



Comprehensive Traffic Strategy for Unincorporated Williamson County

November 2016



Challenges Facing The County



- Rapid employment and population growth
- Increased traffic volumes and congestion
- Increased concern about the impact of traffic on quality of life
- Citizens and County officials are expressing frustration over
 - ✓ lack of available funding
 - ✓ Limitations associated with bringing about meaningful roadway improvements with regulatory approaches alone

Comprehensive Traffic Strategy



- The County has hired AECOM and McBride Dale Clarion to lead an effort that will:
 - ✓ Evaluate current traffic conditions
 - ✓ Project future traffic conditions
 - ✓ **Develop a comprehensive set of strategies for helping to manage traffic in the unincorporated County (capital improvements, funding, land use, regulatory, other)**

Process



Summer 2016

- Assemble Advisory Committee
(elected officials, appointed officials, stakeholders)
- Project Kick-Off

Fall 2016

- Community Meetings**
Hillsboro Elementary / Middle School
Trinity Elementary School

Fall / Winter 2016-17

- Development of Potential Strategies
- Public Meetings

Spring 2017

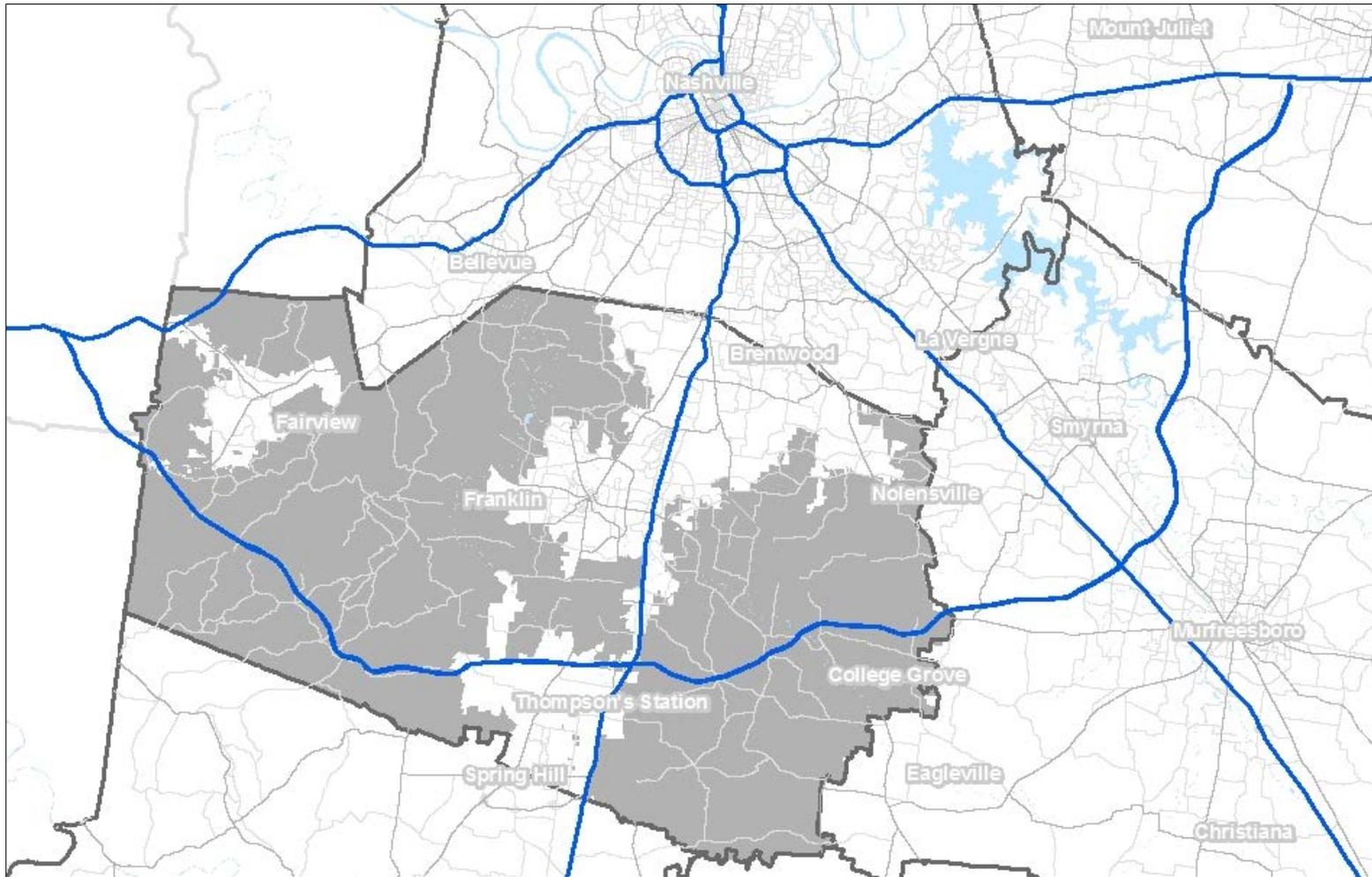
- Refine and Finalize
Comprehensive Traffic Strategy

Understanding the Complexity of the Issue



- Pass-through traffic from regional growth
- Growth within the unincorporated County
- Roadway Improvement Needs
- Funding Constraints
- Limitations of Regulatory Tools

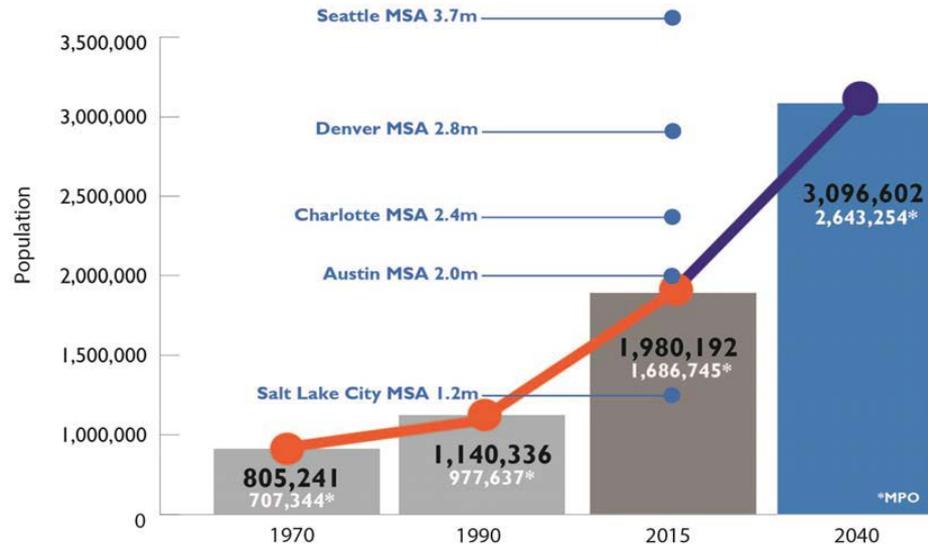
Our Regional Position



Pass-Through Traffic From Regional Growth



Middle Tennessee Population Growth Trend, 1970 to 2040



191%

Population Trends by County, 1990-2040

Year	MPO	Davidson	Maury	Robertson	Rutherford	Sumner	Williamson	Wilson	TN	MPO/TN
1990	977,637	510,784	54,812	41,494	118,570	103,281	81,021	67,675	4,894,492	20%
2000	1,221,741	569,891	69,498	54,433	182,023	130,449	126,638	88,809	5,703,719	21%
2010	1,499,305	628,133	81,141	66,469	263,740	161,250	184,035	114,537	6,356,897	24%
2015	1,686,745	657,627	86,860	74,140	318,027	173,851	242,386	133,854	6,767,159	25%
2020	1,877,601	688,587	92,767	81,962	372,900	186,825	301,132	153,428	7,192,931	26%
2030	2,261,551	751,314	104,690	97,705	483,096	212,993	418,992	192,761	8,054,712	28%
2040	2,643,254	813,297	116,509	113,350	592,812	238,950	536,434	231,902	8,910,265	30%
2010-2040	76%	29%	44%	71%	125%	48%	191%	102%	40%	

Source: Nashville Area Metropolitan Planning Organization
U.S. Census Bureau, Woods & Poole Economics, Inc. (2012)

Pass-Through Traffic From Regional Growth



156%

Employment Trends by County, 1990-2040

Year	MPO	Davidson	Maury	Robertson	Rutherford	Sumner	Williamson	Wilson	TN	MPO/TN
1990	640,605	417,239	32,943	16,299	63,121	42,000	41,284	27,719	2,777,447	23%
2000	887,397	532,062	44,456	25,011	104,707	57,610	81,092	42,459	3,471,226	26%
2010	971,904	542,778	39,998	28,066	133,805	55,355	120,263	51,639	3,581,414	27%
2015	1,067,548	585,974	43,100	30,806	150,853	60,662	138,235	57,918	3,846,687	28%
2020	1,180,595	635,738	47,043	33,591	170,093	66,686	162,311	65,133	4,155,814	28%
2030	1,442,259	745,177	55,746	39,857	215,490	80,227	223,802	81,960	4,848,844	30%
2040	1,759,652	869,137	65,609	47,190	271,416	95,976	307,887	102,437	5,655,937	31%
2010-2040	81%	60%	64%	68%	103%	73%	156%	98%	58%	

Percentage of Jobs by Sector and County, 2010-2040

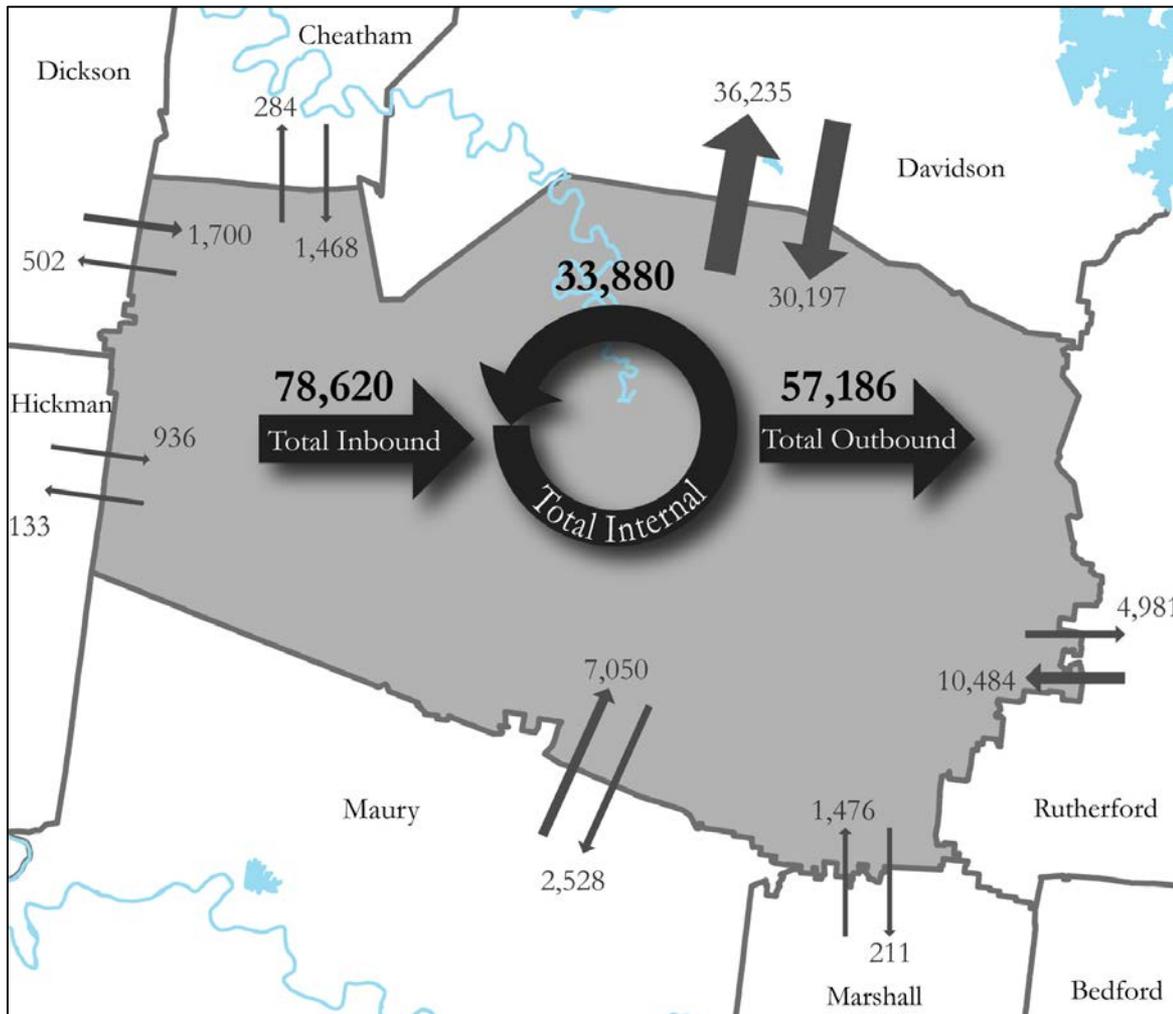
Year	Category	MPO	Davidson	Maury	Robertson	Rutherford	Sumner	Williamson	Wilson	TN
2010	Industrial	21%	18%	26%	37%	29%	28%	13%	29%	25%
	Retail	18%	18%	18%	17%	18%	19%	20%	22%	11%
	Office	61%	65%	56%	46%	53%	54%	67%	50%	64%
2040	Industrial	14%	13%	18%	25%	19%	19%	8%	20%	19%
	Retail	18%	15%	21%	16%	23%	21%	17%	26%	11%
	Office	68%	72%	61%	59%	58%	60%	75%	54%	71%

