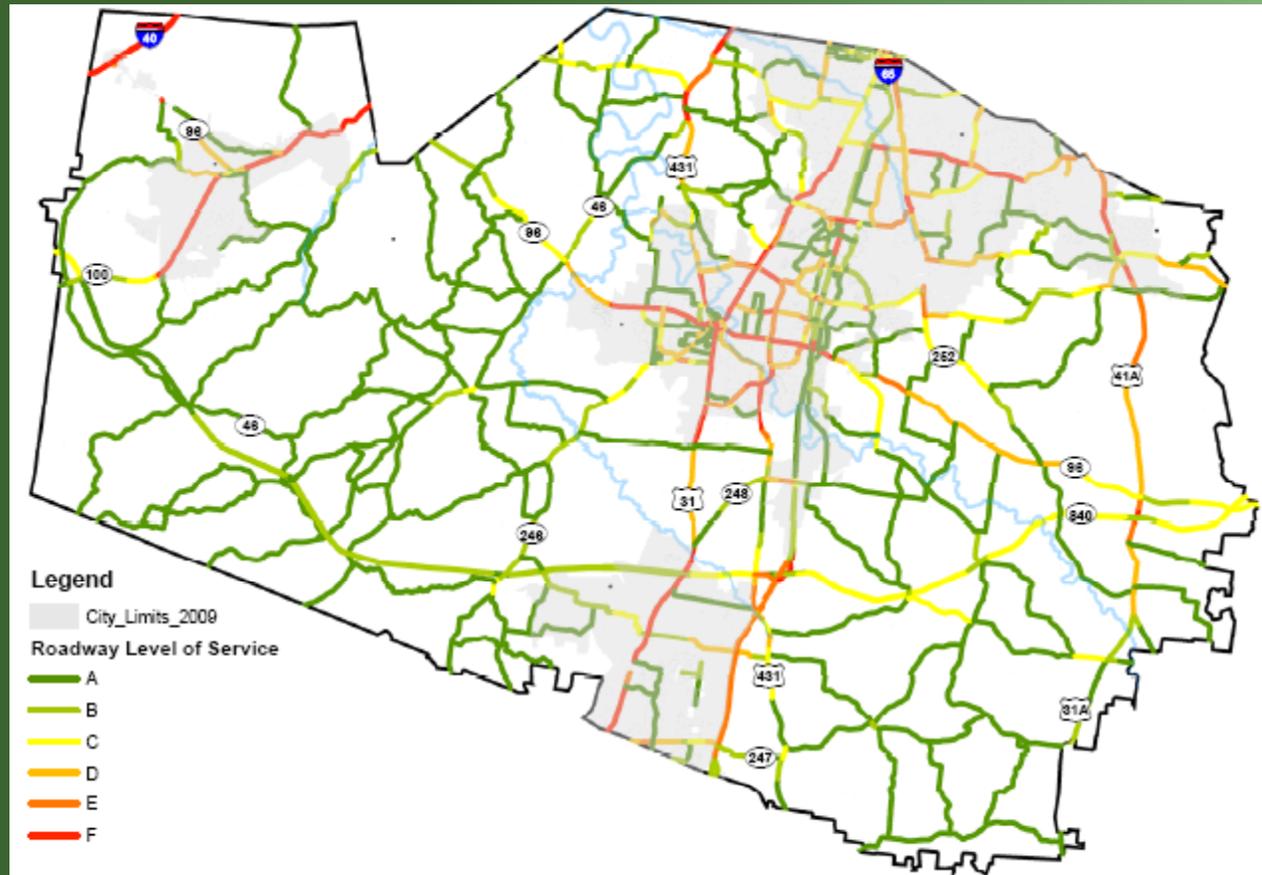
- Roadway capacity
- Network attributes
- Geometrics and safety
- Multi-modal considerations



