SOUTHWEST AREA TRANSPORTATION AND LAND USE STUDY

Existing Conditions and General Growth Trends
Technical Memorandum - #1
EXISTING CONDITIONS AND GENERAL GROWTH TRENDS

A regional interaction exists across the many communities of middle Tennessee and land use and transportation aspects of this interaction are among the most critical. The MPO has defined our region as ten counties which share economic and political commonalities, and is responsible for regional transportation planning activities in five-plus counties of this region. The MPO area is defined as Davidson, Sumner, Wilson, Rutherford, and Williamson Counties, along with Springfield and Spring Hill.

The Southwest Area Transportation and Land Use Study (Southwest Study) encompasses a subregion of the middle Tennessee region, as defined by the entirety of Williamson County along with the adjacent portions of southern Davidson County, western Rutherford County, and the portion of Spring Hill in Maury County. Each of these counties and the municipal jurisdictions inside of them have different planning histories, different levels of regulatory control over growth and development, and different tools to administer that control. They have different amounts of growth pressure, different political leadership, different economic statuses, different community goals, and different citizen demographics. Each jurisdiction in the Southwest subregion has differences, in short, in the definition of what growth success means in their community.

The locations and makeup of the jurisdictions within the study area have a critical impact on Williamson County as the geographic hub of the subregion. Some examples of this are:

• Commuting between residential areas of southern Davidson County and offices in Brentwood
• Interaction between the commercial and residential areas of Spring Hill (Maury County and Williamson County)
• Continued attractiveness of Cool Springs area developments as a major destination of travel throughout the subregion.

In the development of recommended improvements to the transportation systems of Williamson County, a subregional approach was used to provide a better realization of the impacts of neighboring jurisdictions. This means that the study procedure considered the ramifications of land use decisions outside of Williamson County and within the county’s incorporated jurisdictions. This approach is reflective of the real meaning of regionalism as described by local stakeholders; that neighboring jurisdictions as defined by a relatively small subregion have the most apparent impact in growth and development issues.

The objective of the Southwest Study, then, is to explore these types of subregional land use impacts on the transportation needs of Williamson County. This technical memorandum summarizes the existing state of transportation and land use issues within the Southwest Study planning area and discusses the business-as-usual land use model as a baseline growth scenario.
1. GEOGRAPHIC SCOPE OF STUDY

Approximately 600,000 acres of the southwestern portion of the Nashville Area Metropolitan Planning Organization’s (MPO) jurisdictional area is defined as the Southwest subregion and included within the Southwest Study.

The study limits are shown in Figure 1.1. This area is roughly bounded by Highway 70 and Harding Place on the north, I-24 and Shelbyville Pike on the east, the southern jurisdictional boundaries of Rutherford County, Williamson County, and Spring Hill on the south, and the western jurisdictional boundary of Williamson County on the east. Some of the major characteristics of the study area are given in Table 1.1. As shown in Table 1.1, the demographics of the subregion are most defined by Williamson County as the only entire county within the study area. However, bordering portions of the other three counties make a substantial contribution to the overall demographic character of the area.

The subregion can generally be described by three characteristic sectors having different contributions from the jurisdictions within the sectors.

The western sector is defined by significant terrain and, as a result, has been changed less by development than any other portion of the subregion. The City of Fairview is the sole incorporated area located here. I-40 running through the far northwestern tip of Williamson County has not brought significant growth to this sector. However, I-40’s contributions to Bellevue in Davidson County have brought significant residential and commercial development just north of the Williamson County boundary.

The central sector of the subregion is defined by the primary cities of Williamson County including Franklin, its county seat. In addition to Franklin, Brentwood, Spring Hill, and Thompson’s Station are all situated in proximity to I-65, the most influential transportation feature of the subregion. In the mid 1990’s, I-65 allowed the development of Cool Springs which has become the driving economic force of Williamson County. The central sector is also impacted by commercial development in the Maury County portion of Spring Hill and residential areas of southern Davidson County.