75%

Source: Nashville Area Metropolitan Planning Organization
U.S. Department of Labor, Woods & Poole Economics, Inc.(2012)



Pass-Through Traffic From Regional Growth

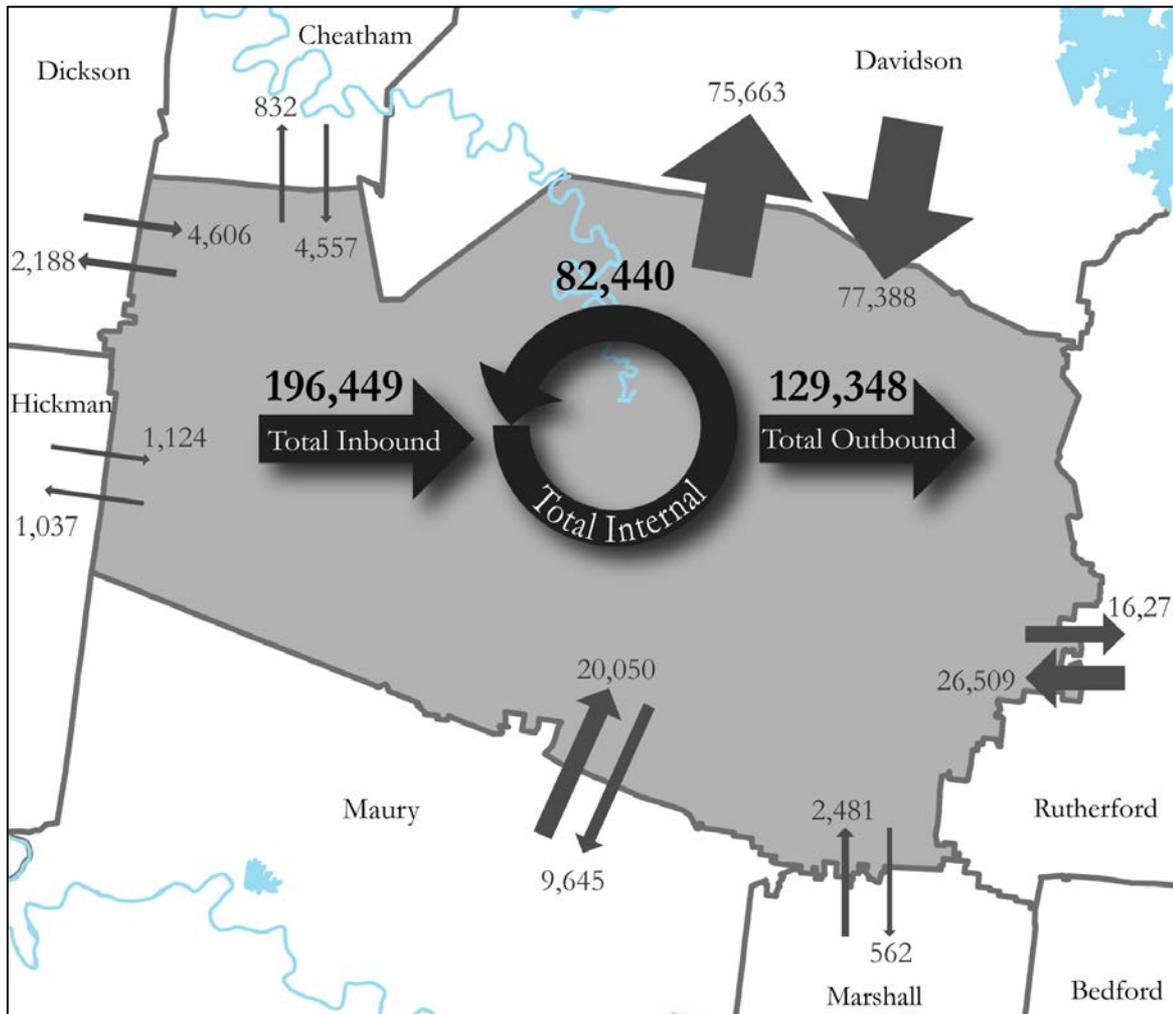


County to County Employment Flows

2014

Source: U.S. Census Bureau, 2014

Pass-Through Traffic From Regional Growth

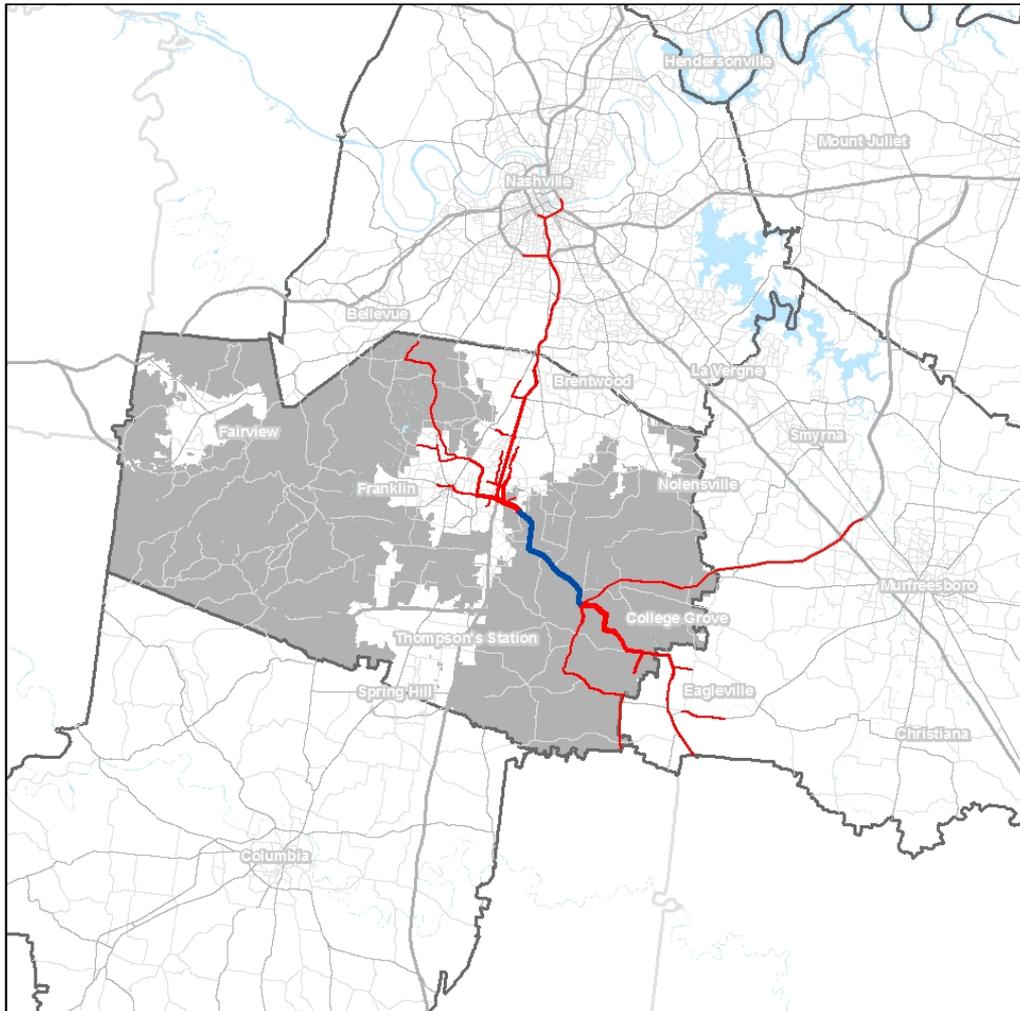


County to County Employment Flows

2040 (estimated)