Deficiencies lead to recommendations of Major Thoroughfare Plan

An Outcome of Subregional Study

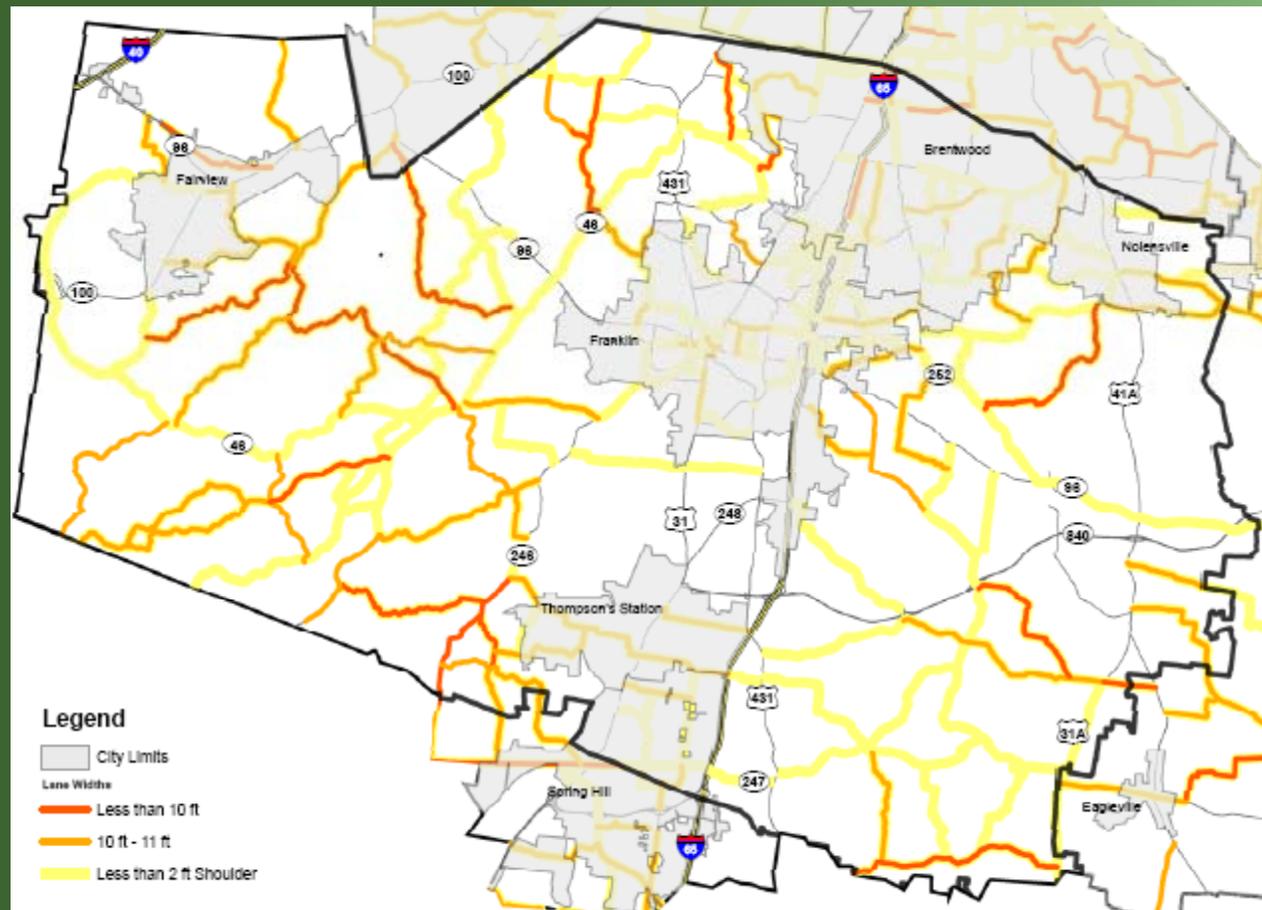
Deficiencies Found in the Subregional Study



Projected Roadway Level of Service (2035)