The eastern sector of the subregion is generally rural, but does not have the terrain constraints that are found in the western sector. New housing in Nolensville is leading development in the east, but State Route (SR) 840 in southeast Williamson County will continue to influence development patterns here to some extent. Development pressures are growing in the east adjacent to Williamson County as well, particularly in planned commercial areas west of Smyrna and in the Antioch and Cane Ridge communities of Davidson County.

<table>
<thead>
<tr>
<th>County</th>
<th>2008 Population (County Total)</th>
<th>2008 Population (Study Area Portion)</th>
<th>2008 Employment (County Total)</th>
<th>2008 Employment (Study Area Portion)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davidson</td>
<td>575,319</td>
<td>118,897</td>
<td>578,578</td>
<td>40,335</td>
</tr>
<tr>
<td>Rutherford</td>
<td>239,145</td>
<td>64,399</td>
<td>135,536</td>
<td>13,445</td>
</tr>
<tr>
<td>Maury</td>
<td>N/A</td>
<td>8,077</td>
<td>N/A</td>
<td>9,096</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>N/A</strong></td>
<td><strong>358,740</strong></td>
<td><strong>N/A</strong></td>
<td><strong>171,292</strong></td>
</tr>
</tbody>
</table>

Table 1.1 2008 Population and Employment in the Study Area. (Source: Derived from MPO land use model and current TAZ structure)
Figure 1.1 Study Area
1.1 Land Use Conditions within the Southwest Area

Land uses within Williamson County vary from federally protected natural areas to traditional core urban settings. Lands generally classified as rural and suburban prevail, however, and comprise most of the land area here. Aspects of the land use conditions that affect the transportation service in the study area can be generally organized into the major topics of population patterns, economic and employment patterns, and local development attitudes.

1.1.1 Population Patterns

As indicated in Table 1.1, the southwest subregion is a multi-county area of over 350,000 people. Currently, most of the population resides in the northern portions of the study area (southern Davidson County, Brentwood, and Franklin). As shown in Figure 1.2, newer growth in the southern communities of Thompson’s Station and Spring Hill and the eastern communities of Nolensville and Smyrna have more recently begun to pull development into those parts of the subregion. Major southwestern and southeastern portions of the study area remain rural, with small concentrations of population existing in longstanding rural communities of Williamson and Rutherford counties.

Over the past 25+ years (1980 – 2007), the southwest area has experienced significant population growth. The four counties of Davidson, Maury, Rutherford, and Williamson grew from a population of 670,000 to over 1.1 million during this time period. This growth equates to a 65 percent increase in population, representing a total increase of approximately 436,000 people. Of this growth, Williamson and Rutherford Counties accounted for nearly half of the population increase.

Beyond numbers, the geographic shifts in population help to explain the transportation conditions within this subregion. Figure 1.2 shows how population growth during the period 2000 – 2008 has been concentrated into identifiable areas. Williamson County’s population growth has largely taken place along the I-65 corridor. Specifically, areas east and west of Franklin and northern portions of Spring Hill led in population growth. This growth has led to a continued demand for north-south travel through the county and on into Nashville.

In adjacent communities, continued building in Bellevue through the early 2000s and lot redevelopments south of Green Hills were significant, but primary population growth north of Williamson County occurred in the Antioch and Cane Ridge communities in the southeast corner of the Davidson County. Locations along I-24 west of Smyrna and south of Murfreesboro also exhibited pockets of significant population growth which affect Williamson County roadways to a growing degree.
Figure 1.2 Population Change from 2000 to 2008
Changes in population density have also played an important part in the current makeup of the subregion’s land use conditions. In 2002, only 553 acres within the area (0.09% of the total) had a population density greater than 10 persons per acre, by 2008, this area had grown by over 12.5 times to 6,926 acres (1.2% of the total). The study area remains overwhelmingly rural (70% of the study area has a population density of less than 1 person per every 2 acres), though small pockets of moderately high density (10 or more persons per acre) exist in Bellevue and in the Tusculum community of Davidson County. Significant density growth over the past six years has occurred in the Bellevue, Tusculum, and Cane Ridge communities of Davidson County, Spring Hill in Williamson County, and the Blackman community of Rutherford County. Figure 1.3 illustrates density changes by acreage within the study area.

