

APPENDIX A

Public Notice

PLEASE NOTE CORRECT HEARING DATE AND TIME

NOTICE OF PUBLIC HEARING and SECTION 4(F) DE MINIMIS DETERMINATION

The Tennessee Department of Transportation (TDOT) will host a public hearing update for the proposed Kirby-Whitten Parkway (Shelby Farms Parkway) project, which begins at Walnut Grove Road and ends at Macon Road in Shelby County. The meeting will be held **Tuesday, September 24, 2013** at the Agricenter, 7777 Walnut Grove Road, Germantown, TN 38120 from **5:00 p.m. to 7:00 p.m.**

This hearing will represent an update from the last hearing held on December 13, 2007 as a part of the NEPA process for the project. Additionally, this meeting will give notice of the Federal Highway Administration's intent to file a Determination of Section 4(f) *de minimis* use related to minor project impacts to the Shelby Farms Park. Copies of the Supplemental Final Environmental Impact Statement (SFEIS) and Section 4(f) *de minimis* are available for review at:

Memphis-Shelby County Library 3030 Poplar Avenue Memphis, TN 38111	Memphis-Shelby County Library Cordova Branch 8457 Trinity Road Cordova, TN 38018	TDOT Region 4 300 Benchmark Place Jackson, TN 38301 Project Manager Steve Chipman 731-935-0157
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University of Memphis Library-Government Publications Department
126 Ned R. McWherter Library
Memphis, TN 38152-3250

A presentation will be followed by a question and answer period. TDOT and Shelby County representatives will address questions pertaining to the project and associated impacts. Topics of discussion will be access to the park, new trails constructed since the SFEIS was signed, proposed access for these new trails, landfill study, and aquifer impacts. Comments from the public related to the previous Section 4(f) determination and SFEIS are found at the project website: <http://www.tdot.state.tn.us/kirbyparkway/library.shtml>. The public hearing presentation, handout and comment card will be available on the project website the day after the hearing.

Anyone with questions regarding the hearing may contact:

Margaret Slater TDOT Environmental Division 505 Deaderick St., Suite 900 Nashville, TN 37243-0341 615-253-2003 Margaret.Slater@tn.gov	Steve Chipman TDOT Region 4, Jackson 300 Benchmark Place Jackson, TN 38301 731-935-0157 Steve.Chipman@tn.gov
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Persons with a disability, who require aids or services to participate at the meeting, may contact Margaret Mahler at the following address no later than ten (10) days prior to the date of the meeting.

Ms. Margaret Mahler TDOT ADA Compliance Suite 400, James K. Polk Building 505 Deaderick Street Nashville, TN 37243	or by email: Margaret.Z.Mahler@tn.gov 615/741-4984 (phone) 615/532-5995 (fax) 615/253-8311 TTY Relay
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All comments received at the meeting or within the specified comment period will be included in the official meeting transcript. A court reporter will be available to receive oral statements. In addition, comment cards are available for those who prefer to make written statements. Written statements and other exhibits may be submitted by October 15, 2013 or via email to TDOT.comments@tn.gov, reference Kirby Parkway, Shelby County, or by mail to the following address:

Public Hearing Comments
Attn: Kirby Parkway, Shelby County
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

TDOT is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin.

APPENDIX B

Public Hearing Handout and Comment Form

RIGHT OF WAY AND RELOCATIONS

The project's Selected Alternative would acquire an estimated 74 acres of right of way and would displace approximately five residences.

To minimize unavoidable effects of right-of-way acquisition and the displacement of people, the City of Memphis will carry out a right-of-way relocation program in accordance with:

- Tennessee's Uniform Relocation Assistance Act of 1972, and
- Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).

An information pamphlet entitled "Relocation Assistance Program" is available at this meeting. It outlines the services offered and any payments for which you may be eligible.

Representatives from the TDOT and City of Memphis Right-of-Way Offices are here tonight to answer questions relating to relocations and right-of-way acquisition.



PROCEDURE FOR SUBMITTING PUBLIC COMMENTS

You are encouraged to provide comments and input on the project. Your input will become part of the official public record for this project.

Please use the comment card to make a written statement, and leave it with a representative from TDOT at the registration desk, or mail it to TDOT by Oct. 15, 2013 at the address on the comment card.

If you do not wish to make a statement at this time, or if you wish to make an additional statement, you may send in your written comments within 21 days from the date of this hearing or by Oct. 15, 2013 to:

Public Hearing Comments
Attn: Kirby-Whitten (Shelby Farms) Parkway, Shelby County
TDOT
505 Deaderick Street
Nashville, TN 37243-0332

Public comments concerning this project can also be submitted to: TDOT.Comments@tn.gov. Be sure to include the project name: Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County.

A court reporter is available for those persons who desire to make a statement about the project and have the statement included in the official transcript of this hearing. If you wish to make a statement, please see the representative at the court reporter's table.

TDOT anticipates that a copy of the complete transcript and all written comments received from this hearing will be available for review on TDOT's website within 60 days of this meeting.

FOR ADDITIONAL INFORMATION

Please feel free to contact TDOT representatives:

Margaret Slater
NEPA Contact
TDOT Environmental Division
505 Deaderick St., Suite 900
Nashville, TN 37243
615-253-0033
Margaret.Slater@tn.gov

Steve Chipman
Project Manager
TDOT Region 4, Jackson
300 Benchmark Place
Jackson, TN 38301
731-935-0157
Steve.Chipman@tn.gov

The project website contains recent project updates and includes the summary and disposition of comments from the circulation of the SFEIS as well as the SFEIS and related technical studies:

<http://www.tdot.state.tn.us/kirbyparkway/default.shtm>

Please follow project updates on this website.

A hard copy of the SFEIS is available for review at:

- Memphis-Shelby County Library in Cordova
- Memphis-Shelby County Library in Memphis
- TDOT Region 4 in Jackson
- University of Memphis Library-Government Publications Department

THANK YOU FOR YOUR INTEREST IN THE PROPOSED KIRBY-WHITTEN (SHELBY FARMS) PARKWAY PROJECT

AGENDA

- 5:00-5:30 pm Sign in/Sign up to Speak/Visit Displays/Talk with Project Team and/or Court Reporter
- 5:30-5:50 pm PowerPoint presentation
- 5:50-7:00 pm Question & Answer

WE NEED YOUR INPUT

This National Environmental Policy Act (NEPA) Public Hearing is the follow-up to the last Public Hearing, held on December 13, 2007, and is being conducted in accordance with the NEPA process for this project and the FHWA's regulations at 23 CFR Parts 771 and 774. The focus of this hearing is to update the public and local officials on changes in the project's NEPA environmental documentation, environmental investigations on the landfill and aquifer, and preliminary design that has occurred since the last hearing. This Public Hearing will also afford the public an opportunity to view and comment on the proposed project and the *de minimis* (minor) impacts to Section 4(f) resources.

The meeting will include a short presentation, followed by an opportunity for attendees to present their opinions about the project and the proposed Section 4(f) *de minimis* determinations, and to ask questions. Individuals presenting their opinions will be limited to three minutes and cannot share or yield time to enable anyone to speak for longer than three minutes. Maps of the project area and other pertinent information are displayed in the hallway outside the meeting room.

Representatives of the Tennessee Department of Transportation (TDOT), Shelby County, and the City of Memphis can answer any questions that you may have. They can be identified by name tags.

PROJECT OVERVIEW

The proposed roadway is a north-south route extending from the west end of Shelby Farms Park at Walnut Grove Road on the south to Mullins Station Road and then along Whitten Road to Macon Road on the north. Over the past decade, several alternatives have been studied.

In October 2003, TDOT announced its decision to refer the proposed roadway project to the local government for future planning using a "context sensitive solutions" (CSS) approach.

A 17-member Shelby Farms Parkway Advisory Team, appointed by Shelby County Mayor A. C. Wharton, was charged with developing recommendations on how best to construct this roadway through Shelby Farms Park. After six meetings and two public workshops, the Advisory Team identified three build alternatives and a no-build alternative. The build alternatives were designed specifically to avoid the controversy that had surrounded

NEPA PUBLIC HEARING
September 24, 5:00 – 7:00 p.m.
Agricenter International
7777 Walnut Grove Road
Memphis, TN 38120
Kirby-Whitten Parkway (Shelby Farms Parkway)
Tennessee Department of Transportation
Shelby County Government
City of Memphis

the Selected Alternative in the 1991 NEPA Final Environmental Impact Statement (FEIS).

FHWA approved a Draft Supplemental EIS (SEIS) in October 2007, which was published for public comment in the Federal Register in November 2007. TDOT submitted the Final Supplemental EIS (FSEIS) to FHWA in December 2008. In November, 2010, TDOT submitted a revised FSEIS to FHWA.

Alternative Q was chosen as the Selected Alternative for its overall design qualities, including fewer lanes, advantages in functionality, fewer environmental impacts, improved safety, compatibility with trails and aesthetics.

Below are the agencies involved in the project development process and their roles.

- TDOT - NEPA Process
- City of Memphis - Final Design
- Shelby County - CSS Process
- Federal Highway Administration (FHWA) - NEPA Oversight

PROJECT SCHEDULE

The NEPA Record of Decision (ROD) is anticipated in Winter 2013/14. The schedule for future project phases (right-of-way acquisition and construction) will be determined based on identification of funding.

ABOUT THE NEPA PROCESS

This meeting is part of the NEPA process, which is required by the federal government for projects or undertakings that use federal funds. TDOT prepared and the Federal Highway Administration has approved on January 30, 2012 a NEPA SFEIS.

The preparation of ROD will be the final NEPA action needed to allow the project to move forward to the survey and design phase.

SECTION 4(f) IMPACTS

This Hearing is also intended to provide notice of TDOT's intent to file, as a part of the project's NEPA process, a Determination of Section 4(f) *de minimis* use related to the minor use (acquisition) of recreational lands associated with the:

- Greenline Trail, and
- Greenline Trail Connector, and
- Wolf River Greenway Trail Connector

In addition, this Hearing provides an opportunity to make additional comments on the proposed Section 4(f) *de minimis* finding for the proposed roadway. The comment period for that finding occurred in early 2012 with the circulation of the SFEIS.

Section 4(f) of the US Department of Transportation (USDOT) Act of 1966 requires the USDOT to identify and address impacts to certain resources, including public parks and trails. An impact may be determined *de minimis* under Section 4(f) if:

- The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures added into the project, does not

adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

- The official(s) with jurisdiction over the property are informed of FHWA's intent to make the *de minimis* impact finding based on the written concurrence of the official(s) that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and

- The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Once the requirements above are met and FHWA determines that a transportation use of Section 4(f) property results in a *de minimis* impact, the Section 4(f) evaluation process is complete.

Mitigation for the Build Alternative's impacts to the trails will be construction of two tunnels under the proposed roadway and the realignment of trails. Trail connectivity will be retained. The proposed realignment of the trails and the construction of the tunnel crossings will occur entirely within the limits of Shelby Farms Park.

The tunnel locations will be at Walnut Grove Road for the Wolf River Greenway Trail Connector and at the Greenline Trail Connector towards Mullins Station Road. These well-lit tunnel connections will improve safety for bicyclists and pedestrians. In addition, the tunnels will accommodate horses and park maintenance vehicles. The tunnel crossing is safer than an at-grade

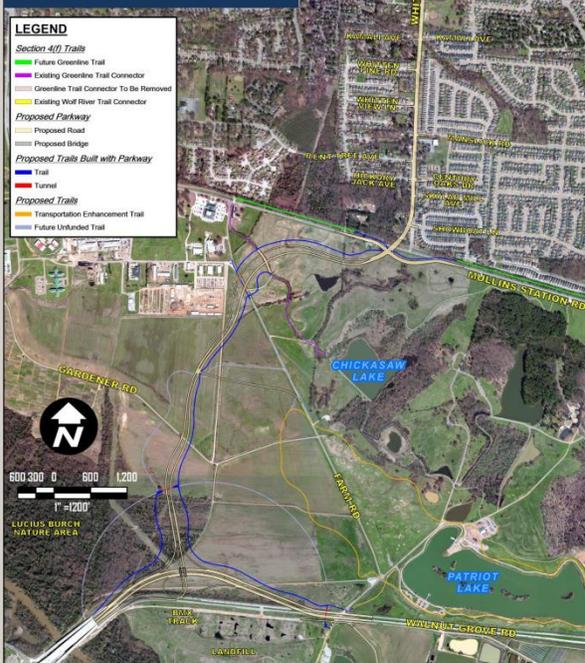
crossing and will eliminate a stop condition on the trails at the proposed Kirby-Whitten (Shelby Farms) Parkway and Walnut Grove Road intersection.