An Outcome of Subregional Study

Deficiencies Found in the Subregional Study

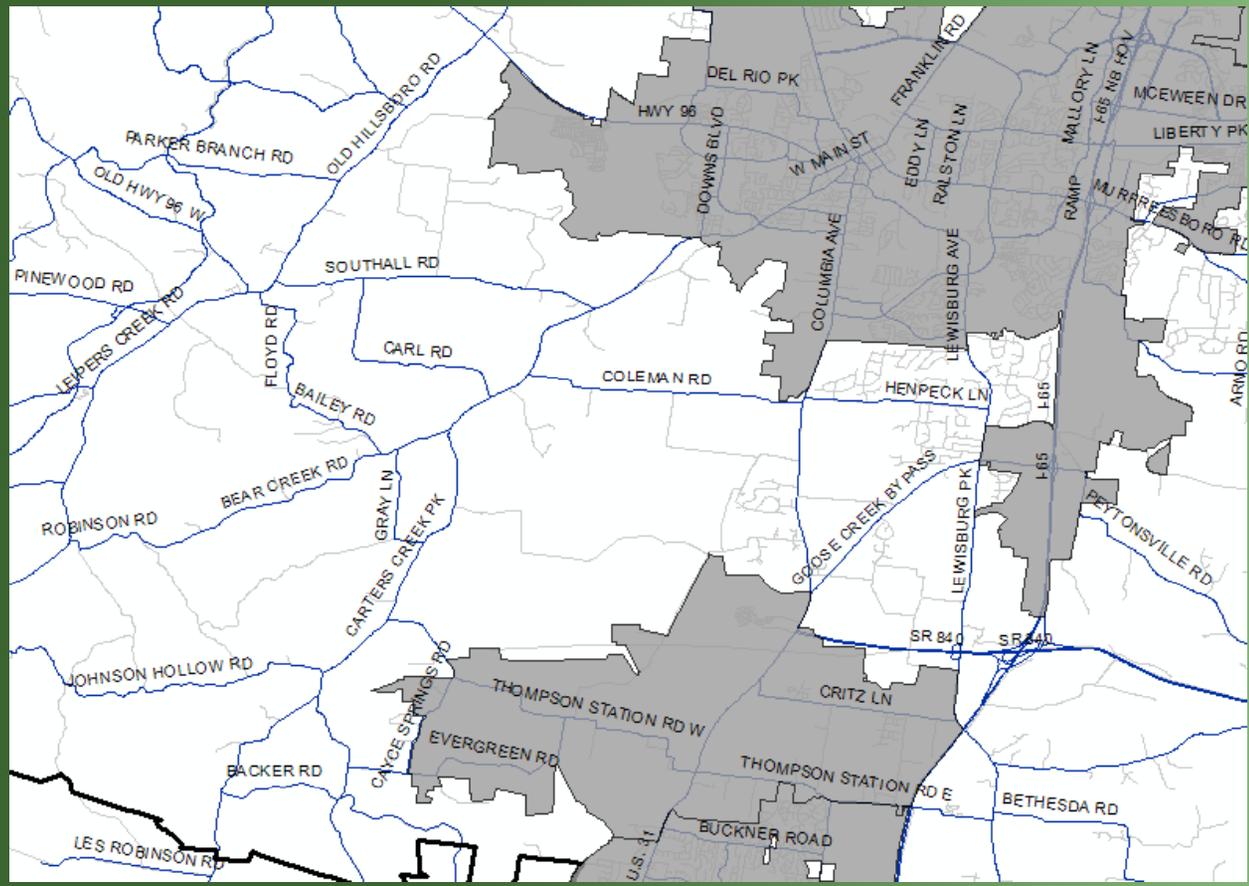


Limited Shoulder and Pavement Widths (existing)