Source: U.S. Census Bureau, Calculated from Historical Growth Rates

Pass-Through Traffic From Regional Growth

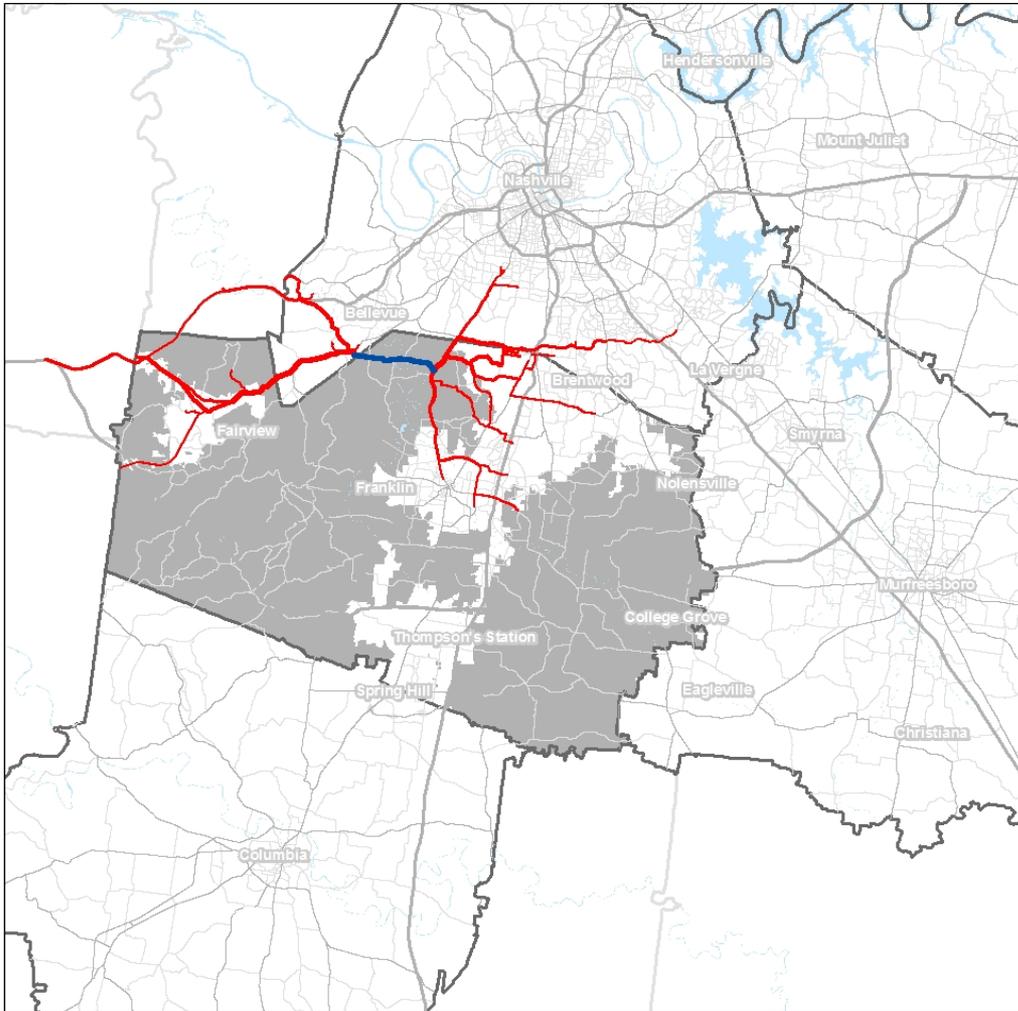


Arno Road

Source:
Nashville Area MPO;
TDOT Traffic Histor,
AECOM

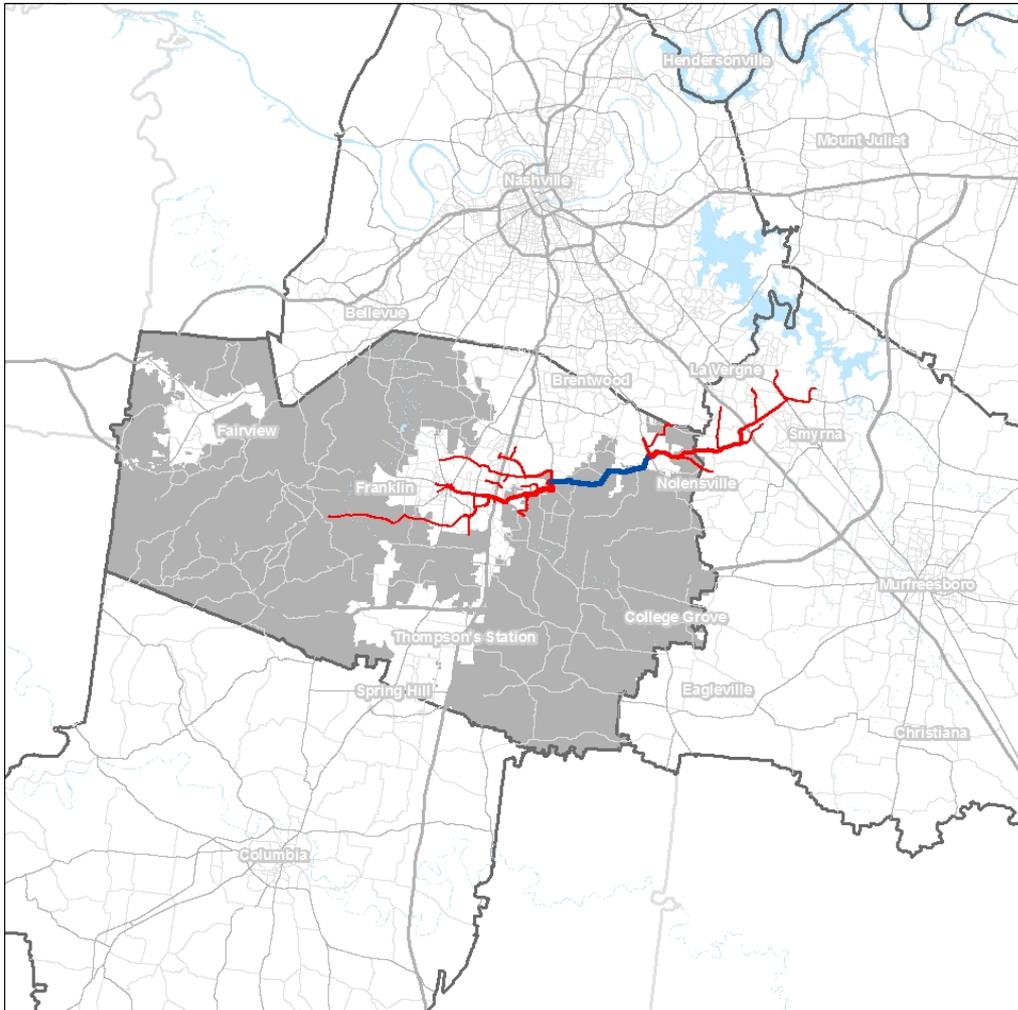


Pass-Through Traffic From Regional Growth



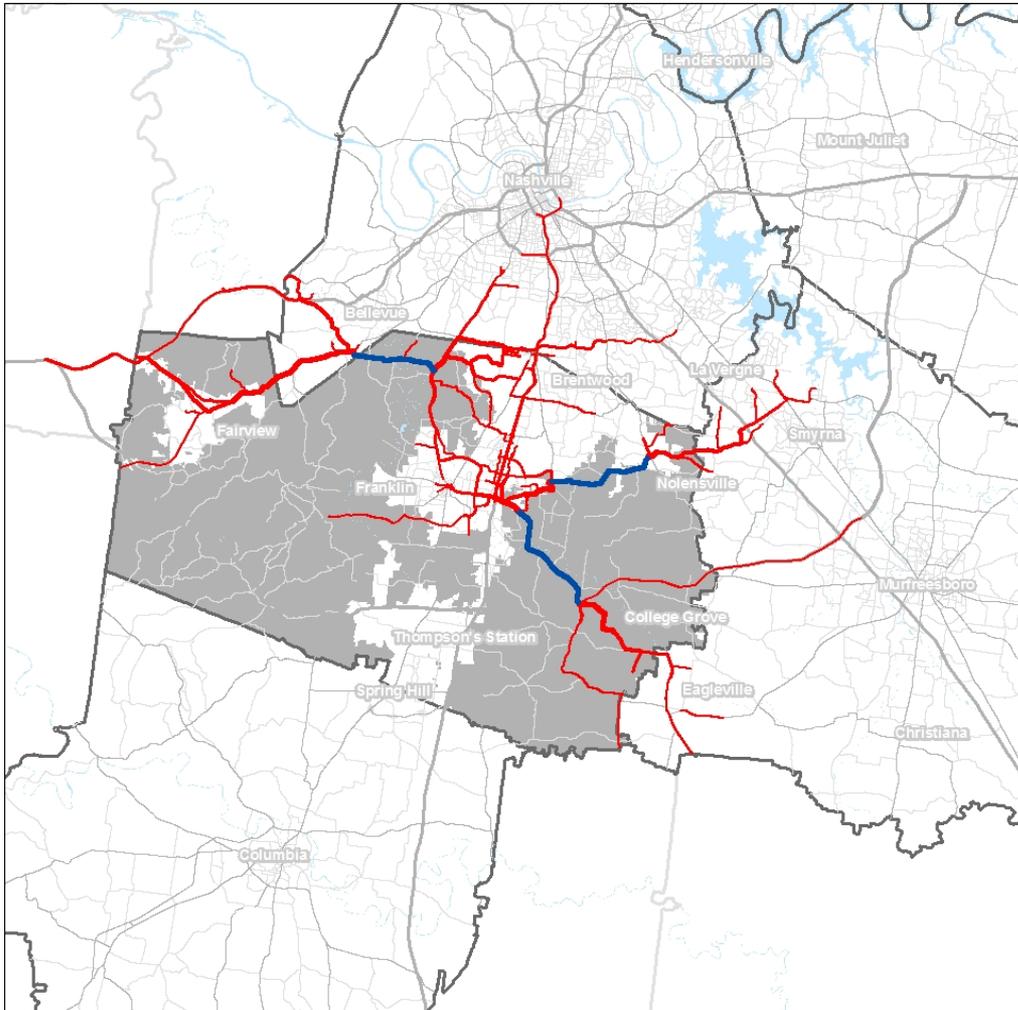
Sneed Road

Pass-Through Traffic From Regional Growth



Clovercroft Road

Pass-Through Traffic From Regional Growth



Arno Road



Sneed Road



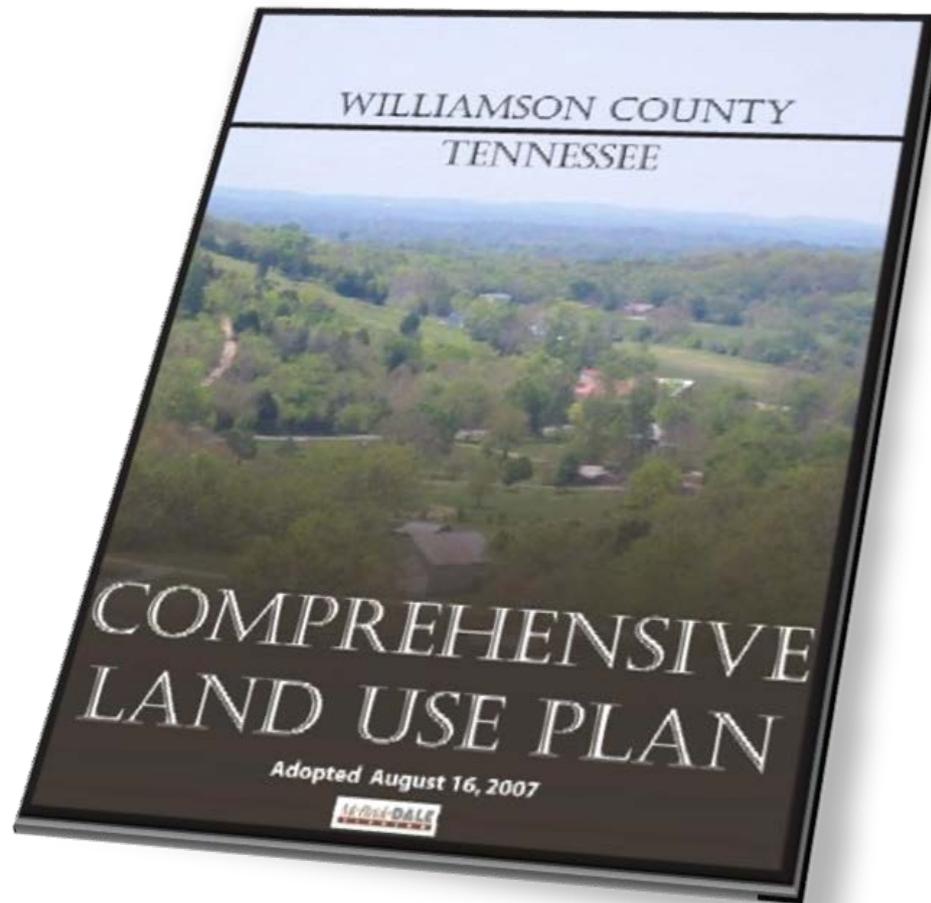
Clovercroft Road

Growth Within The Unincorporated County

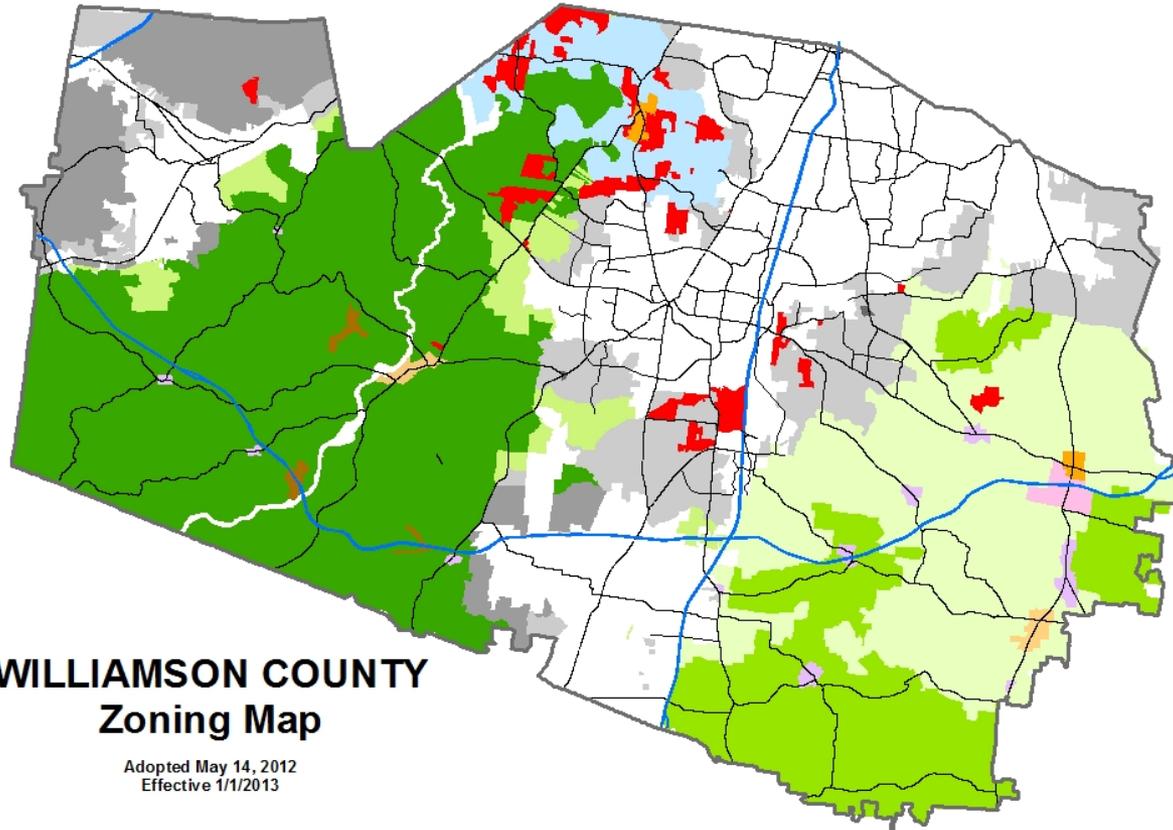


- Significant new development also occurring in unincorporated areas (particularly in east)
- This development is adding appreciable traffic to certain roadways in the unincorporated County