Measures to minimize harm to the Greenline Trail, which is planned but not yet constructed, were also considered. The trail is anticipated to be built before the parkway. The use of the trail will not be compromised after the trail is realigned to accommodate the proposed project. The trail will be located in the same general area but it will be safer than the initially constructed crossing due to the installation of a signal-controlled intersection at the new parkway.

The Shelby Farms Park Conservancy will be asked to occur that the trail impacts are minor when mitigation is taken into account. The public will be afforded a 21-day comment period to comment on the Section 4(f) *de minimis* recommendation. The comment period coincides with that for this Hearing. The Section 4(f) determinations for the affected resources will be contained in the NEPA ROD.



Shelby Farms Parkway Public Hearing September 24, 2013



**PUBLIC HEARING COMMENT FORM
KIRBY-WHITTEN (SHELBY FARMS) PARKWAY
Memphis, Shelby County, Tennessee**

The Tennessee Department of Transportation (TDOT) is proposing to construct the Kirby-Whitten (Shelby Farms) Parkway in Memphis, Shelby County. The project is currently in the National Environmental Policy Act (NEPA) phase. TDOT, in cooperation with the Federal Highway Administration, is currently preparing the final NEPA environmental document, a Record of Decision. TDOT needs your input to move the project forward. Please take a few moments to answer the questions below and submit this form tonight, OR you may return the comment card by mail to the address on the back of this sheet within the 21-day comment period (**October 15, 2013**).

Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen____ Affected Resident____ Affected Landowner____
Affected Business____ Name of Business_____

Do you have any issues and/or concerns about the proposed project?

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: _____ Date: _____

Mailing Address:

Fold Here First

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

PLACE
STAMP
HERE

Return Comments Postmarked by October 15, 2013 to:

**Public Information Meeting Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332**

Fold Here Second

You may submit additional pages if the space provided is not adequate for your comments.

For additional project information, contact:

Steve Chipman
TDOT Region IV, Jackson
731-935-0157
Steve.Chipman@tn.gov



TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin

YOU MUST TAPE CLOSED BEFORE MAILING

APPENDIX C

Copies of Letters Received



GREATER MEMPHIS CHAMBER

September 23, 2013

Commissioner John Schroer
Tennessee Department of Transportation
505 Deaderick Street, 7th Floor
Nashville, TN 37243

Dear Commissioner Schroer,

We appreciate the leadership of TDOT in holding this public meeting on the Shelby Farms parkway project on September 24, 2013. This is the culmination of the previous "Context Sensitive Solutions" process undertaken in 2006 to design a transportation enhancement to the park that serves the needs of the park and also the community. This process produced a consensus of the stakeholders and resulted in a design that is very high quality and will be a fitting gateway for the Shelby Farms Park.

We endorse the plan unanimously approved by the Shelby Farms Parkway Advisory Team in 2006 and encourage TDOT to proceed with the project as soon as possible. We are convinced this is essential to the development of the park as well as the community.

The project has a very high standard of design considering the following factors:

- Reducing the number of north-south lanes through the park from 18 to 4 lanes (there were originally 3 major roads planned through the park);
- Adding a curvilinear design to discourage through traffic and slow speeds;
- Creating a high quality design for the road cross section with aesthetic features such as landscaping, fencing, and bike lanes connected to all sections of the park;
- The location of the project was moved as far west as possible to enable maximum use of the park properties.

Secondly, we greatly believe that the proposed design and alignment will be of critical benefit to the park for two reasons. First, the park needs the grand entrance feature to properly showcase the amenities and importance of the park itself. Secondly, the park needs an access road with adequate capacity for visitors to the park and its amenities including the visitor's center, open spaces, picnic areas, lakes, and restaurants.

This roadway has been stalled for nearly 40 years and the agreement that was executed after months of meeting with all of the stakeholder groups is an appropriate solution to this dilemma that affects economic development as well as the proper access to the park.

Respectfully,

John W. Moore
President and CEO

22 N. Front Street, Suite 200, Memphis, TN 38103
P.O. Box 224, Memphis, TN 38101-0224 General: (901) 543-3500 Fax: (901) 543-3510

Statement by:

John J. Dudas Regarding Shelby Farms Parkway

9/24/13

I had the privilege of serving on the Shelby Farms Parkway Advisory Team in 2005 and 2006. This committee was made up of a diverse group of dedicated individuals representing the neighborhoods and businesses in the area, as well as various civic, environmental preservation and other local organizations. Many of the Team members are here today.

The Advisory Team met 6 times during this period to develop goals for Shelby Farms Parkway, review preliminary plans, traffic data and other information related to the parkway project. Two public workshops attended by the Advisory Team members were held during this same period. The comments from the workshops were reviewed by the Team and incorporated into the process of developing recommendations for the proposed parkway.

Many advisory groups function as rubber stamps for the sponsoring organization. The Shelby Farms Parkway Advisory Team was no rubber stamp. The members of the team were fully engaged in requesting information, suggesting alternatives, questioning preliminary conclusions and challenging data and assertions. The team was managed in a professional manner which provided each team member the opportunity to participate in the process and make his or her ideas known. I believe that all the team members will agree that our opinions were heard and respected.

What started as a 6-lane road evolved into a 4-lane slow-moving curvilinear designed parkway with generous medians for landscaping and open space. The Team insisted that extensive pedestrian and bike trails providing connectivity throughout Shelby Farms Park should be developed. Safety concerns played a major role in the design of the project through the provision of an interchange at Walnut Grove which is expected to eliminate the dangerous interactions between the east-west traffic on Walnut Grove and the north-south traffic on the existing Farm Road.

Every effort was made by the Advisory Team to minimize the impact of the proposed parkway on Shelby Farms Park. Among the goals that were adopted by the Team in February 2006, were the following:

1. Create a road that enhances and embraces the park.
2. Create a design concept that is socially, economically and environmentally responsible.
3. Produce an excellent design that enhances the quality of life in the community.

I believe the current plan for Shelby Farms Parkway accomplishes these goals. The parkway has been moved as far west as feasible minimizing the impact on the core features of the park. The original 6-lane road has been modified to 4 lanes. A generous landscaped median has been included in the design. The parkway follows a curvilinear path slowing traffic and enhancing the visual relationship to the park. The parkway provides for at least one new gateway entrance to Shelby Farms Park replacing an inadequate and unattractive two lane road that is unable to accommodate park traffic for the special events which take place there. In fact, without the new parkway, Shelby Farms Park may not be able to reach its full potential as a great urban park serving the entire metropolitan area.

I urge all the appropriate organizations to approve the *de minimus* finding as soon as possible so that this, vitally needed, project can proceed for the sake of the residents and businesses of Memphis and Shelby County and Shelby Farms Park.

Manhattan, New York, Central park has 843 acres
San Francisco's Golden Gate Park, 1017 acre urban park 13,000 million visitors a year 5th most visited park
Portland Oregon, Washington Park 400 acres
San Diego, California, Balboa Park 1,200 acre park
Brooklyn New york, Prospect Park 585 acre
Chicago, Il, Lincoln Park 1,208

Memphis Tn, Shelby Farms 4,500 acres

Shelby Farms is more than a east Memphis park. Memphis has a unique window in time to seize the possibilities that can not only enhance the area in east Memphis, but to bring millions of dollars a year into the city of Memphis. We are a tourist attraction, but a brief one. We are not a destination vacation attraction. When you bing, google or Yahoo, US largest urban parks you get the parks above, but not Shelby Farms. The parks above did not get notoriety by putting 4 lane roads thru their park to get to the other side for there citizens to save 5 or 10 minutes of drive time. They saw the value that the land can offer a city for their residents, for attracting corporations, and for attracting tourists. They nurtured their parks until they had national respect making their city a better place to live in and an exciting place to visit. Walnut grove road should have a reduced speed limit, with a goal that some day the road will not cut through this park at all. The turn lane into the main body of the park should be lengthen as a temporary fix. Farm road should be closed to thru traffic as soon as the 240 construction is complete, and the design of the park should have the ultimate goal as a **whole** park. Please Memphis, do not be short cited. **We have one of the largest urban park in America ! Do not squander that resource for a few minutes of drive time.** If we want to spend 300,000 to 500,000 dollars a year in tax revenue widen Lamar from Holmes to Winchester & eventually straight up Lamar to take our trucks off our other streets, including the 240 loop and all our commutes home would be safer & quicker. That's smart planning. Lamar is an eye soar for the city. We would improve our city land , not destroy it's land.

Shelby Farms is a diamond in the rough, don't let them break the diamond reducing its value. At the meeting on Sept 24 TDOT said we had 21 days to voice our opinion, then if the conservatory has signed off, the design will be permanent. **VOICE YOUR OPINION !** Call, e-mail or write anyone you can think of. We are a busy world and find that there is so much we have lost control of. This is not one of them, not yet anyway. I have voiced my opinion, now voice yours. I am passionate about the city of Memphis possibilities, but we must not be short cited or the chance of greatness will slip thru our fingers .

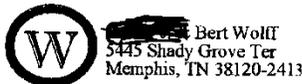
Vandon & Joan Knight
 6655 London Drive
 Memphis TN 38120

TO: T.D.O.T, regarding Kirby Whitten Parkway

I, Bert Wolf, believe that Shelby Farms Parkway should be delayed until more studies are made about environmental factors and ~~the~~ Diminus 45 factors ascertained.

We also need to know more about the influence of new construction on traffic conditions before we build a new road through our wonderful Shelby Farms Park.

Sincerely Yours
Bert A. Wolf



Shelby Farms Parkway---TDOT

A new twist to a new North-South road through Shelby Farms Park

An Alternative

A Better and Safer Way to Get There

For decades there has been debate (sometimes heated) about building a new road through Shelby Farms Road south from Mullins Station Road to Walnut Grove Road. It has been agreed that a new road is necessary but the location, speed of traffic, width and gentleness of design is where the heated debate has overheated.

It was agreed that we should investigate the possibilities of an environmentally sound and aesthetic road so far to the West as to almost be out of the precious park. The traffic speed was reduced to a reasonable 40 miles per hour, there would only be 4 lanes. Somehow the design of the interchange located at the junction of the new road and Walnut Grove Road became a monstrous flyover, unaesthetic and imposing itself on a large part of the peoples pastoral Park.

Now it has been noted and proven that this road in this location is most certainly an environmental nightmare. The interchange is drawn to be directly over the exact location of a breach (hole/window) in the protective layer which prevents contaminants from reaching our precious water supply. This water supply is one of the finest in the world. It is an invaluable gift that we have been given.

In this same location sits our abandoned County Landfill (dump). It is a known fact that contaminants from the dump are also leeching (seeping) into our precious water supply.

Contaminants from the dump, from the actual construction of the proposed road and the polluted runoff from the road planned to be built here would continue to enter our water for the life of the road. Also very important is the fact that the contaminates would, in addition, have an adverse impact on our Wolf River which flows adjacent.

We are told that studies are being made to try to find ways to decontaminate the poisons before they enter our drinking water and river. If feasible to do this, it would be very expensive to build and to maintain, and would be untrustworthy.

Another environmental factor is that where the road is being proposed it will certainly impact wetlands and necessitate the filling of a large area of **floodplain**.

There is possible a **different location** to build that is an **alternative route**. It is to the east. I know that it is closer to the center of the park. I was one of many who carried a banner that read "Don't split Shelby Farms" and another "Keep Shelby Farms Green."

I believe if we built a low speed **boulevard** basically following the path of our existing Farm Road and following the rolling contours of the land, beautifully landscaped and bordered by trees it would not harm our pastoral park. A recognized expert in road design and park design says he can do this.