1.1.2 Economic and Employment Patterns

The southwest area represents an important sector of middle Tennessee’s economic structure, contributing approximately 19% of the total places of employment within the MPO planning area. Central portions of the study area are also characterized by concentrations of upper-income populations. In fact, all counties represented in the southwest area are within the top 15 counties state wide with respect to household income, as shown in Table 1.2.

Figure 1.4 illustrates average annual income levels throughout the MPO area.

<table>
<thead>
<tr>
<th>County</th>
<th>Rank (of all 95 Counties)</th>
<th>Median Household Income 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Williamson</td>
<td>1</td>
<td>$93,166</td>
</tr>
<tr>
<td>Davidson</td>
<td>14</td>
<td>$46,413</td>
</tr>
<tr>
<td>Rutherford</td>
<td>5</td>
<td>$54,335</td>
</tr>
<tr>
<td>Maury</td>
<td>13</td>
<td>$46,942</td>
</tr>
<tr>
<td>State Average</td>
<td>-</td>
<td>$43,610</td>
</tr>
</tbody>
</table>

Table 1.2 County Rankings Based on Household Income (Source: TACIR County Profiles)
Figure 1.4 Average Annual Income Level in the Nashville MPO Area

Legend
- Study Area
  - MPO Area Income
    - Less than $45000
    - $45000 to $75000
    - $75000 to $125000
    - $125000 to $225000
    - Greater than $225,000
Overall, employment within the subregion tends to be centered around established cities and transportation corridors. Figure 1.5 shows the area’s concentration of employment. I-24 is especially notable as a corridor supporting employment, with LaVergne serving as a leading employment community in the subregion.

Because many types of service and retail businesses follow population growth, employment to some degree has followed the population trends as well. In terms of worker density, Cool Springs stands out as a primary workplace, along with downtown Franklin and Brentwood. Additional pockets of service employment exist in the Bellevue and Hickory Hollow activity centers, though these generally have only a small or no impact on Williamson County. However, in Maury County, employment growth particularly along Columbia Pike in Spring Hill has impacted and been indicative of the rapid changes occurring in south central Williamson County.

As the hub of the southwest area, Williamson County contributes the major share of employment within the subregion. Figure 1.6 illustrates the balanced makeup of employment within the county. From a transportation standpoint, employment is generally directly related to commuting and it is the impact of commuting that affects travel in the southwest area most greatly. Figure 1.7 illustrates the average commuting time for areas within the subregion in 2000. It is apparent that residents in the northern central portion of Williamson County (Brentwood and Franklin) experienced the shorter commutes, with commute times lengthening as distance from Nashville and from I-65 increase.

Commuting is one aspect of the overall transportation condition in the study area that is affected by two primary factors: (1) the demand on the transportation networks in terms of the numbers of trips being made and (2) the capacity of the existing infrastructure and systems to accommodate these trips. These factors are further discussed in Section 1.3.

1.1.3 Local Development Attitudes

Numbers define the quantitative aspects of the land use conditions, but may not provide the most comprehensive assessment of the development picture within the southwest area. To better understand the driving forces behind the numbers, a series of local interviews was conducted with community planners and others involved in development within the subregion during the summer of 2009. Throughout the interviews, several issues surfaced time and again, from one side of the study area to the other. These themes are as follows (in no particular order):

1. The I-65 corridor is likely to continue to be the most immediate growth corridor, particularly for commercial land uses. Associated with this is the expectation that locations with good I-65 access will gain the biggest share of new development in the area for the foreseeable future.
2. The completion of State Route 840 will have a significant impact on development in the area, especially in western communities like Fairview.
3. Most communities have been labeled with a “development identity”. Words like “corporate”, “industrial”, “rural”, and “affordable” were used repeatedly for certain jurisdictions to describe their community
Figure 1.5 2008 Employment by TAZ
**Figure 1.7 Average Commuting Times in the Subregion**

Legend:
- Study Area
- 0 - 10 minutes
- 10 - 15 minutes
- 15 - 20 minutes
- 20 - 30 minutes
- Greater than 30 minutes
image, whether de facto or intentional.