Growth Within The Unincorporated County



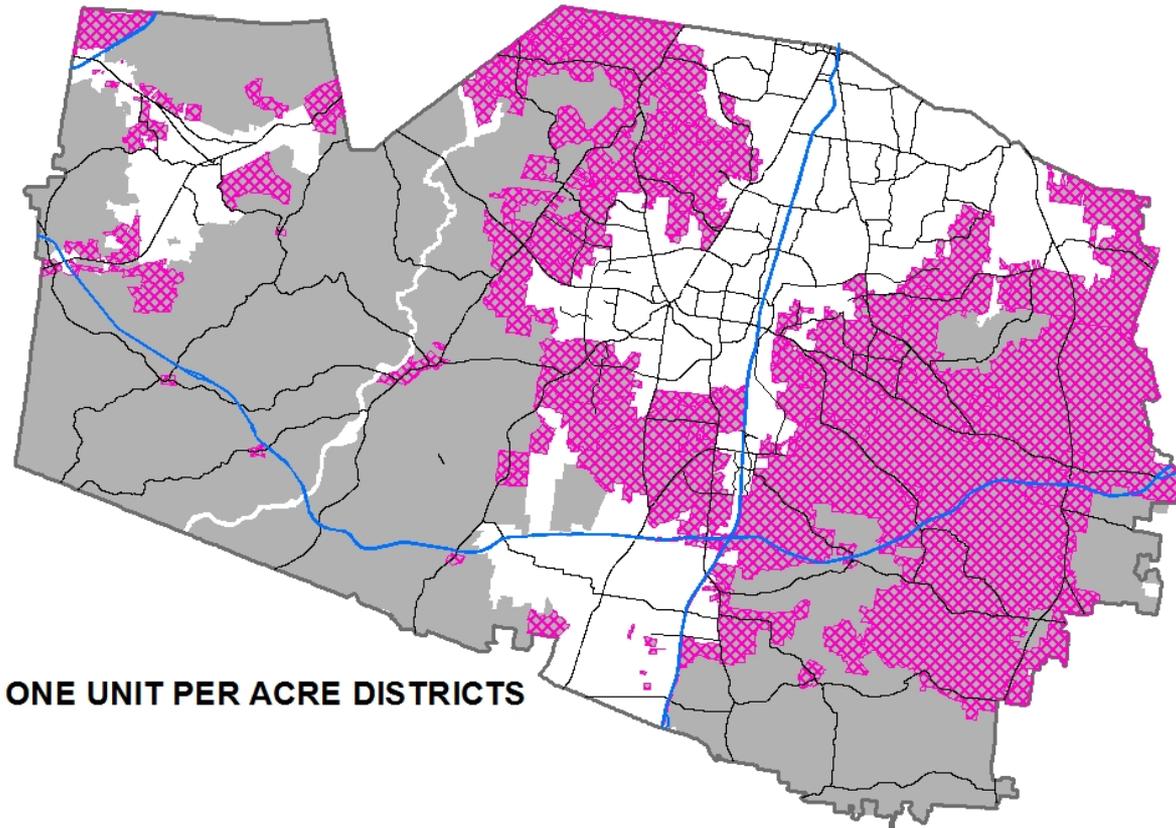
Growth Within The Unincorporated County



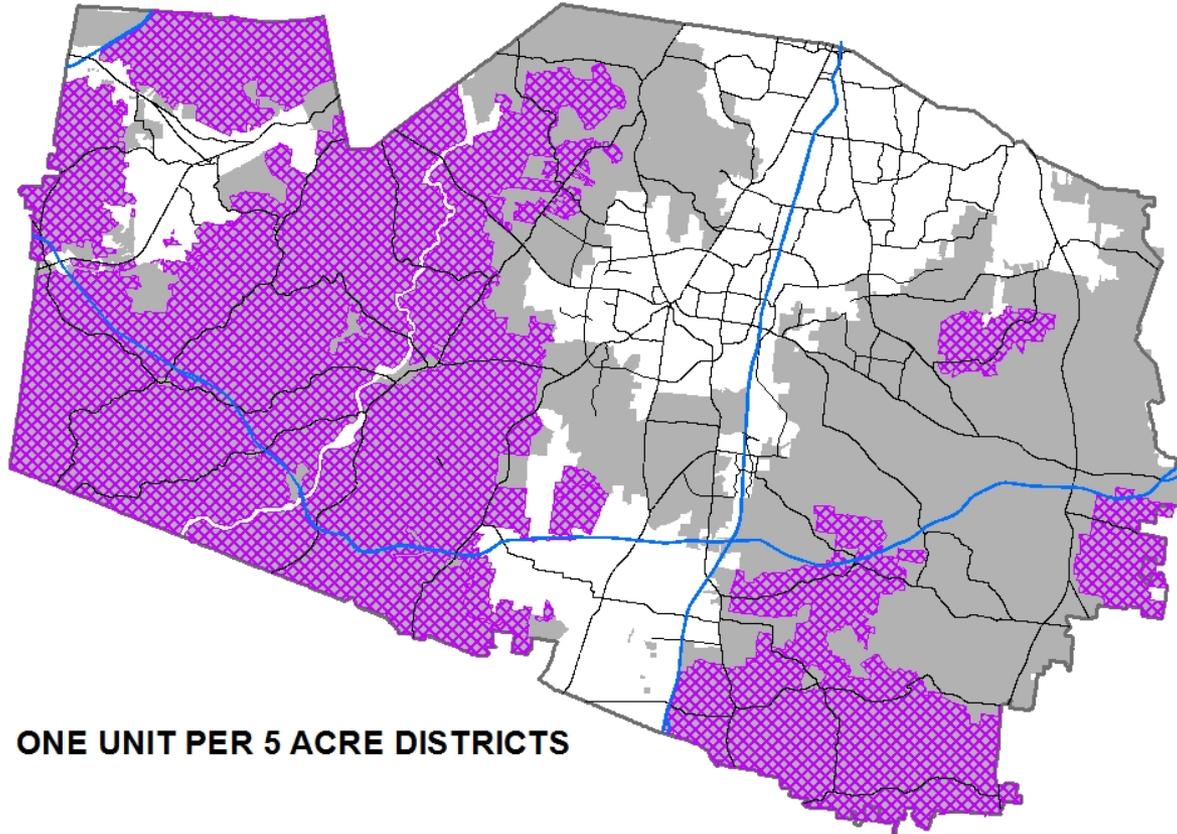
WILLIAMSON COUNTY
Zoning Map

Adopted May 14, 2012
Effective 1/1/2013

Growth Within The Unincorporated County

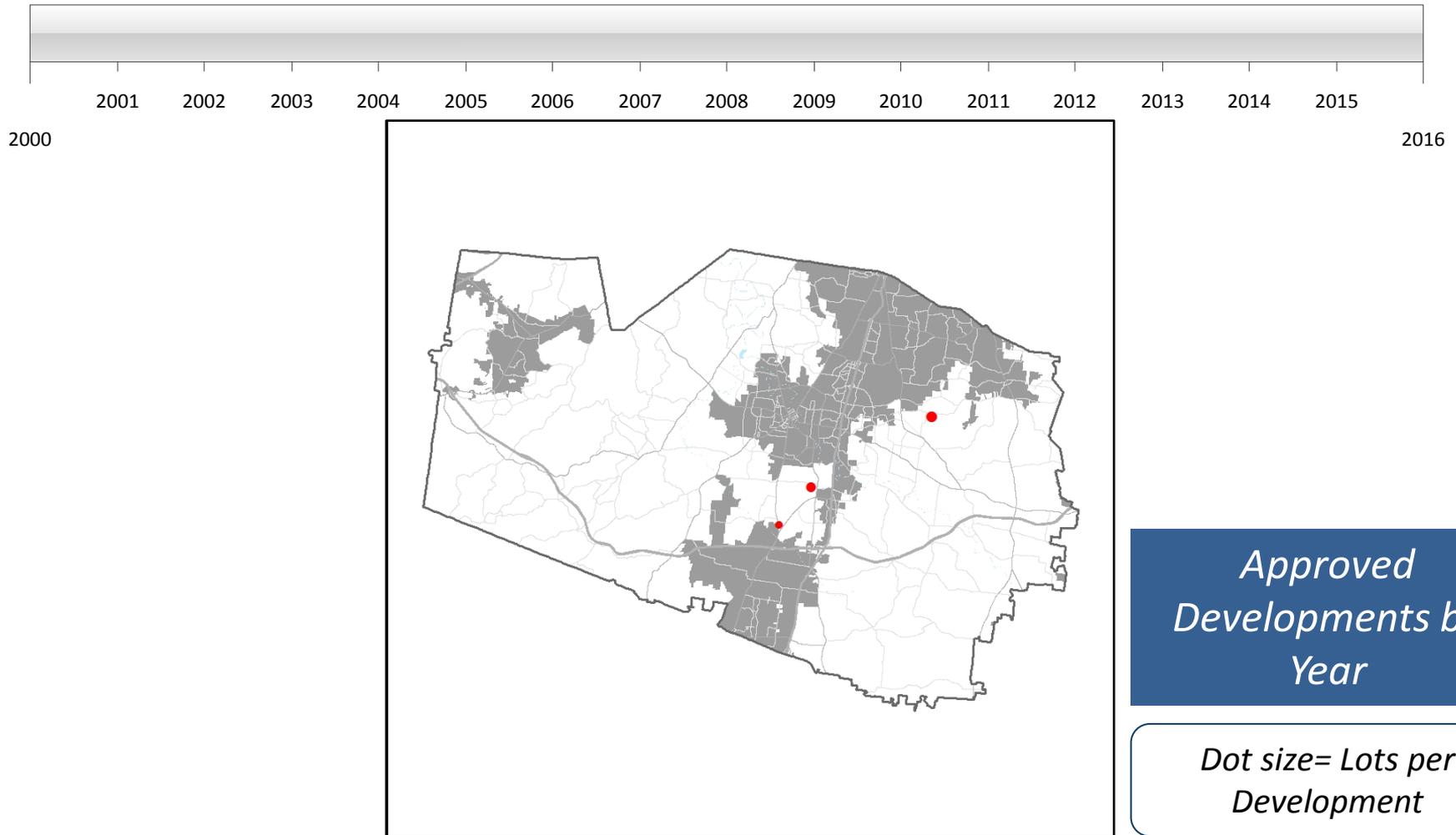


Growth Within The Unincorporated County

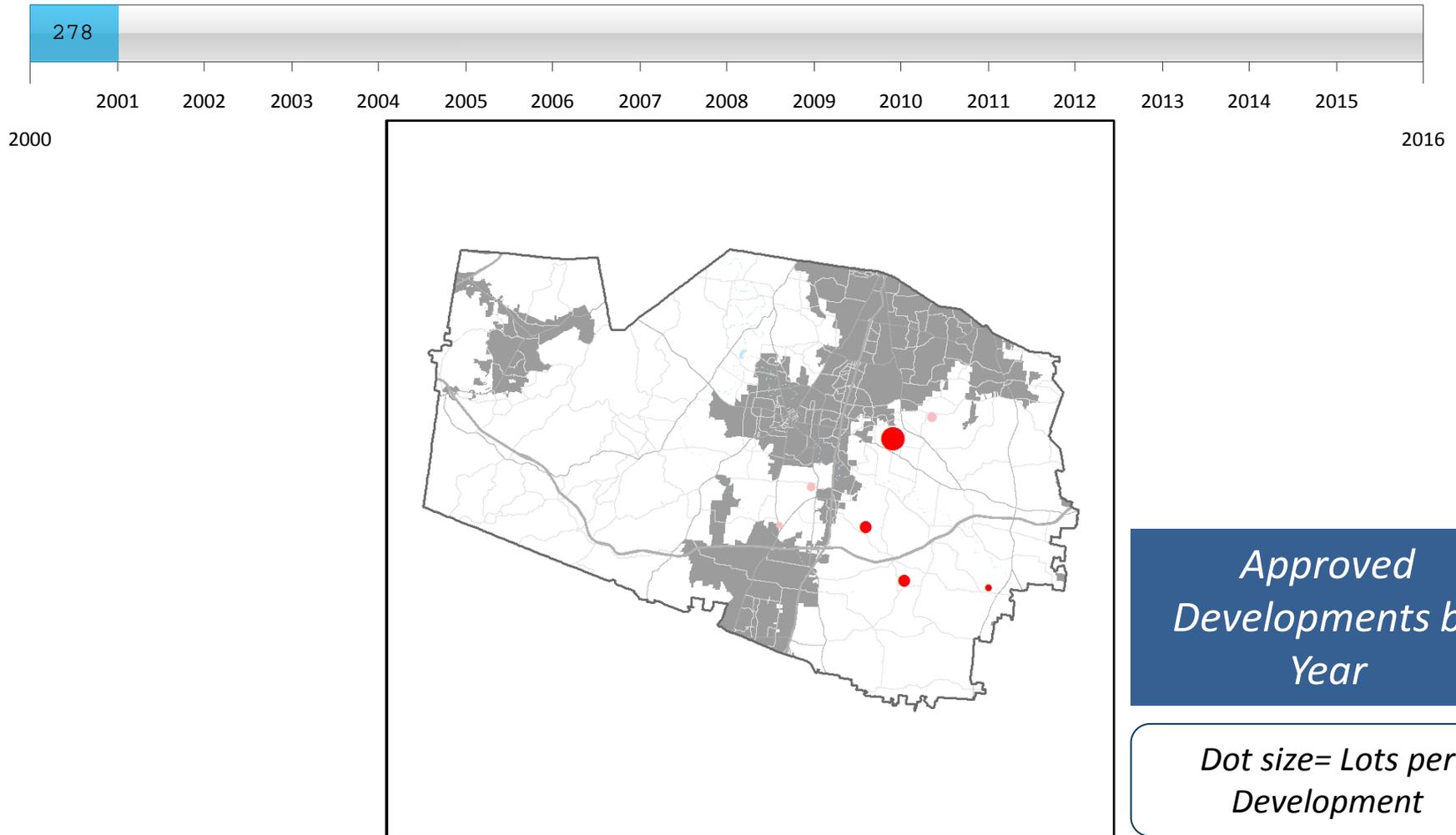


ONE UNIT PER 5 ACRE DISTRICTS

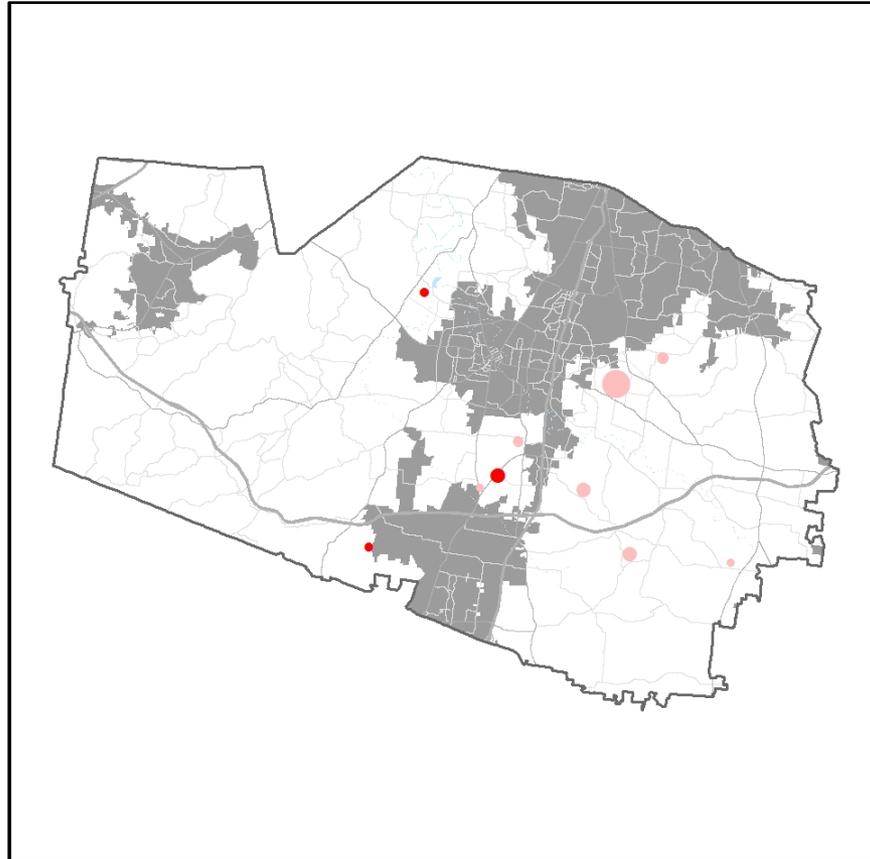
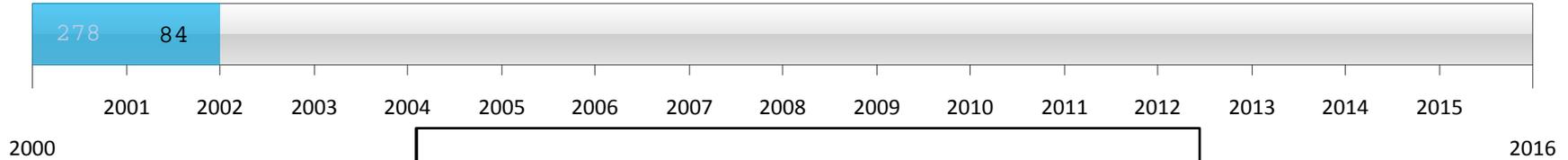
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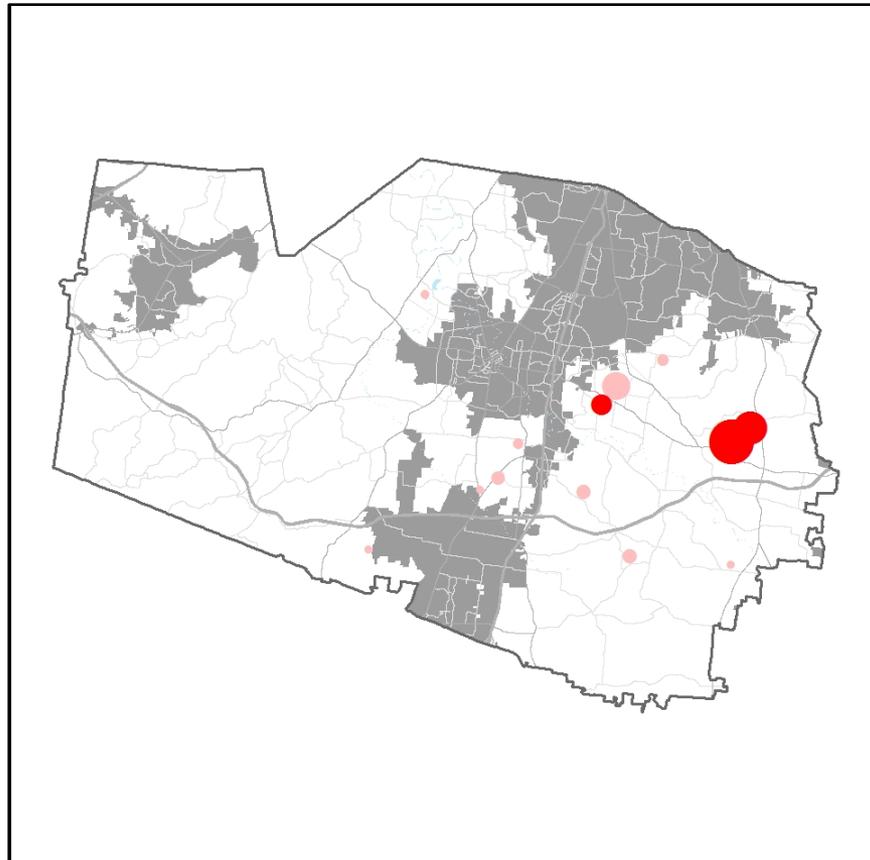
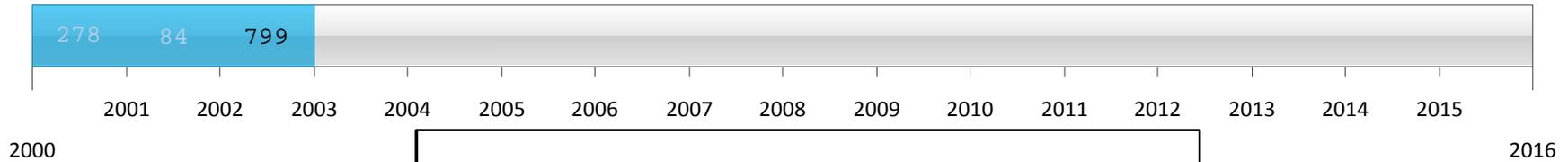
Growth Within The Unincorporated County