This boulevard would not have the dangerous impact on our drinking water. It would not **increase the spread of contaminants from our dump**. It would not impact **our wetlands**. It would not be as likely to **contaminate our Wolf River**. It would not necessitate the **filling of a large area of the Wolf River flood plain** which would greatly increase the prospect of flooding many residences and commercial areas.

ould cost millions and millions less to build and maintain. It would surely be safer and more comfortable for the average driver than the proposed flyover interchange. A sensitive boulevard designer with poetry in his soul can create an environmentally sensitive solution to a too long festering sore. He has already stated his certainty in being able to do this while accommodating traffic needs and not negatively impacting our precious park

Bottom Line –I believe that we, the people who own this land want to have a completely scientific unmanipulated and transparent study of all viable plans. We want drawings, rendering and models. We also want thorough **environmental studies and true cost analysis and honest traffic projections.**

Unbelievably, there was no timely mention of the certain environmental problems that would result from the collision of the proposed Shelby Farms Parkway with the breach in the protective layer of our precious aquifer. Also, it is so hard to believe but true that this critical matter was not addressed during the Draft Supplemental Impact Statement process or the Contact Sensitive Study Process or in the NEPA public hearing. A large amount of time and money was wasted on this farce.

If members of the Contact Sensitive Study and of the SDES study had known about the environmental dangers that were being created by the location of the new road which they were asked to study, many of them would have demanded total knowledge. So would the ordinary citizens who were asked to comment during public input sessions! NEPA.

Many of them would have insisted that there be completely unbiased, unmanipulated environmental studies and they would have insisted on a study of **alternative locations.** It seems incomprehensible that these facts were hidden from them.

ONCE AGAIN BECAUSE IT IS ALL IMPORTANT:

If members of the Contact Sensitive Study and of the SDES study and the NEPA Public Hearing had known about the environmental dangers that were being created by the location of the new road which they were asked to study, many of them would have demanded total knowledge. So would the ordinary citizens who were asked to comment. So do they now.

Many of them would have insisted that there be completely unbiased, unmanipulated environmental studies and they would have insisted on a study of **alternative locations.**

I am enclosing a copy of the handout given each citizen who attended the "NEPA Public Hearing – Shelby Farms Parkway", "Contact Sensitive Solution Process of 12/13/2007" With this document and other evidence we have we can prove the NEPA and C.S.S. studies to be manipulated and illegal. Do you agree?

I am also enclosing the handout given each citizen at the NEPA Public Hearing on Kirby Whitten Parkway on 9/24/13. With this document and testimony of citizens who attended this meeting we believe we can prove that the public was not furnished enough information regarding the known environmental dangers. We believe the NEPA process was certainly insufficient and possibly illegal.

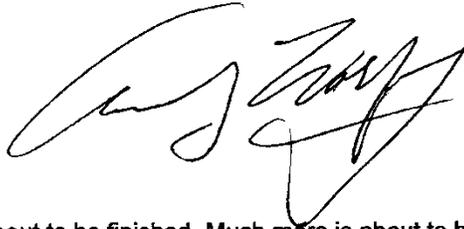
What I am firmly requesting is that the presently proposed road be more thoroughly studied. If this is not possible at this time – then shelve it until we hopefully (with your help) can study an alternative.

There has been discussion about the 4-F/deminimus effect of the proposed road on our irreplaceable pastoral park.

Let's make this clear – everything from Germantown Road east to the Wolf River (except area 10) and everything from Mullins Station south to the Wolf River is Park-land (4-F) (deminimus).

There is absolutely no doubt that the proposed road will consume close to 200 acres of Parkland and adversely affect many more acres of Parkland. We are sure we can legally prove that fact.

Most sincerely,
Art Wolff
Cell: 901-857-9706
e-mail: Artwolff@comcast.net
5445 Shady Grove Terrace
Memphis, TN 38120

A handwritten signature in black ink, appearing to read 'Art Wolff', written in a cursive style.

PS: Much new road construction is about to be finished. Much more is about to be started. Much more is proposed for rather near future.

We must wait to see the results to traffic movement before we build a road through our precious park.

**PUBLIC HEARING COMMENT FORM
KIRBY-WHITTEN (SHELBY FARMS) PARKWAY
Memphis, Shelby County, Tennessee**

The Tennessee Department of Transportation (TDOT) is proposing to construct the Kirby-Whitten (Shelby Farms) Parkway in Memphis, Shelby County. The project is currently in the National Environmental Policy Act (NEPA) phase. TDOT, in cooperation with the Federal Highway Administration, is currently preparing the final NEPA environmental document, a Record of Decision. TDOT needs your input to move the project forward. Please take a few moments to answer the questions below and submit this form tonight, OR you may return the comment card by mail to the address on the back of this sheet within the 21-day comment period (October 15, 2013).

Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

See enclosed letter to a neighbor.

JT

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: Jim Dorman Date: 9/30/13

Mailing Address: 142 Walnut Creek Road
Memphis, TN 38018

Fold Here First

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

MEMPHIS TN 380
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Return Comments Postmarked by October 15, 2013 to:

**Public Information Meeting Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332**

372430332

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You may submit additional pages if the space provided is not adequate for your comments.

For additional project information, contact:

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Comments on: TDOT hearing on Shelby Farms Park Road, September 24, 2013, Agricenter

Ms. Rudoph: Yes, I went over early to the hearing last Tuesday at the Agricenter. That is when the TV reporter interviewed me. I am glad to hear that I made it onto the nightly news. But before the meeting started, I had to leave to attend an Engineers' Club of Memphis board meeting. Since Sally and I moved here in 1987, I have attended every TDOT presentation about roads thru the park. I am glad we now have provisions for public input. In Texas, it was worse – the Texas Road Commission was the de facto state planning agency. In the 1970s, the public learned about each new road plan the first morning they heard the bulldozers running.

We are in a pickle about dividing the Shelby Farms Park in two by a new road because rush hour traffic thru the farm is terrible. Morning rush hour is the worst. I am guessing you did not commute that way, but if I were still using Walnut Grove every morning to get from Cordova to the University, I would be tearing my hair out.

When TDOT built the new Wolf River bridge and rebuilt the road between Baptist Hospital and Christian Brothers HS, the Walnut Grove traffic problem at that point was solved, but the morning inbound traffic jam has simply moved back to the stoplight at the Farm Road. That is now the new choke point.

If I try to drive into town along Walnut Grove between 7 and 8 a.m., I get into stop and go traffic for two miles before getting thru the Farm Road stoplight. That situation must be cured because every commuter wastes about 10 minutes plus gasoline creeping forward a few feet at a time. And it is about to get worse. Rebuilding the I-40/I-240 interchange, a multi-year project starting this fall, will divert more morning inbound traffic south to Farm Road.

However, Shelby Farms Park advocates correctly point out that the park will be cut in two by the present plan to build a new cloverleaf interchange at the north end of the new bridge and connect it with a new road to Kirby road north of the park. Many park activists who live in the city do not realize what a hassle it is for morning commuters to get from points east into their jobs in the city. But they are correct about the negative effect on the Park.

I think the new plan provides a pedestrian tunnel to get under the road at one point. Otherwise TDOT is planning only one other place to cross the road - at a stoplight. A pedestrian tunnel is better than a pedestrian bridge unless it floods with water. But the park will still be effectively divided in two. For several years, I attended meetings of a group calling itself Friends of Shelby Farms that tried to defeat every TDOT plan to build a new north-south road across the Park. Fortunately, our persistence led to the present conservation easement that prohibits future commercial development of the Park. But the commuter traffic problem remains.

At the meeting I picked up a TDOT form and invitation to send in my comments. I am about to write to TDOT and tell them that they can solve the problem and save \$millions without building a new road thru the park. And here's how:

All they need to do is prohibit all left turns at the junction of Walnut Grove and Farm Road and turn the light continuously green for Walnut Grove from 6 a.m. until 9 a.m. Monday thru Friday. They can keep right turns legal because right turns require no interruption of inbound traffic flow on Walnut Grove. They may need to build an extra lane for inbound traffic from Farm Road to merge onto Walnut Grove, but that is a minor job that would have been finished already if it had been started when the previous hearing was held. Evening traffic configuration will need to remain the same as it is. Outbound evening traffic on Walnut Grove thru the Farm Road light is not nearly as heavy as the morning inbound traffic. I think that is because evening commuting hours are more spread out than morning commuting hours.

Hey! I have finished my whole comment! I will just copy the above and send it off to TDOT.


Jim Dorman
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**PUBLIC HEARING COMMENT FORM
KIRBY-WHITTEN (SHELBY FARMS) PARKWAY
Memphis, Shelby County, Tennessee**

The Tennessee Department of Transportation (TDOT) is proposing to construct the Kirby-Whitten (Shelby Farms) Parkway in Memphis, Shelby County. The project is currently in the National Environmental Policy Act (NEPA) phase. TDOT, in cooperation with the Federal Highway Administration, is currently preparing the final NEPA environmental document, a Record of Decision. TDOT needs your input to move the project forward. Please take a few moments to answer the questions below and submit this form tonight, OR you may return the comment card by mail to the address on the back of this sheet within the 21-day comment period (October 15, 2013).

Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

Many issues about the project. See the attached letter.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

This project is too intrusive to the park. you are using too many acres for the roadway into the park. Please see the attached letter.

Additional Comments (OR CONTINUED FROM ABOVE)

Please see attached letter.

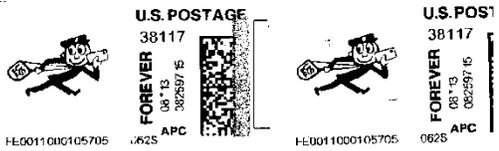
PLEASE PRINT CLEARLY

Your Name: John BLAKER Date: 9/27/13

Mailing Address: 693 E. Parkway S. #4
Memphis, TN 38104

Fold Here First

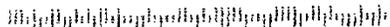
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John Blaker
693 E. Parkway S. #4
Memphis TN 38104

9/27/2013

I am the cyclist who was featured on the front page of the Commercial Appeal, Sunday 9/21/2013, crossing Walnut Grove Rd. in the article regarding the Kirby Parkway Project. I bike to and from work Monday through Friday from the Cooper Young area (38104) to the Agricenter International. I cross Walnut Grove Rd. during rush hour traffic twice daily. The intersection of Farm Rd. and Walnut Grove Rd. is one of the most dangerous intersections in town for pedestrians, cyclists and motorists. I see motorists on a daily basis failing to yield for pedestrians or cyclists at this intersection. Motorists also ignore speed laws on Walnut Grove Rd and various traffic laws. Motorists attempting to beat the red light at Walnut Grove Rd. and Farm Rd. will run the red light travelling at speeds of 55 miles per hour or faster (when the posted speed limit is 45 miles per hour). Motorists travelling south on Farm Rd. turning east on Walnut Grove Rd. turn in the intersection and often fail to yield to let pedestrians and cyclists cross in the crosswalk. I see this on a daily basis. Memphis Police Officers and the Shelby County Sheriff Officers refuse to enforce traffic laws on Walnut Grove Rd. The intersection of Walnut Grove Rd. and Farm Rd. is poorly designed. Traffic lights are not synchronized. Turn lanes are far too short.

The state, county and city refuse to keep sidewalks and roadways properly maintained, and yet they want to build an additional "short cut" (As the project should be properly named, "The Shelby Farms Short Cut"), which the city, county and state will not enforce traffic laws on, nor will they keep these roadways maintained. Specifically, Farm Rd. from Mullins (at the north side of Shelby Farms) to Germantown Parkway is used by motorists as a short cut on a daily basis. Although the speed limit on Farm Rd / Smythe Farm Rd. (the southern side of Shelby Farms) is 25 miles per hour, traffic normally moves on this roadway at 45 miles per hour. Law enforcement fails to enforce speed limits on these roadways.

The "Kirby Parkway Project" is not a project to "enhance" Shelby Farms. Let's call it what it really is. The Kirby Parkway Project is a short cut for motorists. I have never heard of "enhancing" a park by building a highway through the park. Currently Shelby Farms is not accessible by Shelby Farms visitors on the east and south side because of Germantown Parkway and Walnut Grove Road (two major roadways). The only accessible part of the park to the public as of now is on the west side (Farm Road) and the north side (Mullins Rd). By building a highway through the park, you are cutting off access to the park for the public, leaving only a small portion of the north side of the park accessible to those using the park. I see many signs in Shelby Farms with the slogan

"Connect The Park". The Kirby Parkway Project would only "divide the park" from the public. Shelby Farms does not need an asphalt ring with high speed traffic surrounding the park. The public uses Shelby Farms to get away from traffic. Traffic does not need to be diverted into the park. Over and over I ask Shelby County citizens for their thoughts about a highway going through Shelby Farms. I get the same answer over and over; the Kirby Parkway Project does not make sense.