An Outcome of Subregional Study

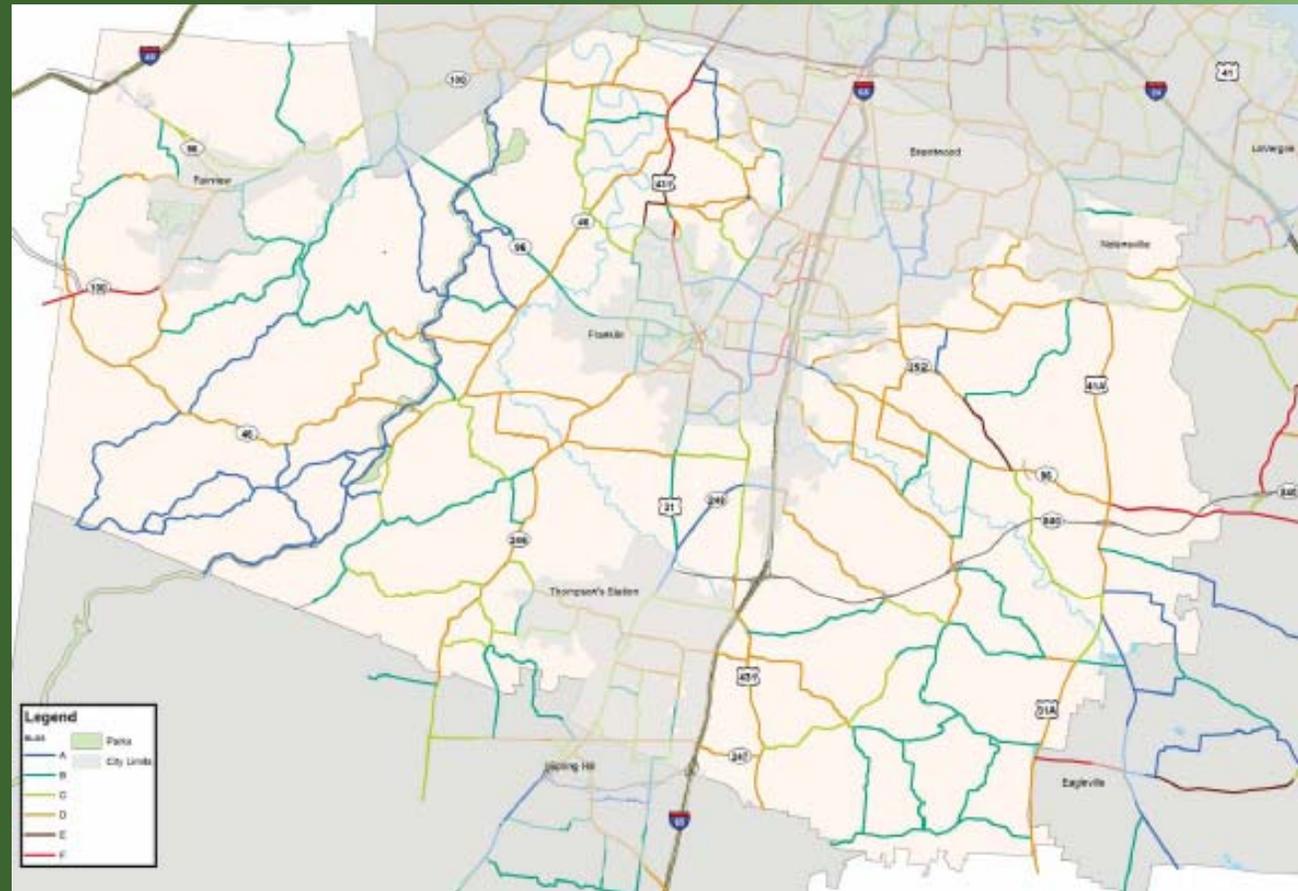
Deficiencies Found in the Subregional Study



Areas of Limited Network Connectivity

An Outcome of Subregional Study

Deficiencies Found in the Subregional Study



Bicycle Level of Service (existing)

Purposes of the Major Thoroughfare Plan

- Coordinated approach to road planning (multi-project, multi-jurisdictional)
- Advance understanding of planning objectives
- Facilitates impacts of growth
- Assigns real costs of development to developers