*Approved
Developments by
Year*

*Dot size= Lots per
Development*

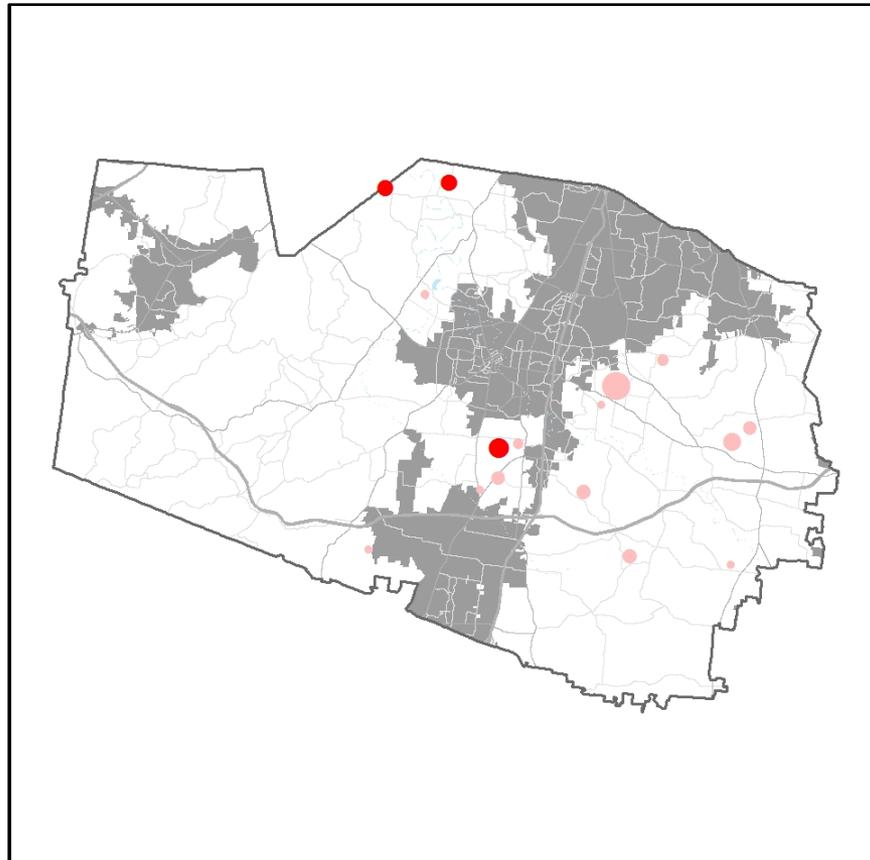
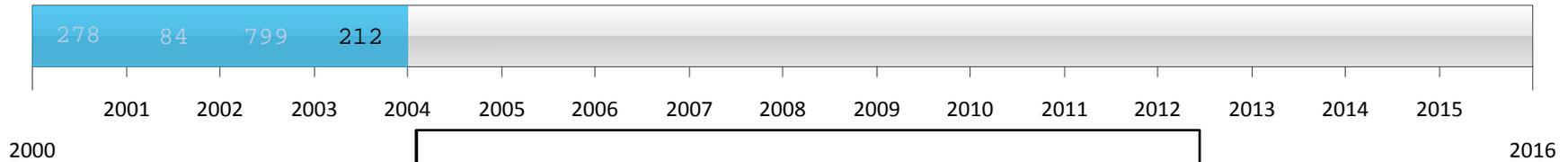
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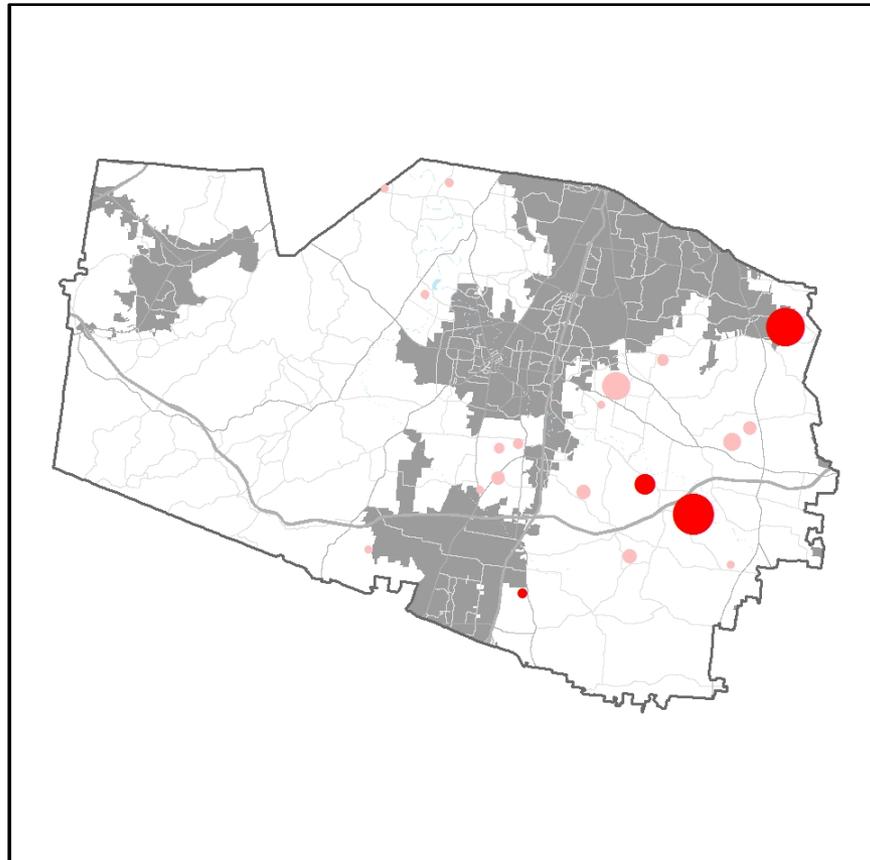
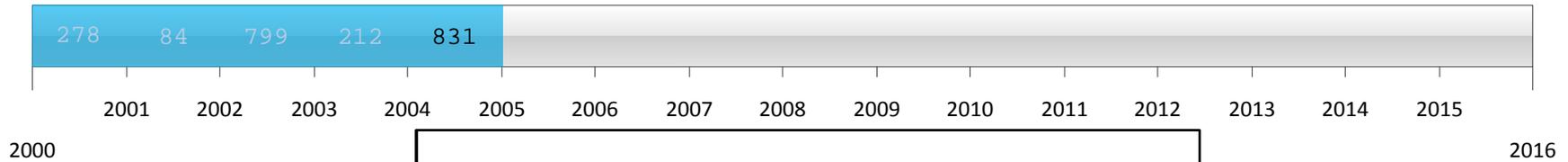
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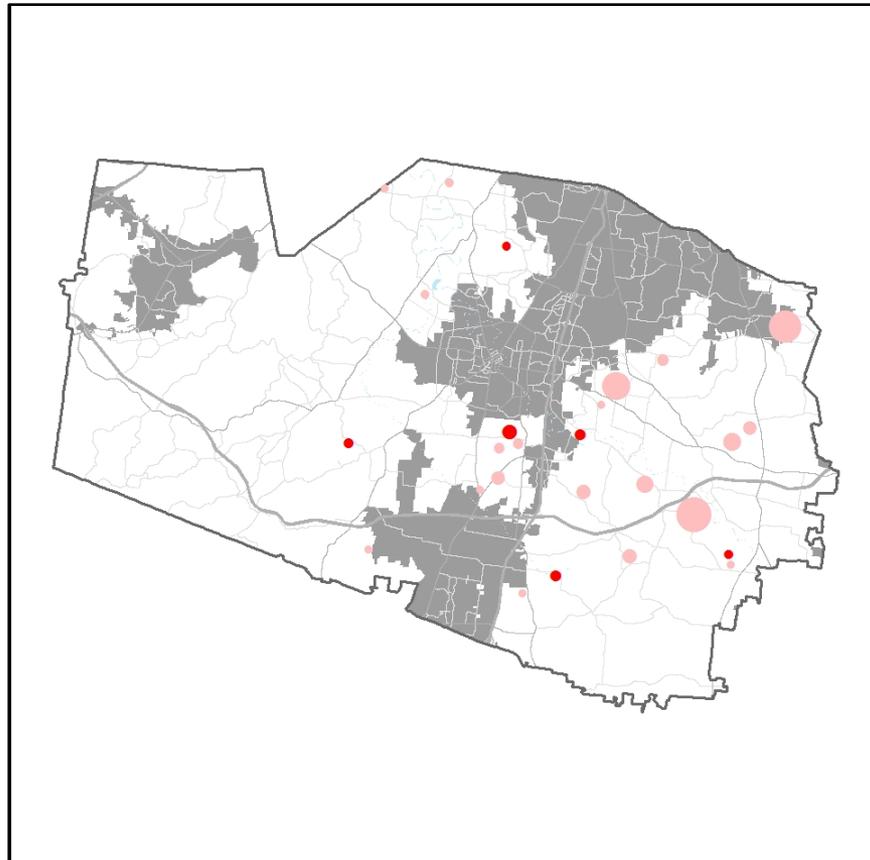
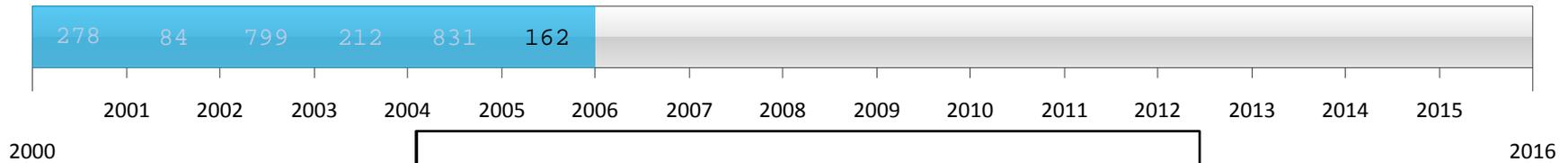
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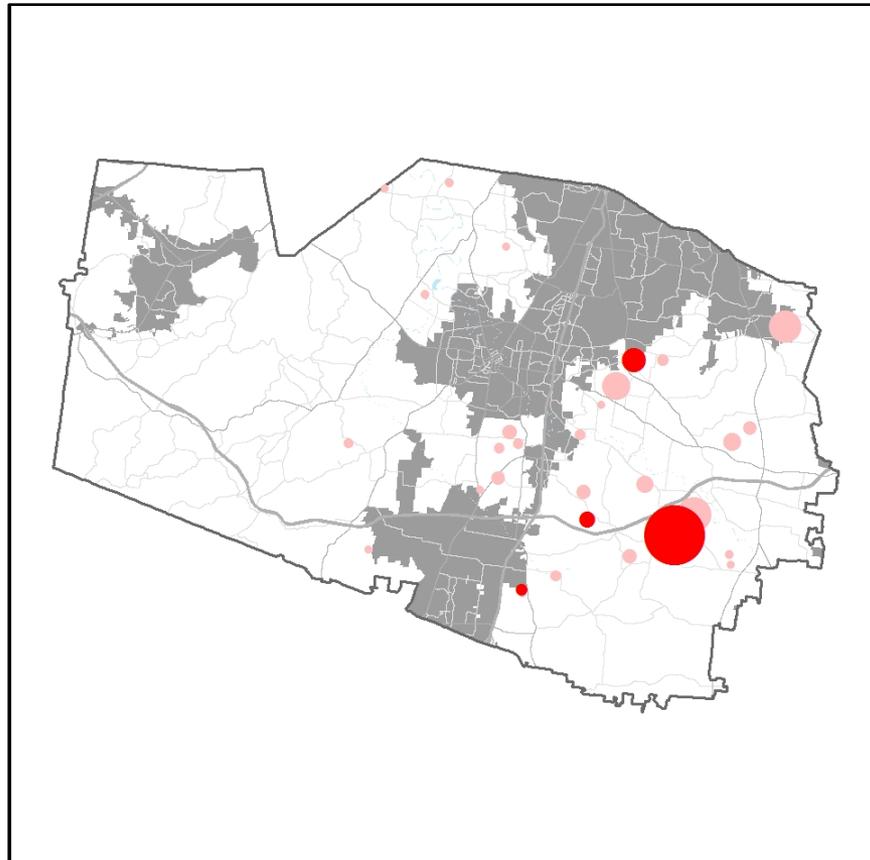
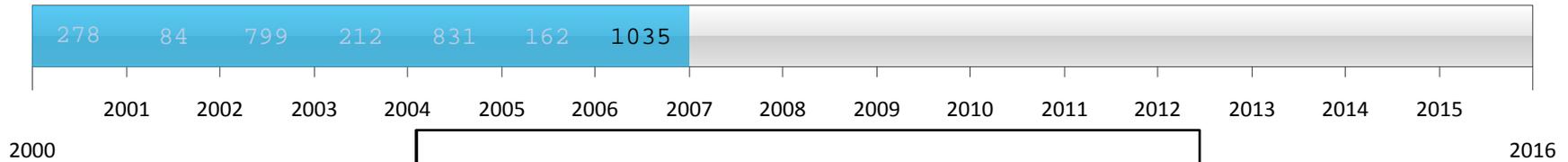