TDOT informed the public of this meeting via the internet on the TDOT website. The website had stated the public meeting was from 6:00-8:00 p.m. and that the meeting would take place in "Germantown" TN. (The meeting is taking place in Memphis, TN.) I emailed Steve Chipman and Margaret Slater on 9/18/2013 that the city in which the meeting was advertised on the TDOT website was incorrect. Margaret Slater replied to my email on 9/18/2013 and stated that the city advertised on the TDOT website was indeed incorrect and that "we will make the needed corrections". This correction did not occur. As of 9/24/2013, the meeting place is still listed as "Germantown, TN" on the TDOT website. TDOT officials cannot get the time of the meeting correct or the name of the city in which the meeting will occur in correct. I have little faith in TDOT overseeing a major construction project when TDOT cannot provide the public with simple details about a public meeting.

If the city, county or state are so good at figuring out what Shelby Farms needs, why is the park managed by a non-profit group instead of local or state government? Instead of spending millions of tax payer dollars on a "short cut", why not invest the same money into Shelby Farms Park? Shelby Farms brings tourists, families and citizens to the park and is vital to the city. A short cut will only cut off our citizens from the park. Shelby Farms is one of the greatest parks in the country, and yet the city, county and state wishes to degrade the park with a highway. Officials need to come up with a better alternative to "just build more roads" through a park to solve a problem. Again, a better designed intersection and synchronized traffic lights, as well as law enforcement "enforcing" traffic laws at Farm Road and Walnut Grove Road would improve the traffic flow.

My questions to TDOT are listed below:

- 1) Why doesn't Memphis Police Department and Shelby County Sheriff Officers enforcing traffic laws and speed laws on Walnut Grove Road and Farm Road?
- 2) What are the alternatives to the project? The public was only shown one project solution at the public hearing.
- 3) If the state, county and city are so good at management, why is a non-profit entity managing Shelby Farms?

4) Why didn't TDOT update the TDOT website to correct the name of the city in which the public hearing was occurring in? (Since TDOT was notified of this mistake a week prior to the public hearing).

John Blaker
693 E. Parkway S. #4
Memphis TN 38104



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

October 15, 2013

To: TDOT, City of Memphis, Shelby County, Shelby Farms Park Conservancy:

Re: Comments regarding SFEIS Plans for Shelby Farms Parkway

THE SIERRA CLUB BELIEVES THAT THE PARKWAY DOES NOT NEED TO BE BUILT AT THIS TIME!

THIS IS WHY:

The Sierra Club Chickasaw Group has passed a resolution documenting the many reasons why we do not support current plans for the road. This resolution will be sent separately.

1. Quicker, cheaper fix - A nationally respected traffic engineer, Mr. Walter Kulash, at our request, has designed a fix to traffic congestion problems at the Walnut Grove / Farm Rd intersection. This design will handle the traffic, will cost less than \$1 million, and can be implemented years sooner than the SFEIS plan. See the drawing below the signature. (Note- we recognize that this solution only addresses the major congestion problem, and does not address the smaller problem at Mullins Station. We do have a solution to Mullins Station traffic, but related documentation is not yet complete.)

1.1 Question- Why did the Shelby Farms Parkway Advisory Team refuse to consider this alternative or any similar one?

1.2 Question- Can the current process be slowed down in order to consider this alternative?

1.3 Question- Should planners and public officials at least consider this alternative as a "stop gap" which can be implemented quickly to address the current Walnut Grove & Farm Rd congestion issues, and thus reduce current traveller concerns while plans for the Parkway proceed through the current process which will take 5-6-7 or more years before the Parkway is opened ("on the off assumption that it will get implemented")?

2. Other alternatives - There are numerous other possible solutions to addressing the congestion problem. Why have these not been considered? Representatives of the Sierra Club and of other organizations made suggestions at the Shelby Farms Parkway Advisory Team meetings, but were told that their suggestions would not be considered.

2.1 Question- Why did the engineers and planners not consider staggered work times to stretch out the flow of traffic? This seems a very reasonable solution since there is such a high employment concentration at the hospital, related businesses, and the high school.

2.2 Question- Why were alternatives which draw or keep traffic away from the park not considered? For example, making major fixes to Germantown Road.

2.3 Question- Why didn't the team consider a road alignment based on extending Sycamore View (but not extending Whitten Rd)?

3. Too expensive - The \$24.5 million cost estimate for the parkway (shown in the 2011-2014 TIP) has not been updated to reflect the cost of addressing/mitigating the environmental

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issues, the cost of addressing the Conservancy's issues, the cost of addressing other issues which have been raised, or the cost of inflation. There is also no cost estimate for the operating costs of running the parkway- the basic costs, and the supplemental costs associated with maintaining all of the environmental mitigation activities.

3.1 Question- Why does the SFEIS not state the cost of the project? Ideally, it should show the cost of each of the major components of the project. How can citizens approve a project when it is so hard to find out what it costs?

3.2 Question- What is the cost of addressing/mitigating the environmental issues which have been identified?

3.3 Question- What is the cost of addressing the Conservancy's issues?

3.4 Question- What is the cost of addressing other issues which have been raised?

3.5 Question- What is the additional cost of the project due to inflation?

3.6 Question- What is the estimated cost of operating the parkway- the basic costs, and separately, the supplemental costs associated with maintaining all of the environmental mitigation activities?

3.7 Question- Have these estimated operating costs been shared with anyone- citizens or public officials?

3.8 Question- What will happen with the expected ongoing environmental mitigation procedures if the city budget is tightly constrained (as it is currently) and someone proposes cutting these costs from the budget?

4. Memphis pays – Why should Memphis have to pay for this road, when the great majority of the benefit accrues to Germantown, Bartlett, and other communities in the County?

4.1 Question- Who pays if there are cost overruns? Federal or Local?.. TDOT or City or County?.. The public or Contractor?

4.2 Question- Who decides how to modify the plan if cost overruns are estimated? TDOT or City or County or Conservancy or Public?

4.3 Question- How can contracts be structured if cost overruns are estimated, to ensure that key environmental and other mitigations are not cut out of the plan? Will the contracts be structured that way?

5. 128+ Acres not = de minimis - The planners want to declare "de minimis" (meaning "virtually nothing") impact on the Park. By my estimate, the planned road would take more than 128 acres. "That's not nothing!" We strongly object to a de minimis determination when so many acres are taken from the park.

5.1 Question- What is the specific justification for the de minimis? (I don't mean that "officials agreed to sign the "de minimis determination" document. I mean what concrete justification is there?)

5.2 Question- Why does the SFEIS not clearly state the number of acres taken?

5.3 Question- How can the planners & engineers expect the public to approve a de minimis taking of park land when the document does not properly reflect the impact on the park?

5.4 Question- What is the economic impact of the roadway on the immediate area and on the region? Thank goodness "de minimis" and the Supreme Court saved Overton Park. How healthy would that area be if they had built I-40 through the park in 1971?

5.5 Question- Why did the public never receive any clear explanation of de minimis and their role and influence in it?

5.6 Question- Does the public have any say in the de minimis determination?

5.7 Question- Has the public and public officials been informed that the proposed de minimis determination is more than 3 times the largest de minimis granted in any other project in the U.S.?

6. Significant environmental issues – Five significant environmental issues are identified in the SFEIS, but four of these were never shared with the Shelby Farms Parkway Advisory

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Team (see the minutes) nor with the public (see the handout from the December, 2007 NEPA Public Meeting). Additionally, details on how these would be resolved is basically deferred to final engineering. These issues are- threats to our drinking water (aquifer), leaching from the landfill, threats to the floodplain, dumping highway runoff into the Wolf River, and disrupting wetlands. The wetlands issue is the only one properly addressed, and only one which was shared with the public.

6.1 Question- How can citizens approve a project when these significant environmental issues are left uncertain?

6.2 Question- How can we be certain that the resolutions to the problems will be satisfactory to the public?

6.3 Question- What are the detailed specific procedures for mitigating each of these significant issues?

6.4 Question- What is the cost of each of these mitigation procedures?

6.5 Question- Are there less expensive, less impactful approaches to dealing with these issues? Especially ones that will not require ongoing expenditures?

6.6 Question- What happens if the project has cost over-runs during construction, and something needs to be cut back? How can we be certain that the environmental mitigation procedures will be implemented as committed?

7. Compromise no longer valid -The compromise agreement was made seven (7) years ago in 2006 by the Shelby Farms Parkway Advisory Team, but key environmental issues were not shared with the team, AND traffic trends indicate the need may not be as significant as predicted. Additionally, the Advisory Team was told that they would use the CSS process. This didn't happen- there were many violations of the process-- input was cut off, suggested alternatives were blocked ("We're not going to look at that alternative"), and issues mentioned in early meetings were ignored (for example environmental considerations), among others.

7.1 Question- How can the Advisory Team's compromise agreement still be promoted as valid, after so much time, when key bits of information were not shared with the team, and when key factors (traffic trends) have changed dramatically?

7.2 Question- Does the Advisory Team have any specific legal role or responsibility?

7.3 Question- Does the Advisory Team's legal role and responsibility come from FHWA, NEPA, or the TDOT PIP?

7.4 Question- Should the project's managers been have responsible to ensure that the CSS process was more accurately followed?

7.5 Question- Should the entire Advisory Team process be considered invalid if it was not managed to the commitment promised by the CSS process and the TDOT PIP?

7.6 Question- When cost figures are higher than published figures, when there is a huge forecast error (the forecast being so huge in the justification for the road), when there are much less expensive alternatives, and considering that significant public dollars could be committed to this project, shouldn't Advisory Team members feel free to reconsider their support for the out-dated compromise agreement?

8. Traffic around the park is not growing, since 2004. Check the TDOT traffic count points around the park- 6 of 10 count points have shown declines in traffic volume of 10% or more, while 2 have shown virtually no change. Only one of the 10 points checked has shown a significant increase (Whitten Rd north of the park), but analyzing this traffic shows that this traffic goes north, rather than south and through the park. Additionally, national ADT statistics show that volumes are not growing nationally.

8.1 Question- How can plans for the road remain with no change, when the basic justification no longer supports the need for building a big road?

8.2 Question- If the traffic volumes are not growing, is it appropriate to assume that the service level estimates will remain the same?

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8.3 Question- If the traffic volumes are not growing, is it appropriate to consider a much less expensive alternative to handle the traffic (especially when so many budgets are so tight these days)?

9. Major forecast error -

9a. The SFEIS showed estimated traffic volumes for the year 2010, as part of the planning horizon. This forecast which is part of the process used to justify the parkway is overstated by a huge amount. One specific example- the forecast for traffic on Walnut Grove Rd near the Agricenter is 42% higher than the actual volume observed in 2010.

9b. Another basis for the justification for the road, a key foundation for the traffic forecast, are the MPO's population forecasts. There is a significant error there too. Specifically, the Shelby County population forecast assumes that the population will grow by 19.3% from 2010 to 2020, when it only grew by 3.4% from 2000 to 2010. This is clearly unlikely.

9.1 Question- How can plans for the road remain with no change, when the basic justification no longer supports the need for building a big road?

9.2 Question- What is the explanation for this error?

9.3 Question- How will the forecast error be resolved? When?

9.4 Question- Will a revised forecast be made available? When?

9.5 Question- Regarding the Shelby County population forecast-- Will this forecast be revised? When? Will the resulting traffic forecasts which affect Shelby Farms be revised? When?

10. I-40/I-240 interchange reconstruction - This project when completed will alleviate the desire to shortcut through the park to avoid the congestion on I-40. However, the construction plan calls for reducing I-40's westbound lanes from 5 to 3 during the construction process.

10.1 Question- Does the traffic forecast effectively and carefully consider the impacts of this interchange reconstruction on post-construction traffic?