4. A significant gain in population (such as doubling) in the future is thought to have crippling effects on almost all of these communities. The impacts of traffic overwhelming current infrastructure under such a scenario are among the top concerns. A broader finding and application of this concept is that plenty of land exists to develop within the study area (for most jurisdictions), the question is, “Are we able to serve it?”

5. Other development considerations (terrain and especially utilities) have become equally as important and equally as limiting as the transportation network.

6. Overall, there seems to be a roughly equal demand for building or extending new roads as compared to improving the existing ones. A common strategy is to plan construction of new roads in order to relieve traffic pressures on existing roads (therefore, lesser or no improvement is required on the existing road).

7. The belief that much of the recurring traffic congestion is caused by pass-through traffic to and from a neighboring jurisdiction is common.

8. Most believe that transit is good for the region, but have doubts as to its effectiveness in their community. Almost no one is designing road improvements or developing with significant consideration of existing or future transit service.

9. The most meaningful definition of regionalism refers to the adjoining jurisdiction. Almost everyone sees the need to coordinate with jurisdictional neighbors, but few expressed the realized benefits or examples of larger-scale coordination.

1.2 Transportation Conditions within the Southwest Area

As demonstrated by the recurring local interview themes, transportation considerations have a significant role in the growth experience of Williamson County and its neighboring jurisdictions. Major corridors like I-65, I-24, and SR 840 have and will continue to shape this subregion in a major way. Issues with potentially more complexity, however, arise on arterials like Hillsboro Road, Franklin Road, Nolensville Pike, and Columbia Pike where primary mobility roles are tempered with the increasing demand for access.

1.2.1 Roadway Cross-Sections

As classified by the Nashville Area MPO, 1,157 miles of interstate (6%), arterial (30%), collector (38%), and classified local (26%) roadways exist within the study area (Figure 1.8). Of this roadway mileage approximately 341 miles is within established city limits, leaving 816 miles of classified roadway within unincorporated areas of the study area.

Almost the entirety (98.5%) of the non-freeway miles within the unincorporated portions of the study area are two-lane roads. Aside from traffic capacity, pavement and shoulder widths are of importance in assessing the adequacy of these predominately rural roads. 10% of these roads have lane widths less than a desirable minimum of 10 feet. 39% have lane widths less than a preferable width of 11 feet. 71% of the non-freeway roads within the unincorporated county have shoulder widths less than two feet. Finally, 10% percent of the roads have a combination of lane widths less than 10 feet with no shoulder (Figure 1.9).
Figure 1.9 Narrow Lanes and Shoulders
In Williamson County, there is a combined total of 474 miles of arterials and collectors. Of these 474 miles, approximately 115 miles (24%) are within current city limits. This means that over half (54%) of the Southwest area arterials and collectors are within unincorporated Williamson County and are generally designed as and have the characteristics of rural highways.

1.2.2 Traffic and Level of Service

Overall, the roadways within the study area currently operate well with approximately 87% of these roads having a Level of Service (LOS) of C or better.1 As shown in Figure 1.10, this high level of operation is predominately due to the rural nature of these roads and the relatively light volumes of traffic they serve. Of the 72 miles of roadway that have a LOS E or F, 58 miles (80%) are urban arterials. Deficient operation is most often found on primary north-south corridors through the middle of the Southwest subregion. Portions of I-65 south of Franklin, Columbia Pike through Spring Hill, Thompson’s Station, and Franklin, Franklin Road between Franklin and Brentwood, Hillsboro Road north of Franklin, and Nolensville Road in southeast Davidson County are examples of north-south corridors having operational deficiencies.