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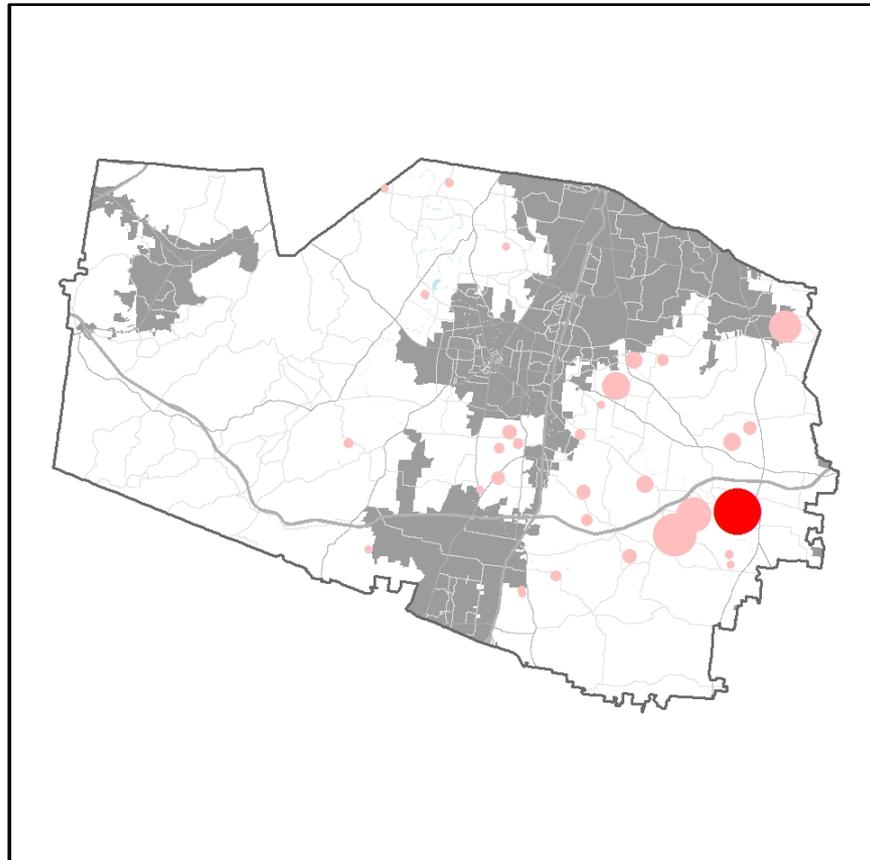
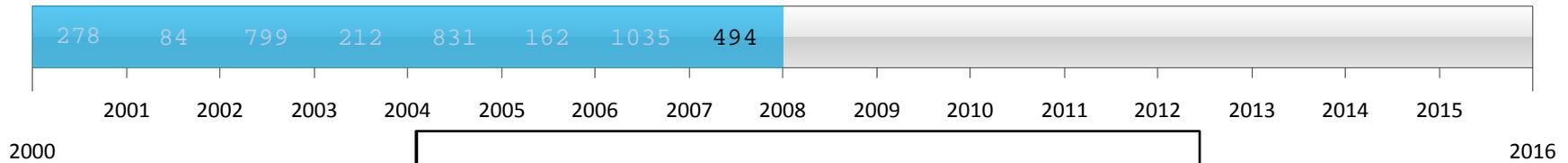
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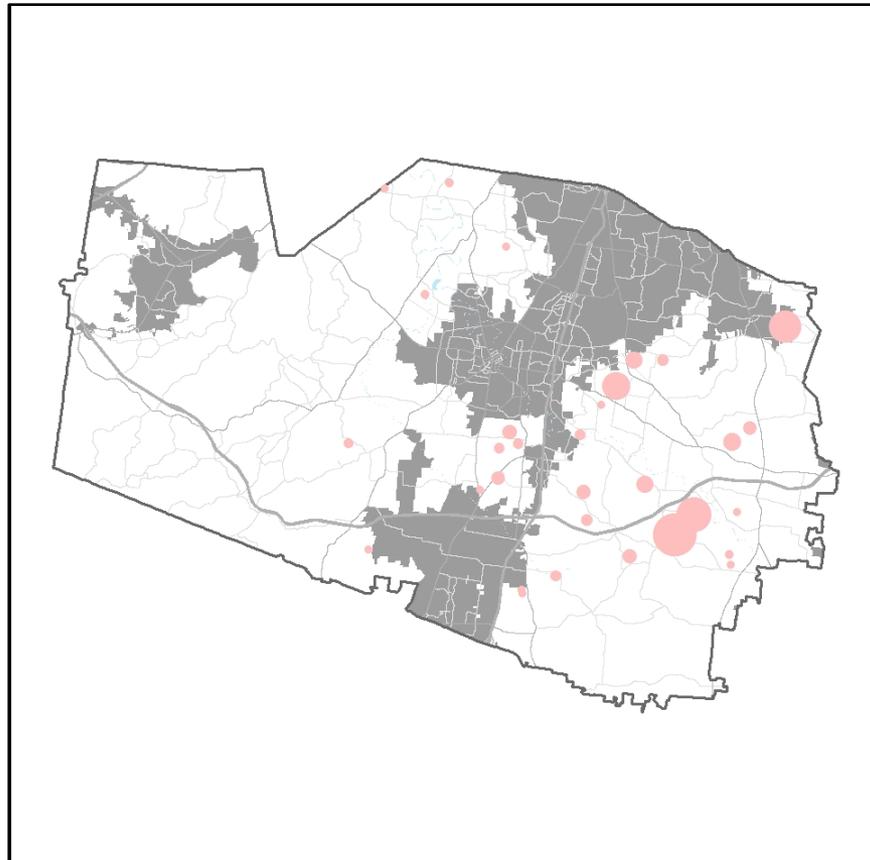
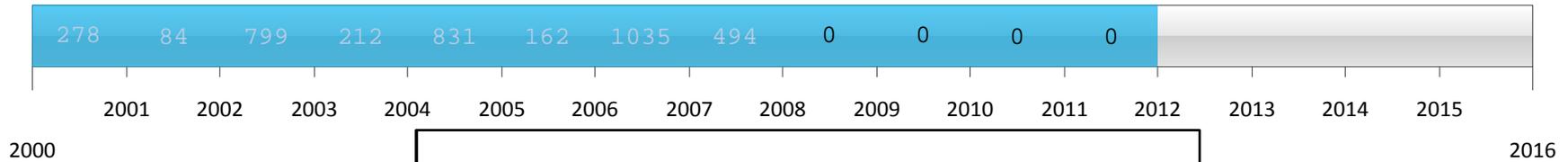
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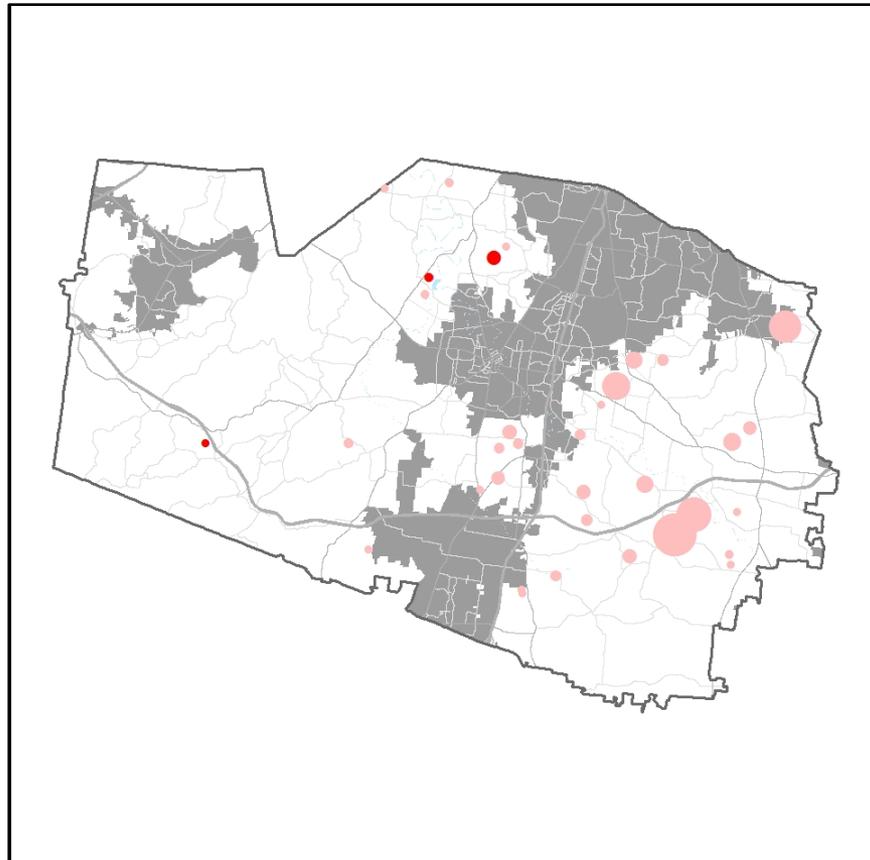
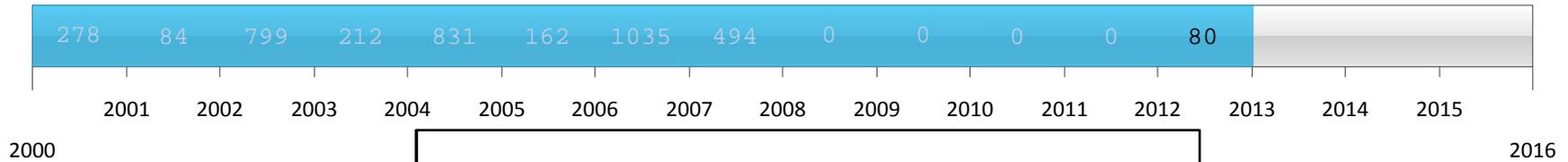
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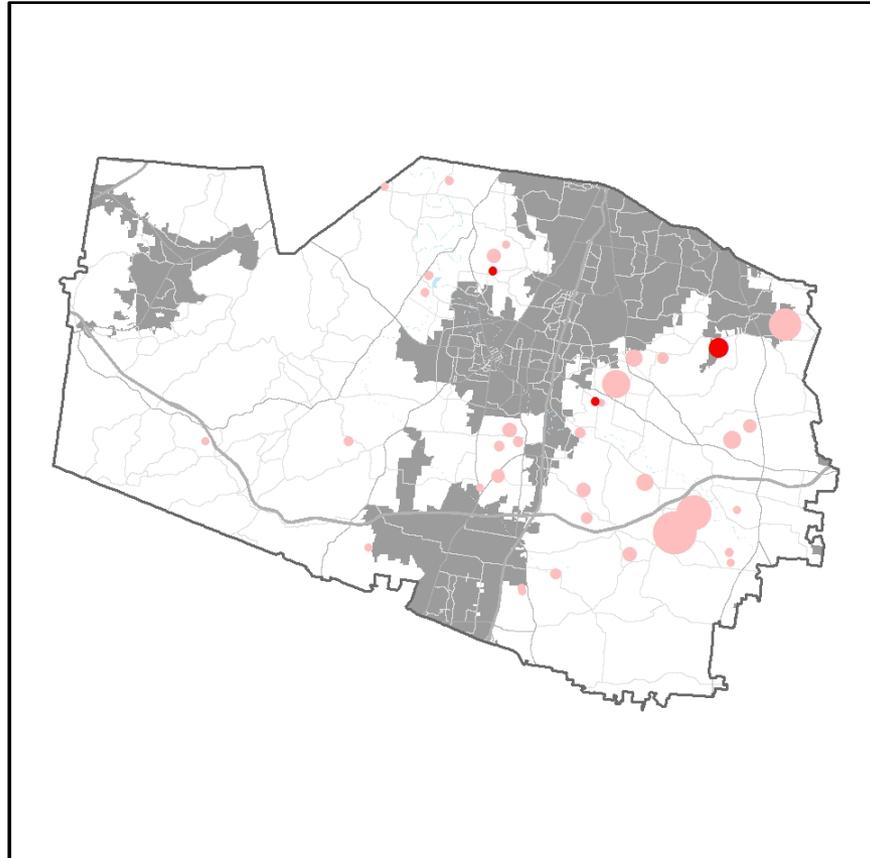
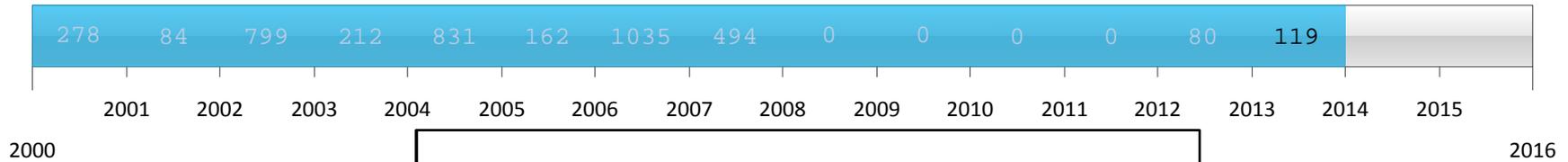
Growth Within The Unincorporated County