10.2 Question- Does this reduce the need for the Parkway?

10.3 Question- Does the traffic forecast effectively and carefully consider the impacts of this interchange reconstruction during the construction period?

10.2 Question- Isn't there a need for some interim solution to the Farm Rd intersection problems?

11. Congestion in front of Baptist East Hospital - The parkway if built, will bring 18-19,000 additional cars per day to the existing congestion mess in front of Baptist East Hospital.

11.1 Question- Won't this additional traffic create huge weave/merge and just general congestion problems in that area?

11.2 Question- Are the roads in that area prepared to handle this additional traffic?

11.3 Question- Wouldn't it be best to NOT attract additional traffic to this congested zone with its already complicated traffic situation?

12. Household Travel Survey underway - This detailed regional study will tell us much more about travel patterns, and possible need for the parkway. None of the SFEIS or MPO documents about the forecast or about the "need" for the Parkway, none of the justification for the parkway provides any details about the actual origins and destinations of travellers on Farm Rd, or expected traffic on the Parkway. We don't know who uses the current road, nor who is expected to use the Parkway. This makes it very difficult to justify the road, or to analyze any alternative traffic handling strategies.

12.1 Question- What are the actual origins and destinations of travellers on Farm Rd?

12.2 Question- What are the expected origins and destinations of expected traffic on the Parkway?

12.3 Question- Why not wait until the Household Travel Survey and updated travel

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forecasting model are completed, and until substantial useful new information on current traffic patterns and on possible future traffic patterns with different road assumptions is available?

Thank you for giving these questions and issues your careful consideration.

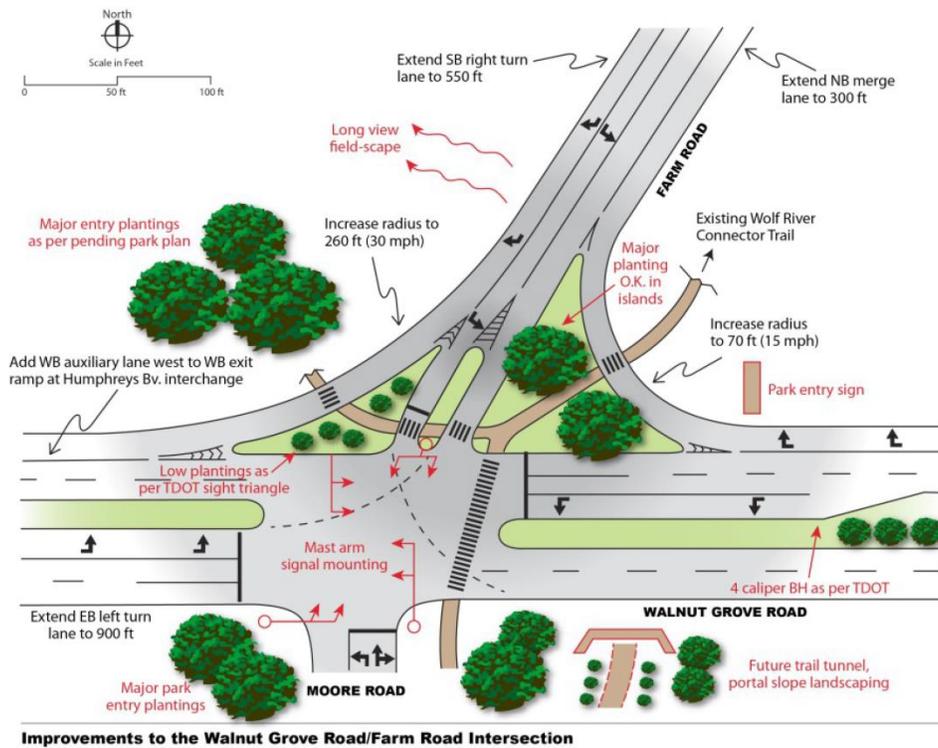
Sincerely,



Dennis Lynch, MS MIT
Sierra Club Tennessee Chapter Transportation Chair
Sierra Club Chickasaw Group (Memphis & West Tennessee) Transportation Chair

Copies sent to:

- TDOT.comments@tn.gov
 - AC.Wharton@memphistn.gov
 - Mark.Luttrell@shelbycountyttn.gov
 - info@shelbyfarmspark.org
- (and others)



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Shelby Farms Parkway Resolution

RESOLUTION

to TENNESSEE DOT, SHELBY COUNTY, CITY of MEMPHIS, and SHELBY FARMS PARK CONSERVANCY DISAPPROVING SFEIS PLANS for KIRBY-WHITTEN PARKWAY aka SHELBY FARMS PARKWAY

In the matter of plans for construction of a major highway/parkway through Shelby Farms Park;

WHEREAS the Tennessee Department of Transportation, in conjunction with the City of Memphis and County of Shelby have produced a plan (Supplemental Final Environmental Impact Statement- SFEIS) to build a highway/parkway, Kirby-Whitten Parkway aka Shelby Farms Parkway across Shelby Farms Park; and

WHEREAS the basic plan is from a compromise agreement signed by the Shelby Farms Parkway Advisory Team. The SFEIS revealed key environmental issues which were either not known or not shared with the Team. In addition, key facts have changed substantially since the agreement was reached- the forecast error of 42% was identified, and tractor/trailers are to be allowed on the parkway as mentioned below; and

WHEREAS the planning officials have not sufficiently justified the need for the road; and

WHEREAS one of the justifications for the road is the service level on Farm Rd, but service levels are very hard to determine on 2-lane rural roads according to standard AASHTO traffic manuals; and

WHEREAS one justification is traffic volume forecasts, but they are based on old data, and which have shown a 42% error for 2010 traffic on Walnut Grove. Further, traffic in the vicinity of the park has not grown since 2004. Additionally, national travel patterns have been showing a decline in traffic volumes across the country, drawing into question the need for the road; and

WHEREAS the Sierra Club Chickasaw Group has commissioned a nationally known traffic engineer who has developed a simple, less impactful and less costly alternative- simply improving the Farm Rd & Walnut Grove intersection. Said alternative has not been considered by the SFEIS planning team; and

WHEREAS planning officials haven't considered the impacts of parkway traffic (18,000 additional vehicles per day vs current Farm Rd) on nearby roads, nearby Baptist Hospital for example; and

WHEREAS the plan has numerous environmental, legal, and financial problems; and

WHEREAS the public was not informed of key environmental problems-- the risk to the aquifer, the impact of the road on leaching from the landfill, the impact on the floodplain, and the dumping of runoff into the Wolf River, (see 12/13/07 NEPA Public Hearing handout); and

WHEREAS the project's Advisory Team (also called "CSS Team") when considering a location for the roadway was not informed of these environmental risks in the location chosen; and

WHEREAS the SFEIS for the proposed Parkway briefly addresses these environmental risks, but mitigation details are deferred until Final Engineering, after approval for the road. The public should not be expected to approve the road on this basis; and

WHEREAS Federal Law ("Title 49 U.S.C Section 303", aka "Section 4(f)") does not allow using Federal money to build a road through a public park, unless very specific conditions are met. The Sierra Club Chickasaw Group (of West Tennessee) believes that the SFEIS plan does not meet the required 4(f) conditions; and

WHEREAS officials claim "de minimis" impact on the park, simplifying the planning steps required. But, officials have not estimated the number of acres to be taken from the park. Sierra Club estimates from SFEIS text that more than 128 acres will be taken, which is more than 3 times the largest de minimis ever granted- this is not a "minimal impact"; and

WHEREAS Section 4(f) requires that all reasonable alternatives be considered, but only two alternatives have been considered (plus "no build"), and the project's Advisory Team was not allowed to suggest other road alternatives, even though the agreed CSS Process is designed to bring out all reasonable alternatives; and

WHEREAS the Sierra Club Chickasaw Group believes other alternatives should have also been considered by the SFEIS planning team. Such alternatives include 1) a less substantial surface level intersection, 2) a different

alignment away from the environmental issues, 3) an approach to configuring the arterial roads near the park to draw traffic away from the park, and 4) an approach to staggering work hours to spread out any congestion; and

WHEREAS Section 4(f) requires that all impacts to the park must be satisfactorily mitigated, and the SFEIS plans has not satisfactorily demonstrated how they will mitigate the environmental impacts; and

WHEREAS Memphis is famous for previously blocking construction of a highway through Overton Park using Section 4(f) rules, and such history is so significant that it is studied in numerous college curricula- including Landscape Architecture, Transportation Planning, and Environmental Law. Memphis should not now "turn a 180" and become infamous by not properly considering Section 4(f) and allowing construction of this proposed road through Shelby Farms Park; and

WHEREAS if this highway is allowed to encroach upon the park, stretching Section 4(f) rules, it will become much easier for officials to encroach again- eventually expanding the parkway, and also Walnut Grove Rd, Mullins Station Rd, Sycamore View Rd, and others; and

WHEREAS the SFEIS plan will allow tractor/trailers on the parkway, even though the project's Advisory Team's signed agreement was based on an assumption that no such trucks would be allowed on the road; and

WHEREAS the \$24.8 million estimated cost for the project has not been updated to reflect the cost of addressing the environmental issues, the cost of addressing the Conservancy's objections, plus inflation; and

WHEREAS Memphis and the entire region are currently suffering from very tight budget constraints, and the \$24+ million project would significantly squeeze Memphis' CIP budget; and

WHEREAS the project plan (SFEIS) provides no financial justification (no estimate of benefits, no cost/benefit analysis, and no comparison to other projects) for the project; and

WHEREAS Memphis would pay the local share of the project's cost, but the great majority of the benefits would accrue to individuals who moved out of Memphis to Germantown, Bartlett, Arlington, etc.; and

WHEREAS the Memphis MPO has recently begun an updated "Household Travel Survey" and Travel Demand Model update, which will provide more accurate data on current and future regional travel patterns, and better perspective on whether past growth estimates are reliable or not; and

WHEREAS the Tennessee DOT is just beginning the I-40/I-240 Interchange Ph II Project, which will substantially reduce traffic congestion and thus reduce traffic diverting through the park to avoid congestion;

THEREFORE, BE IT

RESOLVED that the Sierra Club, Chickasaw Group of the Tennessee Chapter rejects the highway plan in the SFEIS; and be it further

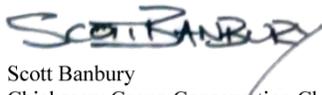
RESOLVED that the Sierra Club, Chickasaw Group insists that the state, city, county, and Conservancy officials properly study the above alternatives, and any other reasonable alternatives that may arise; and be it further

RESOLVED that the Sierra Club, Chickasaw Group insists that the state, city, county, and Conservancy officials delay any final decision on the road until all of the following are completed- 1) until the Sierra Club's alternative and other alternatives are properly considered, 2) until the Memphis MPO's Household Travel Survey and updated Travel Demand Model are completed, 3) until the forecast error is analyzed and corrected, 4) until such updated model is applied to all existing and new alternatives for Shelby Farms Parkway, 5) until cost estimates are updated, 6) until a ranked cost/benefit analysis is applied to plans for Shelby Farms Parkway and other regional projects, and 7) until the I-40/I-240 Interchange is completed and related traffic pattern changes have been analyzed.

Approved and adopted the 14th day of October, 2013 . We, the undersigned, hereby certify that the foregoing Shelby Farms Parkway Resolution was duly adopted by the Sierra Club Chickasaw Group Executive Committee (ExCom) and Sierra Club Chickasaw Group Transportation Committee .



Sue Williams
Chickasaw Group Chair



Scott Banbury
Chickasaw Group Conservation Chair



Dennis Lynch
Chickasaw Group Transportation Chair

APPENDIX D

Copies of Comment Cards Received

**PUBLIC HEARING COMMENT FORM
KIRBY-WHITTEN (SHELBY FARMS) PARKWAY
Memphis, Shelby County, Tennessee**

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

I've been following the evolution of this project for over 30 years. My wife and I live south of Shelby Farms off Kirby. We will be delighted if the project can go through as designed. The design is very sensitive to terrain and we are wild about the grade separation of the tracks. Just great.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Think it should be de minimis.