1.2.3 Other Modes

While the surface street network in the subregion is predominately used by private vehicle traffic, other road users play a role in the area’s existing transportation conditions. Freight traffic is most notable on the interstate corridors and some of the major arterials. Several subregional routes are included on the National Freight Network including I-65, SR 840, Saturn Parkway, and US 31 through Spring Hill.

Local transit service exists in Franklin and regional commuter transit service extends from Spring Hill to Nashville, serving Thompson’s Station, Franklin, and Brentwood. Another important modal function of roads in the subregion is for bicycle and pedestrian activity.

As identified in the 2009 Regional Bicycle and Pedestrian Plan, Williamson County has approximately 12 miles of bike lanes, 16 miles of bike routes, and 60 miles of sidewalk. These facilities are generally concentrated in Franklin and Brentwood. Southwestern Davidson and Williamson County in particular also have significant populations of recreational cyclists who enjoy riding rural county routes, generally on weekends or other non-peak traffic times.

---

1 Based on 2008 MPO travel demand model output.
Figure 1.10 Level of Service
2. REGIONAL GROWTH TRENDS

Growth trends that drive the study outcomes and resulting recommendations for the Southwest subregion are a product of the Nashville Area Long-Range Transportation Plan. The basis for total growth forecasts within the MPO area is a combination of data from the US Census Bureau and Woods and Poole Economics. The assumed county growth in the MPO area is provided in Table 2.1.

The Southwest subregion is expected to gain 308,000 in population and 184,000 new jobs over the next 25 years. This represents approximately 40% of the total residential growth in the MPO area and 33% of the employment growth.

Williamson County, at the heart of the southwest subregion, is expected to experience robust growth, leading all five MPO counties in actual population growth, and second only to Davidson County in actual employment growth. As a percentage of the entire MPO area, Williamson County alone accounts for almost 30% of both residential and non-residential growth.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MPO</th>
<th>DAVIDSON</th>
<th>MAURY</th>
<th>ROBERTSON</th>
<th>RUTHERFORD</th>
<th>SUMNER</th>
<th>WILLIAMSON</th>
<th>WILSON</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>1,394,325</td>
<td>613,856</td>
<td>77,560</td>
<td>61,700</td>
<td>230,980</td>
<td>148,534</td>
<td>159,094</td>
<td>103,206</td>
</tr>
<tr>
<td>2015</td>
<td>1,637,000</td>
<td>654,879</td>
<td>89,371</td>
<td>73,940</td>
<td>288,734</td>
<td>172,232</td>
<td>226,052</td>
<td>128,783</td>
</tr>
<tr>
<td>2025</td>
<td>1,904,300</td>
<td>702,871</td>
<td>101,595</td>
<td>87,503</td>
<td>349,083</td>
<td>197,500</td>
<td>306,328</td>
<td>157,960</td>
</tr>
<tr>
<td>2035</td>
<td>2,174,914</td>
<td>752,326</td>
<td>114,005</td>
<td>101,324</td>
<td>409,986</td>
<td>223,124</td>
<td>387,970</td>
<td>186,179</td>
</tr>
</tbody>
</table>

Table 2.1 MPO-assumed growth per county in the Nashville MPO Area

2.1 General Land Use Forecast

Land uses within the study area have been generalized for simplicity in analyzing the overall future makeup of the Southwest subregion. Table 2.2 shows the available land and expected development for the four counties in the southwest area. With 984,032 acres of undeveloped land (approximately 70% of the total land area), 240,000 new households and 122,000,000 square feet of non-residential uses are forecasted in the Southwest subregion through 2035.

2.2 Job/Housing Balance

One critical analysis of the growth projections is the understanding of the resulting labor sustainability within the subregion. Unless a major shift in workforce patterns occurs, the ratio of new population to new employment should remain relatively constant throughout the planning horizons. A lack of balance in this analysis when considering individual city or town projections may result in unrealistic volumes of commuting being projected. However, when the entire MPO area is considered, imbalance here would mean that the region as a whole cannot sustain itself with an adequate number of jobs.
Table 2.1 shows the growth in population and employment for each county in the subregion through the 2035 planning horizon. The MPO region’s current (2006) jobs to population ratio is: 983,074 jobs / 1,394,928 residents = 0.70 jobs per resident. The 2035 projections indicate a ratio of: 1,536,746 jobs / 2,174,914 residents = 0.71 jobs per resident. This indicates that major shifts in the job/housing balance are not expected within the region.