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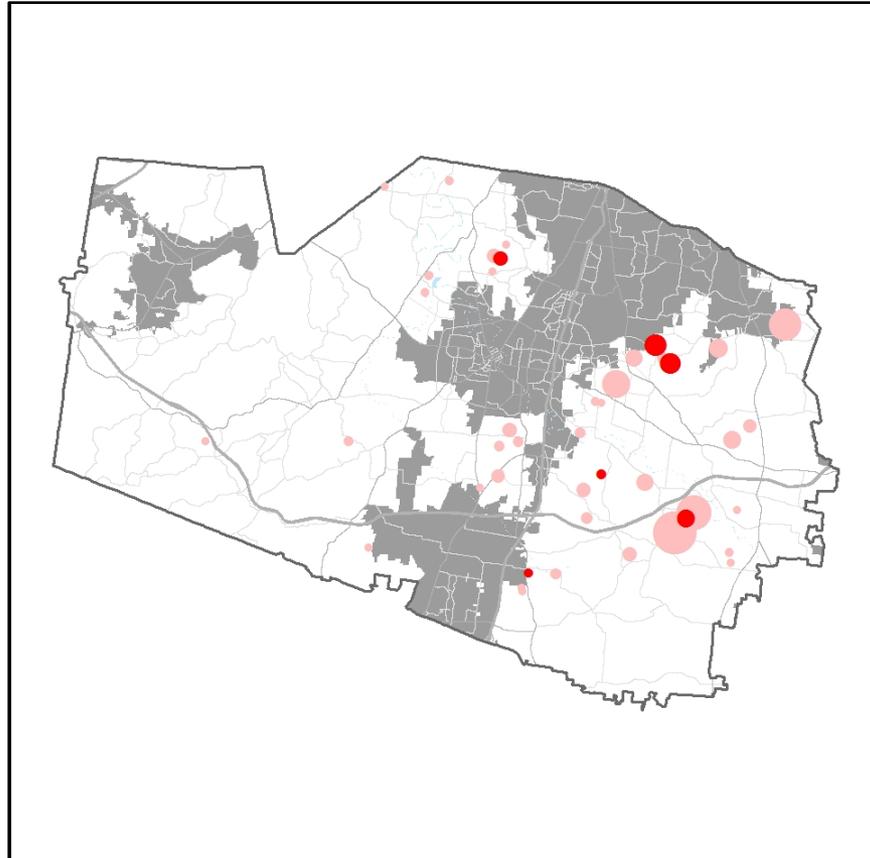
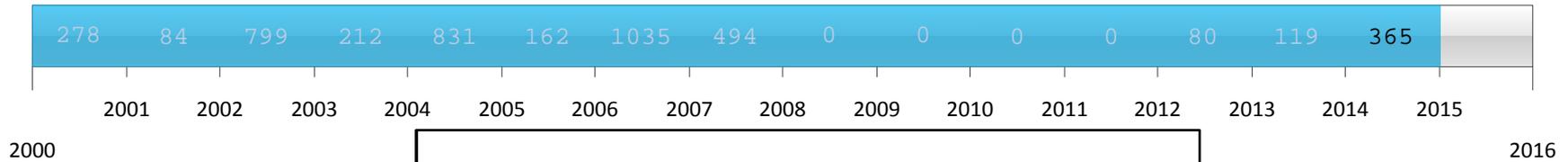
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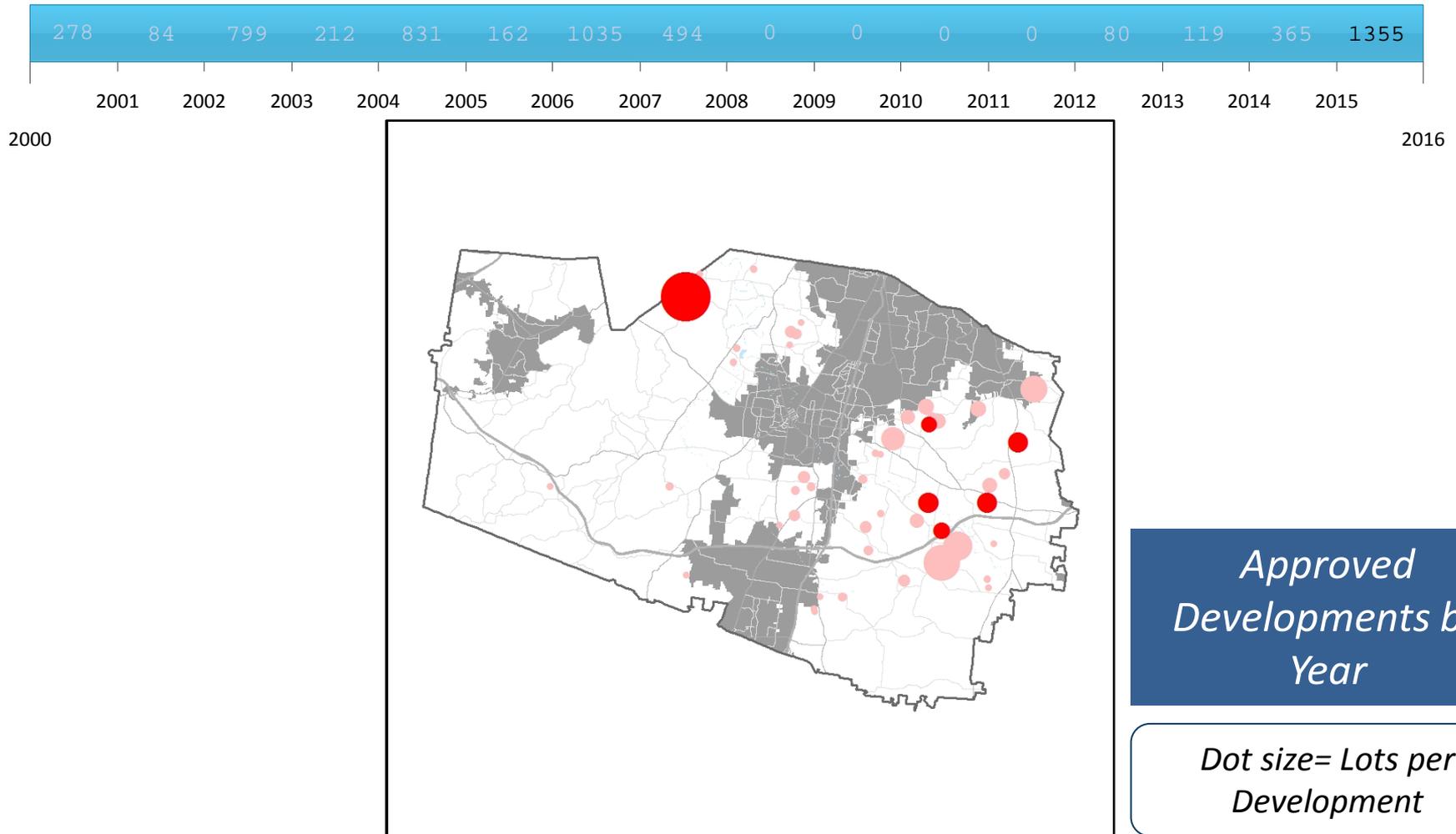
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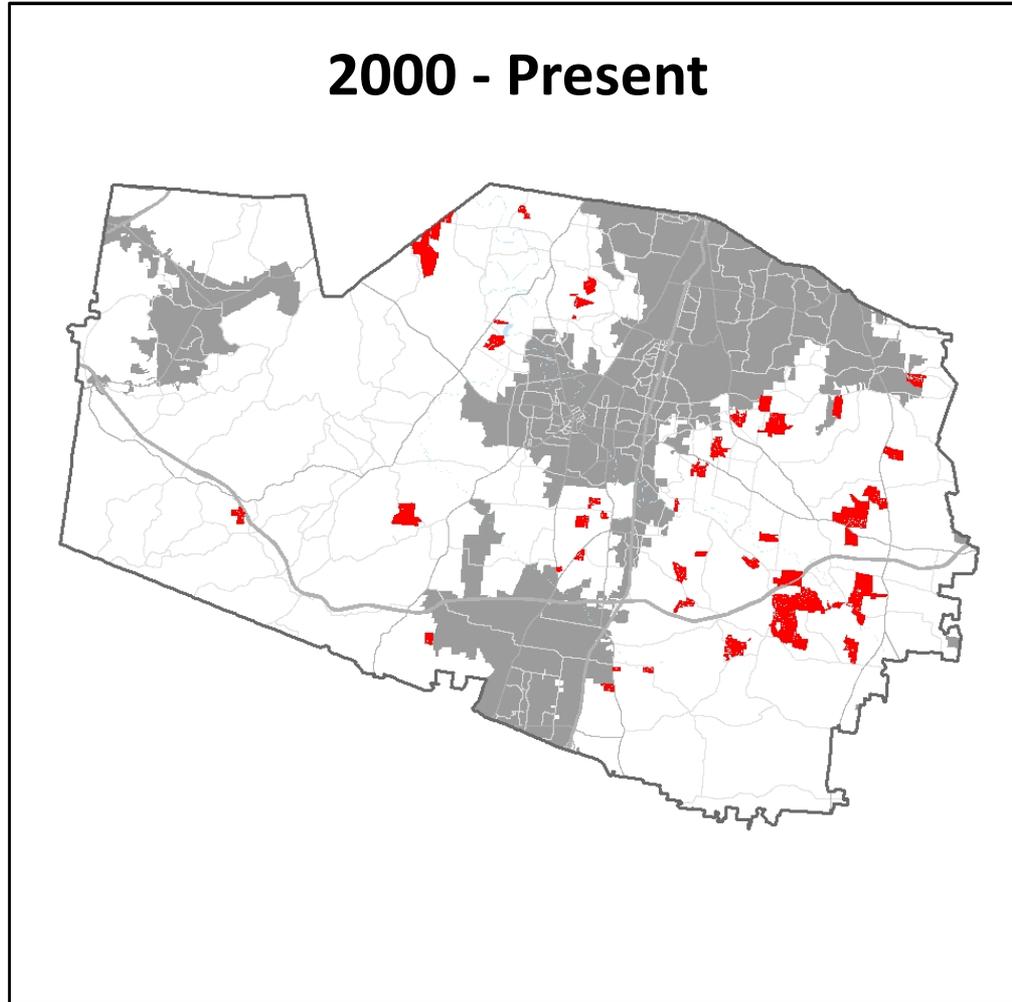
Growth Within The Unincorporated County