FINAL REPORT
Williamson County
Major Thoroughfare Plan Update

JANUARY, 1996

Prepared For:
WILLIAMSON COUNTY
and
**METROPOLITAN PLANNING ORGANIZATION OF
NASHVILLE AND DAVIDSON COUNTY**

Prepared By:
RPM & ASSOCIATES
& associates
**RUST ENVIRONMENT &
INFRASTRUCTURE**

TABLE 2
WAY INVENTORY AND CLASSIFICATIONS

Way	Interpretation	Right-of-Way	E.C.W.	Right-of-Way	MSRP	Total
1000	CO	10	10	10	A	130
1100	CO	10	10	10	A	130
1200	CO	10	10	10	A	130
1300	CO	10	10	10	A	130
1400	CO	10	10	10	A	130
1500	CO	10	10	10	A	130
1600	CO	10	10	10	A	130
1700	CO	10	10	10	A	130
1800	CO	10	10	10	A	130
1900	CO	10	10	10	A	130
2000	CO	10	10	10	A	130
2100	CO	10	10	10	A	130
2200	CO	10	10	10	A	130
2300	CO	10	10	10	A	130
2400	CO	10	10	10	A	130
2500	CO	10	10	10	A	130
2600	CO	10	10	10	A	130
2700	CO	10	10	10	A	130
2800	CO	10	10	10	A	130
2900	CO	10	10	10	A	130
3000	CO	10	10	10	A	130
3100	CO	10	10	10	A	130
3200	CO	10	10	10	A	130
3300	CO	10	10	10	A	130
3400	CO	10	10	10	A	130
3500	CO	10	10	10	A	130
3600	CO	10	10	10	A	130
3700	CO	10	10	10	A	130
3800	CO	10	10	10	A	130
3900	CO	10	10	10	A	130
4000	CO	10	10	10	A	130
4100	CO	10	10	10	A	130
4200	CO	10	10	10	A	130
4300	CO	10	10	10	A	130
4400	CO	10	10	10	A	130
4500	CO	10	10	10	A	130
4600	CO	10	10	10	A	130
4700	CO	10	10	10	A	130
4800	CO	10	10	10	A	130
4900	CO	10	10	10	A	130
5000	CO	10	10	10	A	130
5100	CO	10	10	10	A	130
5200	CO	10	10	10	A	130
5300	CO	10	10	10	A	130
5400	CO	10	10	10	A	130
5500	CO	10	10	10	A	130
5600	CO	10	10	10	A	130
5700	CO	10	10	10	A	130
5800	CO	10	10	10	A	130
5900	CO	10	10	10	A	130
6000	CO	10	10	10	A	130
6100	CO	10	10	10	A	130
6200	CO	10	10	10	A	130
6300	CO	10	10	10	A	130
6400	CO	10	10	10	A	130
6500	CO	10	10	10	A	130
6600	CO	10	10	10	A	130
6700	CO	10	10	10	A	130
6800	CO	10	10	10	A	130
6900	CO	10	10	10	A	130
7000	CO	10	10	10	A	130
7100	CO	10	10	10	A	130
7200	CO	10	10	10	A	130
7300	CO	10	10	10	A	130
7400	CO	10	10	10	A	130
7500	CO	10	10	10	A	130
7600	CO	10	10	10	A	130
7700	CO	10	10	10	A	130
7800	CO	10	10	10	A	130
7900	CO	10	10	10	A	130
8000	CO	10	10	10	A	130
8100	CO	10	10	10	A	130
8200	CO	10	10	10	A	130
8300	CO	10	10	10	A	130
8400	CO	10	10	10	A	130
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8700	CO	10	10	10	A	130
8800	CO	10	10	10	A	130
8900	CO	10	10	10	A	130
9000	CO	10	10	10	A	130
9100	CO	10	10	10	A	130
9200	CO	10	10	10	A	130
9300	CO	10	10	10	A	130
9400	CO	10	10	10	A	130
9500	CO	10	10	10	A	130
9600	CO	10	10	10	A	130
9700	CO	10	10	10	A	130
9800	CO	10	10	10	A	130
9900	CO	10	10	10	A	130
10000	CO	10	10	10	A	130

2-Lane Rural Arterial
Total Right-of-Way = 64 feet

4-Lane Rural Arterial
Total Right-of-Way = 128 feet

1-Lane Divided Rural Arterial
Total Right-of-Way = 144 feet

Recommended Roadway Classifications and Right-of-Way Widths for Rural Arterials

Purposes of the Major Thoroughfare Plan

A Major Thoroughfare Plan Does Not:

- Determine the alignment of a proposed road
- Initiate survey, design, or any activity leading to construction
- Mean that a roadway improvement is funded
- Set project priorities or timeframes for when a project should be completed