As exists currently, Williamson, Rutherford, and Maury Counties will continue to have a relatively high job/housing imbalance. This is expected and is accounted for by the fact that workers residing within the region can and do commute to surrounding counties for work. Projections show that, as a whole, Davidson County will continue to function as the regional job center, with surrounding counties maintaining job/housing proportions very similar to what exist today.

The job to population ratios for the Southwest subregional counties are shown in Table 2.3.

In considering the regional proportion of 0.7 jobs per resident as a baseline for a healthy job/housing balance, it can be seen that, on average, Williamson County will be relatively self-sustaining, Maury and Rutherford Counties will contribute more workers (and commuters), and Davidson will provide more workplaces for commuters. All of this projected employment growth should be considered against the amount of available land within the subregion. Table 2.2 shows that Williamson County has almost 25% of its land area already developed. New commercial development within the county (42.3 million square feet on 22,600 acres) is projected to use almost another 7% of the total land area.

<table>
<thead>
<tr>
<th>County</th>
<th>Total Land Area (ac)</th>
<th>Land with Existing Development (ac, % of total)</th>
<th>New Development by (2008-2035)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Households</td>
</tr>
<tr>
<td>Davidson</td>
<td>294,044</td>
<td>174,995 (60%)</td>
<td>69,443</td>
</tr>
<tr>
<td>Maury</td>
<td>380,977</td>
<td>69,624 (18%)</td>
<td>15,207</td>
</tr>
<tr>
<td>Rutherford</td>
<td>365,961</td>
<td>87,303 (24%)</td>
<td>69,872</td>
</tr>
<tr>
<td>Williamson</td>
<td>356,635</td>
<td>81,663 (23%)</td>
<td>87,064</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,397,617</td>
<td>413,585 (30%)</td>
<td>241,586</td>
</tr>
</tbody>
</table>

Table 2.2 Available Land and New Development expected by 2035

<table>
<thead>
<tr>
<th>County</th>
<th>Jobs Per Resident</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davidson</td>
<td>0.91</td>
</tr>
<tr>
<td>Maury</td>
<td>0.58</td>
</tr>
<tr>
<td>Rutherford</td>
<td>0.57</td>
</tr>
<tr>
<td>Williamson</td>
<td>0.68</td>
</tr>
</tbody>
</table>

Table 2.3 Number of Jobs per Resident
2.3 Transportation Trends

As the population and employment has grown steadily in the southwest subregion, so has the traffic generated by the demographic changes. The Tennessee Department of Transportation (TDOT) maintains annual traffic counts at 356 count stations within the study area. At 123 (35%) of these stations, an average annual decline in traffic over the past five years was recorded. At 127 (36%) of these stations, a modest annual growth in average daily traffic of 0 – 3% was recorded. At the remaining 106 (29%) stations, more rapid growth averaging greater than 3% annually was recorded. The significance of this is that, during a period in which national and regional travel trends indicate less travel occurring, this subregion has exhibited traffic growth in two-thirds of its count stations, and higher-than-typical growth at approximately a third of its stations. Subregional traffic growth is illustrated in Figure 2.1.

As mentioned by stakeholders, the imminent impact of the completion of SR 840 through Williamson County is likely to create significant changes in this portion of the subregion in particular. Though perhaps not producing major shifts in typical commuting passenger vehicle traffic, increases in freight operations may be expected. Along with this, accompanying industrial land uses may arise in some jurisdictions along the SR 840 corridor.