Growth Within The Unincorporated County



2000 - Present



49

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Subdivisions

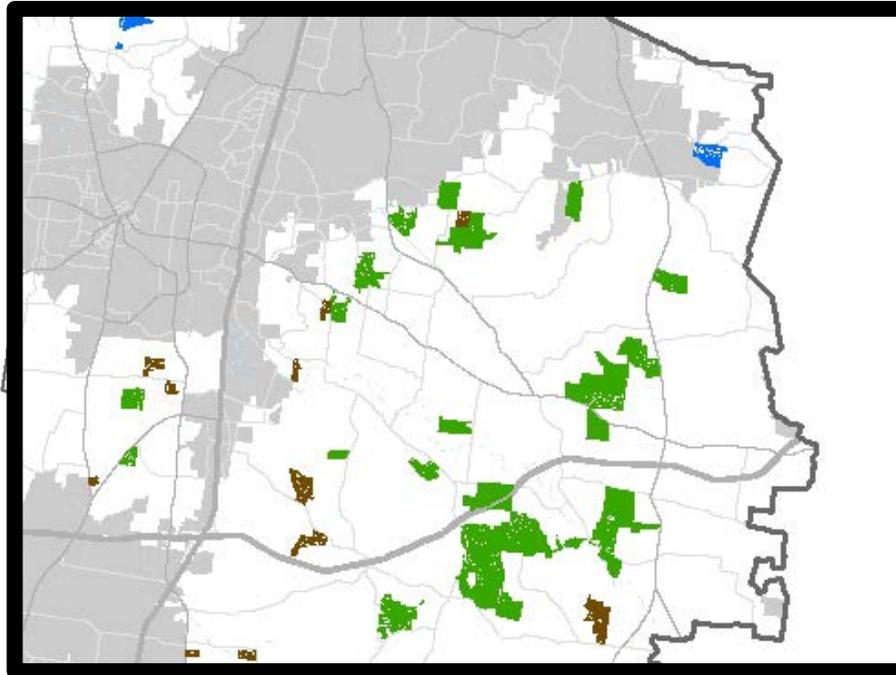
5901

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Lots

Growth Within The Unincorporated County



2000 - Present



49

Approved
Subdivisions

5901

Approved
Lots

By Wastewater Type

7

Public

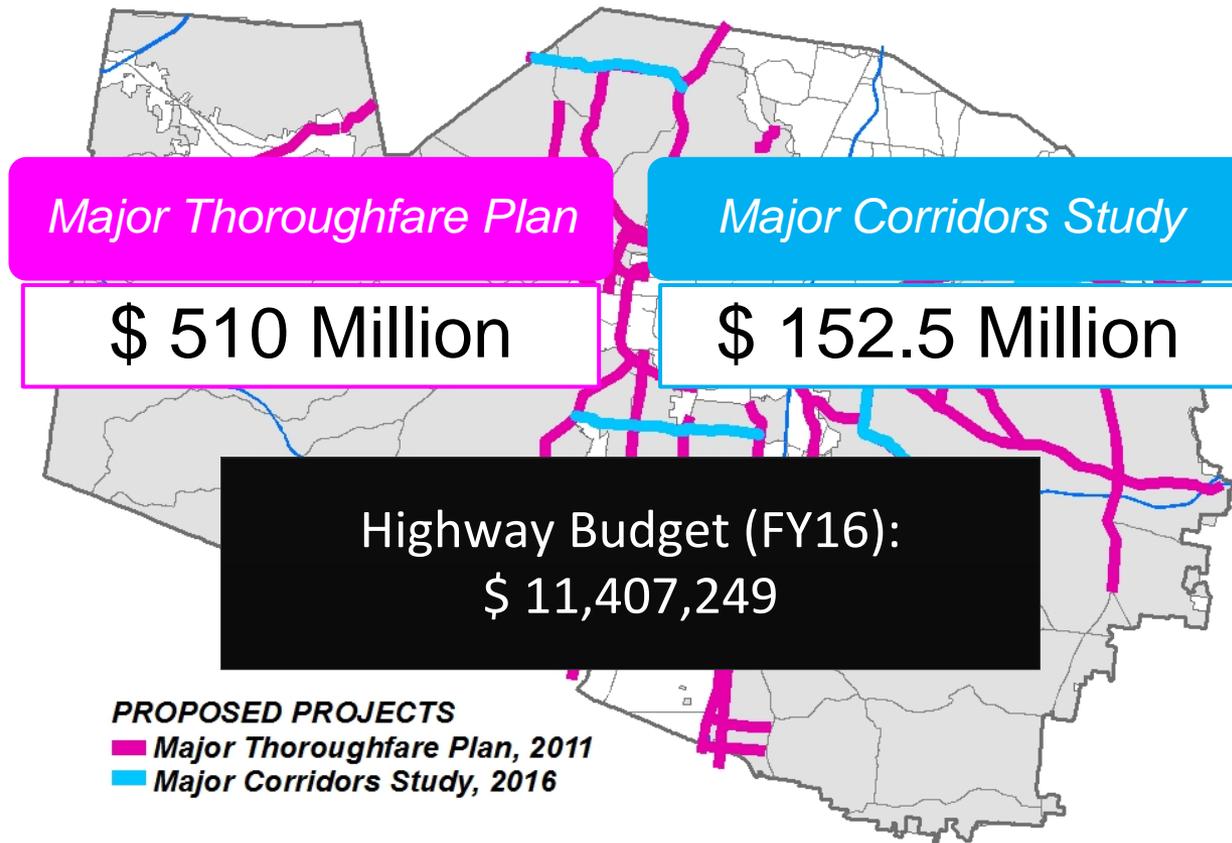
20

Septic

22

NTWTDS

Need For Roadway Improvements





Inadequate Funding

Privilege Tax (a.k.a. Adequate Facilities Tax)

Levied on New Residential and Commercial Structures in Unincorporated County + Cities

- County Residential = \$ 0.20 / square foot
- Commercial = \$ 0.30 / SF
- City Residential = \$ **0.00** / SF

Total FY16 Revenue = \$ 43,988.72

Property Tax

Levied on each \$ 100 of taxable property in the unincorporated County

- Highway / Public Works Fund = \$ 0.05 (2.3% of \$ 2.15)

Estimated FY16 Revenue = \$ 895,255 (0.48% of Total Tax Distribution)

Local Option Taxes

- Wheel Tax, Business Tax, Mineral Severance Tax

Estimated FY16 Revenue = \$ 7,030,000

Other Taxes

- Gas and Motor Fuel, Petroleum

Estimated FY16 Revenue = \$ 3,166,368

Transportation Revenues

2016

Source:

Department of Community Development 2014 Annual Report
FY16 Budget of Williamson County
County Finance Department

Inadequate Funding



- How are Other Communities Addressing the Problem?
 - ✓ Case Studies of Traffic Strategies / Funding options
 - **Maryland** (Various Counties) – Excise Taxes
 - Arapahoe County, **Colorado** - Rural Road Impact Fees
 - **Colorado** (Various Counties) - Property Tax (Road and Bridge)
 - **Florida** (Various Counties) - Local Option Sales Tax
 - Ada County, **Idaho** - Highway District
 - Elk Grove, **California** – Rural Road Improvements Policy and Development Standards
 - Pasco County, **Florida** - Rural Road Paving Assessment
 - Washtenaw County, **Michigan** - Special Assessment Districts

Regulatory Tools



- How are traffic issues addressed during the development review process?
 - ✓ Traffic Sheds
 - ✓ Traffic Studies
 - ✓ Requirements outlined in Zoning Ordinance and Traffic Study Guidelines
 - ✓ Development is not approved unless requirements are met

Traffic Sheds



- County divided into various traffic sheds based upon how the roadway network functions
- Allowable development within a given traffic shed is directly related to the capacity of the collector and arterial roads within that shed.
- If sufficient capacity is not available:
 - ✓ Scale back the development
 - ✓ Conduct a traffic study and make necessary roadway improvements

Traffic Studies



- Study must identify roadway deficiencies and must propose roadway improvements
- Recommendations from study are incorporated into Planning Commission approval



- Developer-funded roadway improvements must be:
 - ✓ approved by Highway Commission or TDOT
 - ✓ completed prior to final approval for the stage of development that triggers the need for the improvements

Regulatory Tools - Limitations



- Traffic Sheds

- ✓ Less effective in areas with a dense or complex roadway network
- ✓ Do not effectively address the impact of “pass-through” traffic
- ✓ Do not generate revenue to fund roadway improvements

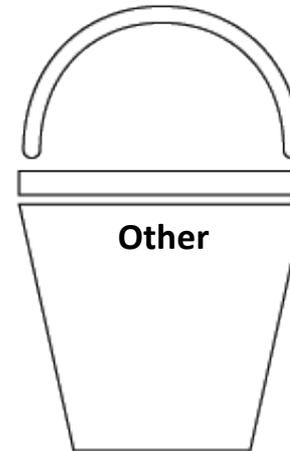
Regulatory Tools - Limitations



- Traffic Studies

- ✓ The Fifth Amendment limits the extent of land use “exactions” (must meet essential nexus and proportionality tests)
- ✓ As a result, developer-funded roadway improvements resulting from traffic studies often don’t address regional needs

Examining How We Can Address The Issue





**Please Click On Links To Take
Two Quick Surveys**

Thank you!



For more information:



williamsoncounty-tn.gov



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[williamsoncounty-tn.gov/twitter](https://twitter.com/williamsoncounty-tn.gov)

Comments:



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