Additional Comments (OR CONTINUED FROM ABOVE)

~~that~~ *Really important to get on with it.*

PLEASE PRINT CLEARLY

Your Name: Russell Bloodworth Date: 9/21/2013

Mailing Address: 2212 Kirby Rd
Memphis, TN 38119

Fold Here First

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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505 Deaderick Street
Nashville, TN 37243-0332**

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For additional project information, contact:

Steve Chipman
TDOT Region IV, Jackson
731-935-0157
Steve.Chipman@tn.gov



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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen / Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

I live at Whitten & Mullens Station.
Use park for my dog and for walking.
Fix Farm Road
Do not put parkway - will divide Shelby Farms Park
Also no traffic to area with address park -
this will be worse for neighbors/residents that live
close to Shelby Farms. Also cost of project is bad.
Could fix lanes on W6 and Mullens street and change to one put
a new parkway.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: Ellen Kolb Date: 9-24-13

Mailing Address: 6847 Nickayla Ln Cordova TN 38018

Fold Here First

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Tennessee Department of Transportation
Suite 700, James K. Polk Building
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Concerned Citizen Affected Resident Affected Landowner
Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

My biggest concern is preserving our aquifer.
Of course, I would prefer no road went in -
Shelby Farms is a gem; the impact of noise
& pollution is unavoidable if this road goes in

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: _____ Date: _____

Mailing Address:

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Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

proposal
The ~~design~~ is well designed & thoughtout. The best solution is to proceed with this design with minor revisions. The No build option is not a solution. The Segment 'B' to 'C' should be straightened to remove unneeded curves and future potential accidents

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

The costs for the tunnels under Mullins and Kirby Parkway for Greenline Trail should be made now.

PLEASE PRINT CLEARLY

Your Name: Bruce Lehigh Date: 9/24/13

Mailing Address: 8655 Brackenbury Cove
Cordova, TN 38016

Fold Here First

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Tennessee Department of Transportation
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Concerned Citizen Affected Resident Affected Landowner
Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

To change ~~our~~ park to improve traffic is short sighted. Do not split the park with a road. This road will not add value to the park. Creating contractors need building projects but to change the park for such a reason can not be reversed.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: My Deason Date: 9/24/13

Mailing Address:
3363 Carrington Rd
Memphis, TN 38111

Fold Here First

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Concerned Citizen Affected Resident Affected Landowner _____

Affected Business _____ Name of Business _____

Do you have any issues and/or concerns about the proposed project?

*As MATA being brought into this planning at all
so as to hopefully foster a more sane and effective
public transit system making use of the improved
conditions et al?*

*How about recharge station for those w/ electric vehicle &
and utilizing electric vehicles w/in the park for security
etc... - reducing emissions in the area -*

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

*It depends on how you define "minor":
What is minor to TDOT may be major for
others?*

Additional Comments (OR CONTINUED FROM ABOVE)

*I applaud the efforts to improve traffic and usage
of the park - but is this truly going to be a cohesive
effort or just another ramp to rd-where? while
impacting countless?*

PLEASE PRINT CLEARLY

Your Name: Margaret Dugestio Date: 9-24-13

Mailing Address: 1485 Heathcliff Dr.
Memphis, TN 38134

Fold Here First

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

The project is critical to the economic growth of this community. It is a good and valid project. If it is NOT built the traffic issues in East Memphis and Shelby County will be so great that it will destroy the economic vitality of the area.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

*I believe all of the criteria of *de minimis* have been addressed and this is a valid finding.*

Additional Comments (OR CONTINUED FROM ABOVE)

*Please move forward with the project as soon as possible.
The project will reduce congestion, improve safety, and enhance Shelby Farms Park.*

PLEASE PRINT CLEARLY

Your Name: James Collins Date: Sept 24, 2013

Mailing Address: 6625 Lenox Park Dr, Suite 117
Memphis, TN 38115

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

- Tractor Trailers on the parkway! Absolutely not!! Any plan must be
- Emission pollution from increased traffic? contingent upon prohibi
of tractor trailers!!
- When actual costs exceed budgeted cost, what will happen to the plan,
such as cosmetic issues, plantings, accommodations for pedestrian
and bicycle traffic? What will be the sacrifices?
- No build alternative on the table. When can we discuss it?
- Why can't Sycamore View be completed to Walnut Grove Rd intersecting at Wolf R
Bridge? Impacting the existing prison would be more appropriate than impactin
the park and the residents of Mullins Station Rd.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: Ellen Rouse Date: 9-24-13

Mailing Address: 169 Mysen Circle
Cordova, TN 38018

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner
Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

I AM EXCITED ABOUT THE PROPOSED PROJECT, NOT ONLY WILL IT HELP TO REDUCE CONGESTION IN THE PARK AND PROVIDE A FASTER COMMUTE, IT WILL ALSO HELP TO ENHANCE THE PARK EXPERIENCE WITH THE ADDITION OF MULTIPLE BICYCLEWAY AND TRAILS.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

THE ADDITIONAL TRAILS THAT WOULD BE ADDED TO THE PARK WOULD BE GREAT TO HAVE THESE TRAILS TOGETHER.

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE BUILD THIS ROAD. IT WILL BE A GREAT ASSET TO THE COMMUNITY.

PLEASE PRINT CLEARLY

Your Name: _____ Date: _____

Mailing Address:

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner
Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

The Shelby Farms park is unique and should be kept for public use and for future generations. Additional roads will not improve the park. Build your road elsewhere. Don't put the road in the park just because you can. Once the park is changed it will never be returned to a natural state.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: Rita Broadway Date: 9/24/13

Mailing Address:
3363 Carrington Rd
Memphis, TN 38111

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Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

I AM CONCERNED ABOUT the financial obligation of the city of MEMPHIS at this time in history. A delay of two years or more to "VALUE ENGINEER" THE ROAD AS DESIGNED is appropriate at this time, AS A cost item. The grade separation interchange of the "NEW Parkway" is the big ticket item that should have further study and evaluation. grade connections there and improved traffic signals might well be a more appropriate and less costly solution.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

The grade separation interchange is overblown, unnecessary and just wrong. This is a heavy impact on the PARK that has not been sufficiently studied, and it should NOT be signed off on at this time.

Additional Comments (OR CONTINUED FROM ABOVE)

WIDTHS OF MEDIANS in PARKWAY NEEDS TO BE INCREASED AND HAVE MORE VARIETY in WIDTHS. This median should be a lined park. Medians on the EAST PARKWAY in MEMPHIS ARE 150' WIDE in SOME PLACES - GO LOOK AT THEM!!

PLEASE PRINT CLEARLY

Your Name: CLARK A. BUCHNER, III Date: SEPT. 24, 2013

Mailing Address: 975 N. GRAHAM STREET
MEMPHIS, TN 38122

Fold Here First

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Tennessee Department of Transportation
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Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

WE NEED TO STOP WASTING OUR TIME AND RESOURCES AND COME TO AN ACTUAL DECISION. SET A DATE, SAY 12/31/13, AND IF ALL PARTIES ARE NOT ON BOARD THEN LETS DROP THE PROJECT AND PUT OUR ENERGY TOWARDS OTHER TRANSPORTATION PROJECTS. IF ALL PARTIES DO GET ON BOARD, THEN LETS MOVE AHEAD.

JUST DO SOMETHING.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

NONE. THE ALIGNMENT AND TYPICAL SECTIONS LOOK FINE.

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: DRAKE DANLEY Date: 9/24/13

Mailing Address: 2288 EVELYN AVE,
MEMPHIS, TN 38104

Fold Here First

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
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Nashville, TN 37243-0332

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For additional project information, contact:

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TDOT Region IV, Jackson
731-935-0157
Steve.Chipman@tn.gov



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**PUBLIC HEARING COMMENT FORM
KIRBY-WHITTEN (SHELBY FARMS) PARKWAY
Memphis, Shelby County, Tennessee**

The Tennessee Department of Transportation (TDOT) is proposing to construct the Kirby-Whitten (Shelby Farms) Parkway in Memphis, Shelby County. The project is currently in the National Environmental Policy Act (NEPA) phase. TDOT, in cooperation with the Federal Highway Administration, is currently preparing the final NEPA environmental document, a Record of Decision. TDOT needs your input to move the project forward. Please take a few moments to answer the questions below and submit this form tonight, OR you may return the comment card by mail to the address on the back of this sheet within the 21-day comment period (October 15, 2013).

Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner _____

Affected Business _____ Name of Business _____

Do you have any issues and/or concerns about the proposed project?

MY WIFE AND I SIT IN TRAFFIC FOR AT
LEAST 45 MIN. EVERY MORNING AND EVERY
AFTERNOON. MOST OF THE FOLKS THAT ARE
AGAINST IT MUST NOT HAVE TO SIT IN
TRAFFIC ON THE FARM ROAD IF THEY
DID THEY WOULD BE FOR IT.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

I SAY BUILD IT AS PROPOSED, IT WILL
BE A BIG IMPROVEMENT OVER THE FARM
ROAD AS IT IS NOW.

Additional Comments (OR CONTINUED FROM ABOVE)

MY WIFE AND I LOVE WHAT WAS
PROPOSED. PLEASE START CONSTRUCTION ASAP
THANKS!

PLEASE PRINT CLEARLY

Your Name: MARK CANNON Date: 10-10-13

Mailing Address:
0907 BISHOPS VALLEY COVE
BARTLETT, TN 38135

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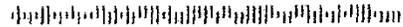
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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business _____ Name of Business _____

Do you have any issues and/or concerns about the proposed project?

There have been many studies on this project I think I first
heard about this around 1957 - I have lived on Whitten Rd almost
all the time since 1940 - first at 1218 for 18 years then at 1030 for
the last 43 years. I have seen many changes. I believe the
road needs to be extended & widened NOW or 20 years ago
It will impact my front yard but I am willing to put up with constructio
ness for the results - the traffic is Terrible! We need to move
forward with this! too much has been spent on this project - time

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

I feel any minor problems will be just that - Minor-
and easily worked around. these are all important projects
for the enjoyment of the park and area

Additional Comments (OR CONTINUED FROM ABOVE)

and money - Thank you.

PLEASE PRINT CLEARLY

Your Name: Nancy Reed Date: Oct 1 2013

Mailing Address: 1030 Whitten Rd
Bartlett TN 38134-8026

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

My concerns with this proposed project lie primarily on environmental and economic grounds. Environmentally, I fear most of all longterm effects of construction, fill, runoff and equipment upon habitat and ground water and the 'naturalness' of parkland. Economically, both short- and longterm expenses appear worth reconsidering in light of continued economic weakness—especially from the city's perspective—and of the presence of feasible alternatives to a parkway, alternatives that include perimeter roads that already exist and lengthening of ~~the~~ Walnut Grove Road turn lane.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

I find nothing 'de minimis' in the possible, if not likely, environment impact of construction and traffic on the parkland, within the park among the public in its perception of Shelby Farms as refuge, and in the parkway's capacity for setting a precedent for further so-called 'improvements'.

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

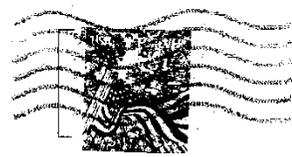
Your Name: Bryan Massey Date: Oct 9, 2013

Mailing Address:
4524 Princeton Rd.
Memphis, TN 38117

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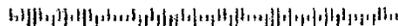
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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

Very good PLAN Please proceed

Central Park in NYC has more traffic than it in a day than shelly farms probably will have in 3 or 4 days or a week and it has several ways which could be managed by a concourse like shelly farms

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

I use all regularly and think it was have a position in part with greater separation of traffic from bikes and pedestrians

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: Bruce C Taylor Date: 10/1/13

Mailing Address: Home 130 Ivy Chase Court 38117
Office Box 38409 Germantown, TN
38183

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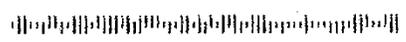
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Concerned Citizen Affected Resident Affected Landowner
Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

I am concerned that the agreement(s) between the Conservancy and the government are not guaranteed. The proposed project, once completed, will have less impact than other options, but the mitigating features may not be approved. For example, the proposed parkway has no lighting. I do not believe FHWA will approve that plan and I do not believe congress will act to waive commercial motor carriers' rights to access the parkway. Approving a finding or determination of de minimis impact before the final plans are approved is not going to protect the park.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

See above.