Also affecting subregional jurisdictions in the future is the desire for implementation of the regional transit vision. This vision would most affect the central sector of the subregion with combinations of coach and rapid commuter transit extending as far south as Columbia into Nashville. The urban core fixed route system would extend south into Brentwood, and other jurisdictions would be served by combinations of suburban circulators, commuter circulators, and small urban fixed route systems. The vision for mass transit is shown as Figure 2.2.
Figure 2.1 Five-Year Changes in Average Daily Traffic (ADT)
3. CURRENT LAND USE PLANNING

The MPO’s Southwest subregion is one that has a wealth of planning history, with many jurisdictions maintaining up-to-date, community-based land use plans. These jurisdictions have dedicated significant local resources to the development of these plans based on extensive local knowledge of both the history of development in the area and the current trends of local growth. The current local land use plans found within the Southwest subregion are as shown in Table 3.1.

Because each of these plans were developed independently and developed to achieve local objectives, various analysis methods and differences in planning data are the result. The major findings and objectives of these local planning efforts have been made inherent in the analysis data used in the Southwest subregion.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Plan Title/Scope</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davidson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro Nashville</td>
<td>Community Character Manual</td>
<td>2008</td>
</tr>
<tr>
<td>Maury</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spring Hill</td>
<td>Master Land Use Plan</td>
<td>2008</td>
</tr>
<tr>
<td>Rutherford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>La Vergne</td>
<td>Citywide Comprehensive Plan</td>
<td>1999</td>
</tr>
<tr>
<td>Smyrna</td>
<td>Town Comprehensive Plan</td>
<td>2007</td>
</tr>
<tr>
<td>Rutherford County</td>
<td>Countywide Comprehensive Plan</td>
<td>2011</td>
</tr>
<tr>
<td>Williamson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brentwood</td>
<td>Brentwood 2020 Plan Update</td>
<td>2006</td>
</tr>
<tr>
<td>Franklin</td>
<td>Franklin Land Use Plan</td>
<td>2009</td>
</tr>
<tr>
<td>Fairview</td>
<td>Proposed Land Use Map</td>
<td>2009</td>
</tr>
<tr>
<td>Nolensville</td>
<td>Land Use Policy Plan</td>
<td>2005</td>
</tr>
<tr>
<td>Thompson’s Station</td>
<td>Comprehensive Plan (draft)</td>
<td>2010</td>
</tr>
<tr>
<td>Williamson County</td>
<td>Comprehensive Land Use Plan</td>
<td>2007</td>
</tr>
</tbody>
</table>

Table 3.1 Land Planning Efforts in the Study Area
Examples of the specific transportation-related goals and objectives found in local plans throughout the subregional planning area include:

Promote growth and development patterns that reduce trip lengths, emissions and congestion. (Metro Nashville Community Character Manual)

Williamson County will coordinate with other municipal and regional agencies to plan for transportation improvements in a method that will improve the timing of development relative to transportation improvements. Specifically, new roadways or roadway improvements will be promoted to be concurrent with new growth and development. (Williamson County Comprehensive Land Use Plan)

Infrastructure should be viewed as a tool to help manage growth, not as a service that is provided in reaction to growth. (Franklin Land Use Plan)

Reduce traffic congestion by offering needed through streets and alternative routes with connections to arterial streets. (Town of Smyrna Comprehensive Plan)

Develop a well-planned system of interconnected streets that efficiently move traffic on arterial and collector streets while providing safe local streets that are conducive to residential uses. (Nolensville Land Use Policy Plan)

Infrastructure maintenance and upgrades should be encouraged in existing urban areas to support infill development. (Franklin Land Use Plan)

Provide pedestrian and bicycle connections between residential areas and special generators such as parks, recreational areas and schools. (Brentwood 2020 Plan Update)

Fair and predictable standards will be developed for allocating infrastructure costs between the development community and the County. (Williamson County Comprehensive Land Use Plan)

While the major planning objectives of the individual communities in the subregion are generally compatible, none are more so than the regional goals established by the MPO. These are:

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.

These eight goals summarize the ideal transportation framework in which local land use, infrastructure, and service provision decisions should be made throughout the whole ten-county region, including the Southwest subregion.