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: Phillip R. Walker, Sr. Date: 10/7/13

Mailing Address: 3113 Mt. Palomar Cove
Bartlett, TN 38134

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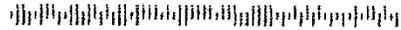
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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business

Do you have any issues and/or concerns about the proposed project?

I love what is proposed. There was one issue brought up during the meeting I felt was valid - the height of the tunnels - it should be built to allow horseback travel.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

No issues, I feel the plan is great and will handle traffic problems and create a safer environment for all who use the park and roadways to travel to other destinations.

Additional Comments (OR CONTINUED FROM ABOVE)

THANK YOU FOR A WELL THOUGHT OUT PLAN.

PLEASE PRINT CLEARLY

Your Name: SHERRI CANNON Date: 10/6/2013

Mailing Address: 6907 BISHOPS VALLEY COVE
BARTLETT TN 38135

Fold Here First

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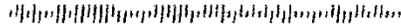
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Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

I feel that the Parkway should be a "No Build". Will just be moving the problem of "Farm Road" to Macon/Whitten Road intersection. Macon is already high traffic for the same hours and Dexter is only a 2 lane road with heavy traffic. Whitten Road is backed up with traffic now in the mornings and evenings this "Parkway" will only add more.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

I do not agree with the finding of minor impacts the amount of traffic will in itself create noise and fumes that will be more than a minor impact on the wildlife life in the area. If 18 wheelers are allowed there will be more of an impact.

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: Betty Mancini Date: 10/4/13

Mailing Address:
5316 Patrick Henry
Memphis TN 38134

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05 OCT 2013 PM 7:1

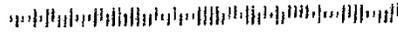
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Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

The Kirby-Whitten Pkwy. is an unnecessary road project in my opinion. Attention should be directed toward improving Walnut Grove turn Access onto Farm Road.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Any major road in Shelby Farms Park detracts from the beauty & purpose of the Park and impinges upon existing & future pedestrian trails & general citizens' usage of the Park.

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY *Billmeier*

Your Name: *F. J. BILMEIER, JR. MD* Date: *10.1.13*

Mailing Address: *6465 MASSEY LANE*
MEMPHIS TN 38120-8307

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Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

My concern is the destructive impact on the park. If the left turn lane on Walnut Grove Rd onto Farm Rd were redone along with improvements to Farm Rd, there really is no reason to build. Traffic count projections don't warrant the expense or the destructive implications.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

The impact to the water aquifer isn't known nor is the effect of flooding/rain on the proposed tunnels adequately addressed

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: DEE BILLMEIER Date: 10.1.2013

Mailing Address: 6465 MASSEY LANE
MEMPHIS TN 38120-3307

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business _____ Name of Business _____

Do you have any issues and/or concerns about the proposed project?

Yes. I have many concerns about the proposed project. I do not think it should go forth. Please re-evaluate the options before degrading one of the nicest urban parks in the states. There are many repercussions that would occur - none of which are worth getting home 5mins¹ ahead of time. It seems humans have an innate want to destroy, build more and go faster when the most beneficial thing for us ~~is~~ ^{would be} to sit with ourselves

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

in silence or solitude 20 minutes a day. Apparently we will go across-length to avoid such confrontation with ourselves. DO NOT DO THIS. The majority of us do not want this to occur. Please loosen the grip - be it your ego, pride or want.

PLEASE PRINT CLEARLY

Your Name: A concerned citizen Date: 9/25/13

Mailing Address:

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KIRBY-WHITTEN (SHELBY FARMS) PARKWAY
Memphis, Shelby County, Tennessee**

The Tennessee Department of Transportation (TDOT) is proposing to construct the Kirby-Whitten (Shelby Farms) Parkway in Memphis, Shelby County. The project is currently in the National Environmental Policy Act (NEPA) phase. TDOT, in cooperation with the Federal Highway Administration, is currently preparing the final NEPA environmental document, a Record of Decision. TDOT needs your input to move the project forward. Please take a few moments to answer the questions below and submit this form tonight, OR you may return the comment card by mail to the address on the back of this sheet within the 21-day comment period (October 15, 2013).

Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

Yes, I am opposed to the project at this time. I think suggested improvements like fixing Farm Rd. ^{without drive} should be looked at. A lot of work and expense will be done ~~on~~ on the I 40/240 Interchange. At least wait to see if it diverts less traffic after it is done. The cost of the parkway will increase Memphis' expense budget at least \$300,000 per year for 30 years. Our city has so many other financial needs such as improvements to bridges and existing roads.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

The buffalo are very close to this area. The area where the road will deeply impact, you keep calling agricultural land. But in talking with many park ~~use~~ users, the ornithology enthusiasts use this area a lot. The gardens will be impacted by the road & run off. Parks should not have traffic running through them. They are not meant to be a commuter route. If trucks can't be stopped, that would be awful.

PLEASE PRINT CLEARLY

Your Name: Anne Thompson Date: 9-27-13

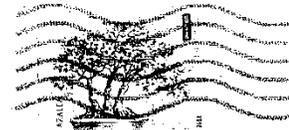
Mailing Address:

461 N. Mendenhall Cir. Memphis 38117

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

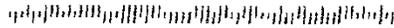
MEMPHIS TN 380
27 SEP 2013 PM 4 L



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Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332**

372430332



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You may submit additional pages if the space provided is not adequate for your comments.

For additional project information, contact:

Steve Chipman
TDOT Region IV, Jackson
731-935-0157
Steve.Chipman@tn.gov



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**PUBLIC HEARING COMMENT FORM
KIRBY-WHITTEN (SHELBY FARMS) PARKWAY
Memphis, Shelby County, Tennessee**

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

I oppose this project. It takes public lands, increases noise, light, and pollution, and is likely to increase, not decrease, traffic. No one who has ever driven in Memphis can believe that drivers will observe a 35 mph limit. This road is useless, expensive, and destructive.

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

Please use common sense. Don't build this boondoggle.
Margaret Candive

PLEASE PRINT CLEARLY

Your Name: Margaret Vandiver Date: 10/4/2013

Mailing Address: 799 S. Graham St.
Memphis 38111

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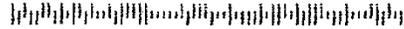
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**PUBLIC HEARING COMMENT FORM
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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner
Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

Thank you for the opportunity to express concerns and ask questions especially since I was not at the time the September meeting was held. I am opposed to the negative impact any project may have upon the integrity of Shelby Farms, a community which frequently reports bus in reports dealing with poverty, health, wellness and safety issues, Shelby Farms provides an experience which provides

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

A positive impact upon the lives of citizens, Shelby Farms winter dining groups each day in a safe, affordable venue promoting wellness, knowledge of the environment, and new friendships. The negative impact upon wildlife and the environment will never be restored and should be protected.

Monday thru Friday, it would be a backpacker's delight. Should not have ever been delayed, adequate routes are adequate when needed.

Regarding tunnels: how will adequate lighting, cameras, security patrols, air quality, and surface be maintained and what entity will be responsible? Also, have the owners of the Tunnel Park been consulted? What measures will be taken to ensure that large trucks and vehicles with hazardous materials do not access the tunnel?

PLEASE PRINT CLEARLY

Your Name: Clga Page Date: 12 October 2013

Mailing Address: 6235 Venus Ave.
Bartlett, TN 38134

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



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For additional project information, contact:

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Steve.Chipman@tn.gov



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Memphis, Shelby County, Tennessee**

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

- ① I think this project is too complex and expensive. ② I think this road will attract more traffic and aggravate the problem it is supposed to remedy. ③ The road will generate traffic noise (trucks!) and spoil the park atmosphere.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

It is my understanding that the impact will be way more than de minimis. I don't understand how this project's effect can be called de minimis.

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: EDWARD JONES Date: 9/24/13

Mailing Address: 5071 Anchor CV
Memphis TN 38117

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MEMPHIS TN 381

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

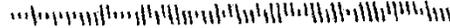
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Steve.Chipman@tn.gov



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Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

I come to Shelby Farms Park approximately 15-20 times in any given 30 day ~~period~~ period. I LOVE the PARK. It gives me a touch of peace + escape from the city + its noise + its traffic. I am an avid runner, walker + bike rider. I love the sounds of the birds, the crickets, the water/lake + the ~~awesome~~ ^{awesome} sight ~~of~~ ^{of} ~~seeing~~ ^{of} a doe + her 3 baby ~~doe~~ ^{does} when I went for a walk last month just prior to sunset.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

My concern is that anything allowing MORE traffic to come thru and/or divide Shelby Farms park further, will be a direction of NO TURNING BACK! Nothing man can built can compare or compete w/ the beauty God put's before our eyes in His natural elements - His creation. The proposal had some good points - but I have NO DESIRE to ride

Additional Comments (OR CONTINUED FROM ABOVE)

my bike or go for a walk along a parkway I wish to be among nature + God's creatures - to hear His gentle breeze through the trees - + NOT to view/^{or hear} a car going down a "beautifully engineered" parkway. Respectfully Yours - ^{Thank you for providing this ~~venue~~ ^{venue} for sharing my opinion/thoughts.} Bernadette VaalWaner ^(D)

PLEASE PRINT CLEARLY

Your Name: BERNADETTE VANWORMER Date: 10-13-13

Mailing Address: 3237 LONDON LANE
Memphis TN 38119
vanwormer.bernadette@yahoo.com

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Steve.Chipman@tn.gov



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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business _____

Do you have any issues and/or concerns about the proposed project?

I do wish that the traffic around the area was reduced, instead of increased. Or that the traffic flow was somehow brought closer to the western edge of the park, closer to the Wolf River.

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Very concerned! I am a frequent user of the trail system and would find it a shame if it were negatively affected. The underground-ish tunnel under Farm is acceptable; however, I have concerns over the Greenline expansion and the traffic at Whitten and the trail.

Additional Comments (OR CONTINUED FROM ABOVE)

I hope there will be more than ample room at Walnut Grove as traffic merges. It is wonderful that the traffic light will be removed, but with the increased traffic from Farm, I worry that it will become just one more annoying bottleneck. Please, please save my morning commute!

PLEASE PRINT CLEARLY

Your Name: Michele Weir Date: 10-14-13

Mailing Address: 1693 Belledeers Dr W
Cardova, TN 38016

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

MEMPHIS TN 381

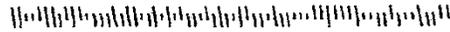
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731-935-0157
Steve.Chipman@tn.gov



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APPENDIX E

Copies of Emails Received

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:23 AM
To: 'The Princess'
Subject: RE: From Pam Blair

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

From: The Princess [mailto:pamblair1000@aol.com]
Sent: Tuesday, October 15, 2013 4:53 PM
To: TDOT Comments; johneh@smpo.com
Subject: From Pam Blair

Dear TDOT,

John Heeren previously submitted these comments to you on October 14, 2014. Except for his biographical information, his position is identical to mine; I cannot improve it. I adopt it and include it in this email verbatim.

I am concerned about the impact of the planned north/south road construction through the park and, in consultation with the Shelby Farms Park Conservancy, request the following regarding this plan.

I ask that it be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.*
- That Walnut Grove Road won't be widened and that its speed limits will be reduced, and that Sycamore View Road will not be extended through the Park. I note that the current plan shows extension of Sycamore View Road through the Park in the future and I strongly object to this.*
- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway. As noted above, maintaining and improving connectivity between perimeter access points and the center of the Park is critical. Access via the northern Greenline and southern Greenway must be maintained and/or enhanced.*
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.*
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.*
- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.*
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future plans of the Park so as to further enhance its contributions to the quality of life in this area.*

That the Parkway has underground utilities and no lighting.

That tractor-trailers won't be allowed on the Parkway. Walnut Grove Road is physically incompatible with the heavy loads carried by tractor-trailer trucks. Furthermore, the noise these trucks generate is incompatible with the setting of the Park. They must be prohibited.

And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (e.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you for considering these requests.

*John Heeren
118 Pinehurst
Memphis, TN 38117*

Sincerely,

**Pam Warnock Blair
321 Kenilworth Place
Memphis, Tennessee 38112**

Paula Herrmann

From: Steve Chipman
Sent: Monday, October 14, 2013 4:48 PM
To: 'Nathan Lubin'
Cc: Margaret Slater; Bob Allen
Subject: FW: Public Hearing Comment Form Kirby-Whitten (Shelby Farms) Parkway
Attachments: Document(21).pdf

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

Steve Chipman
Project Manager

300 Benchmark Place
Jackson, TN. 38301

Office: (731) 935-0157
Fax: (731) 935-0161
E-mail: Steve.Chipman@tn.gov

-----Original Message-----

From: Nathan Lubin [<mailto:nlubin@lubentinc.com>]
Sent: Monday, October 14, 2013 3:49 PM
To: Steve Chipman
Subject: Public Hearing Comment Form Kirby-Whitten (Shelby Farms) Parkway

Good afternoon Mr. Chipman,

My name is Mr. Nathan Lubin please see the attached form regarding the Public Hearing for Shelby Farms Conservancy. If you should have any questions please don't hesitate to contact me at 901-485-4478.

Thanks,

Nathan Lubin

**PUBLIC HEARING COMMENT FORM
KIRBY-WHITTEN (SHELBY FARMS) PARKWAY
Memphis, Shelby County, Tennessee**

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Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen Affected Resident Affected Landowner

Affected Business Name of Business N/A

Do you have any issues and/or concerns about the proposed project?

We agree with Shelby Farms Park Conservancy for the new road. Shelby Farms Park Conservancy must have enforceable agreements concerning the road. The success and quality of our community will be determined by the people in our community. Shelby Farms Park is a reason for people to continue living in Shelby County. Shelby Farms Park is a reason people decide to move to Shelby County. Decisions should be made after walking or biking along Poplar Avenue and Germantown Road. Imagine experiencing the same amount of traffic

Do you have any comments regarding the finding of minor (de minimis) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

in Shelby Farms Park. The quality of the park is of greater benefit to our community other than moving traffic faster.

Alla and Nathan Lubin

7735 Macon Rd

Memphis, TN 38018 901-485-4428

Additional Comments (OR CONTINUED FROM ABOVE)

We agree with Shelby Farms Park Conservancy requirements for the new road.

Shelby Farms Park Conservancy must have enforceable agreements concerning the road.

The success and quality of our community will be determined by the people in our community.

Shelby Farms Park improves the lives of all Park users, equally, regardless of their situation.

Shelby Farms Park is a reason for people to continue living in Shelby County.

Shelby Farms Park is a reason people decide to move to Shelby County.

Decisions should be made after walking, or biking, along Poplar Avenue and Germantown Road.

Imagine experiencing the same amount of traffic in Shelby Farms Park.

The quality of the Park is of greater benefit to our community other than moving traffic faster.

Alla and Nathan Lubin

7735 Macon Road

Memphis, TN 38018

901-485-4478

Paula Herrmann

From: Marilyn McVeigh <rmcveigh@bellsouth.net>
Sent: Thursday, September 26, 2013 2:07 PM
To: TDOT Comments
Subject: Re: road through Shelby Farms

thank you for your reply.

I was sorting through some papers yesterday and saw a copy of a letter I sent to you in 2007 proposing that you extend Sycamore View to Walnut Grove at Wolf River by Baptist Hospital and Christian Brothers High School. Actually I think that is the best idea. Someone said to me that it would be too close to I240 because it would just parallel it, but I think it would be okay because it would give people the opportunity to go where they want to go without using the expressway, and that would lessen traffic on I240.

Thank you very much.

Marilyn McVeigh
8362 Briar Creek
Germantown, TN 38139
901-754-7209

From: TDOT Comments <TDOT.Comments@tn.gov>
To: 'Robert McVeigh' <rmcveigh@bellsouth.net>
Sent: Thursday, September 26, 2013 8:59 AM
Subject: RE: road through Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Robert McVeigh [<mailto:rmcveigh@bellsouth.net>]
Sent: Tuesday, September 24, 2013 3:00 PM
To: TDOT Comments
Cc: marilynmcveigh@gmail.com
Subject: road through Shelby Farms

I cannot come to the forum at 5, but I have very strong opinions about putting the road through the park. First, it is WRONG to cut the park. It needs to stay in tact. I've lived in Memphis since 1970 and witnessed the Federal Transportation Dept. deciding NOT to cut Overton Park for I-40. The same set of rules apply here. Second, CRIME is the biggest concern! Everyone in Memphis has heard how crime increased when highway 385 opened because criminals could easily get into neighborhoods, do their dirty work, and escape quickly on the new road. This will happen to the area south of Humphreys Blvd. and Wolf River Parkway if you expose this area to through traffic. I live in Germantown, and I learned at the Smart Growth meetings that they have deliberately NOT cut roads through areas for this very reason. Third, you can EASILY widen Mullins Station (without affecting much of the park on the north), and then at the Farm Road intersection you can build a new road across the WEST side of the park and connect it to Walnut Grove close to the Wolf River Bridge. The people who want to go to Kirby Parkway can easily backtrack to Kirby Parkway. From Whitten, people who want to go to Germantown Rd. can easily use Mullins Station and Raleigh LaGrange.

Thank you for taking my ideas into consideration.

Marilyn McVeigh
8362 Briar Creek
Germantown, TN 38139
901-754-7209

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 9:07 AM
To: 'Alex Ray'
Subject: RE: "Kirby Whitten Parkway Memphis, Shelby County"

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Alex Ray [<mailto:alex.ray1965@gmail.com>]
Sent: Thursday, September 26, 2013 9:03 AM
To: TDOT Comments
Subject: "Kirby Whitten Parkway Memphis, Shelby County"

This is a much needed project and will give better access to the Shelby Farms Park and be much safer for pedestrians and cyclists!! Build it please!!!

Alex Ray

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:22 AM
To: 'Matthew Taylor'
Subject: RE: "Kirby Whitten Parkway Memphis, Shelby County"

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

From: Matthew Taylor [<mailto:taylor.matthew.b@gmail.com>]
Sent: Tuesday, October 15, 2013 4:05 PM
To: TDOT Comments
Subject: "Kirby Whitten Parkway Memphis, Shelby County"

I feel that this project will drastically improve the traffic congestion that currently impacts Shelby farms and the adjacent roadways. The project will have little no impact on the farm/park atmosphere.

Matthew Taylor

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:31 AM
To: 'Jim Jacobs'
Subject: RE: A Public Comment concerning Kirby-Whitten (Shelby Farms) Parkway project, Memphis, Shelby County, Tennessee

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Jim Jacobs [mailto:j.jacobs.pe@gmail.com]
Sent: Monday, October 14, 2013 6:22 PM
To: TDOT Comments
Subject: A Public Comment concerning Kirby-Whitten (Shelby Farms) Parkway project, Memphis, Shelby County, Tennessee

To all parties concerned:

I am submitting this personal comment as a concerned citizen and affected resident of Shelby County, Tennessee. I am an avid cyclist who uses the Shelby Farms Greenline Connector and the Wolf River Greenway Connector typically three to four times each week (weather permitting). My typical round trip ride from my home in Germantown, Tennessee is approximately thirty miles in length. My cycling route involves leaving my home, entering the Germantown Greenway, cycling west to the Memphis Wolf River Greenway (immediately south of Shelby Farms Park), using the Wolf River Connector and pedestrian access bridge to enter Shelby Farms Park from the south, riding north, across Walnut Grove Road. From Walnut Grove I usually bike around Patriot Lake once or twice then, using either the direct Shelby Farms Greenline Connector trail, or a longer combination of the eastern loop of the Shelby Farms Chickasaw Trail and the Greenline Connector Trail, I ride from the Park Office to the eastern end of the Shelby Farms Greenline (at the intersection of Farm Road and Mullins Station). I then ride the entire length of the Greenline, westward to Tillman Avenue, turn around and reverse the entire route to complete my ride home to Germantown. Almost all of this ride is completed in the comfort of "protected" access bicycle pathways, far from automotive traffic.

As a frequent user of the Greenline Trail Connector and the Chickasaw Trail, within the Shelby Farms Park boundaries, to access the Shelby Farms Greenline Trail, I believe my use of all those trails will be negatively impacted by the proposed Kirby-Whitten (Shelby Farms) Parkway project route, as presented at the September 24, 2013 NEPA Public Hearing. The proposed rerouting of the Park's Greenline Trail Connector, and the close proximity of the proposed Parkway to the various bicycle trails within the Park, will spoil the pleasure of a bicycle ride from the Park Office to the Greenline Trail's eastern terminus.

I believe the amount of automobile traffic I see and hear on my typical ride through the Park will be greatly increased by the proposed Shelby Farms Parkway. The peaceful, serene bicycle rides through Shelby Farms Park, which I currently enjoy several times each week, will be lost to noise, sight and smell of traffic on the proposed Parkway. I believe this will be much more than a "minor" impact. In addition, the proposed rerouting

of the Greenline Trail Connector, with two proposed right-angle intersection turns and a pathway under the proposed Parkway along Farm Road, is poorly designed. The proposed rerouting of the Greenline Trail Connector will result in a "choppy" stop-and-go ride as opposed to the smooth graceful path of the current Greenline Trail Connector.

For these reasons I can not agree with any "de minimis determination" associated with the proposed Kirby-Whitten (Shelby Farms) Parkway project route presented at the September 24, 2013 NEPA Public Hearing. I encourage TDOT to abandon any plans for the Kirby-Whitten (Shelby Farms) Parkway.

Respectfully,

James E. Jacobs
7684 Apple Valley Road
Germantown, TN 38138-2254

Home# (901)-754-0854

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:38 AM
To: 'Burt Sharp'
Subject: RE: Bicycle and pedestrian access to Shelby Farms and safety of crossing Walnut Grove

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Burt Sharp [<mailto:sharpb4@earthlink.net>]
Sent: Monday, October 14, 2013 7:20 PM
To: TDOT Comments
Subject: Bicycle and pedestrian access to Shelby Farms and safety of crossing Walnut Grove

Currently, bicycle access to the Farm Road entrance to Shelby Farms involves the very hazardous passage directly across Walnut Grove Road. Although there is a signal light, only 5-10 seconds is allowed for exclusive crossing by bicyclists and pedestrians. Even then, cars routinely encroach on the virtual path of bicyclists and pedestrians, creating a very dangerous passage with the potential for bicyclists to be impacted by collision with aggressive and/or impatient motorists who move into the intersection despite the priority given to bicyclists and pedestrians by the crossing signal. There have been numerous near accidents and the Memphis department of civil engineering that is responsible for setting the timing of traffic lights is unable to adjust the pedestrian crossing signal and provide additional signals to discourage the premature intrusion of motorists heading south and then turning east onto Walnut Grove Road. This problem should be rectified by the inclusion of appropriate provisions in the Kirby-Whitten Parkway construction plan. Ideally, an elevated crossway over Walnut Grove Road would provide access to Shelby Farms for bicyclists and pedestrians without the need to dodge motorists traversing their path.

I would be most interested in learning whether your plans do or will include an elevated crossway or other provision to safeguard the path of bicyclists and pedestrians seeking access to Shelby Farms at the intersection of Walnut Grove Road and Farm Road.

Burt Sharp MD

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 2:39 PM
To: 'Jim Maxted'
Subject: RE: Citizen Comment on Kirby-Whitten Parkway (Shelby Farms Parkway)

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Jim Maxted [mailto:jim@maxlineinc.com]
Sent: Tuesday, October 15, 2013 1:37 PM
To: TDOT Comments
Cc: johnhe@smpo.com; 'John Heeren'; 'Larry Townsend'; 'Allison Grabias'; 'Jeff Peltz'; 'Gary Edge'; 'Shay Edwards'; 'Bill Nelson'; 'Mason Bettenga'; 'Jeff Edison'; mchl168@gmail.com; bbizot@yahoo.com; 'Tom Webb'; 'Tate Balton'; 'Bobby Carter'; Barbara.Zoccola@usdoj.gov; Gay_galbreath@bkitech.com; 'Charles Mitchell'; mlwarr@yahoo.com; 'Tom O'Kelly'; 'Terry Townsend'; 'Nick Vrettos'; 'Gail Kggues'; 'Shawn McKinney McKinney'; 'Ashley Spriggs'; 'Valerie Pino'; 'Fred Baddour'; 'Allen Davis'; Scott.rogers@spcorp.com; anations@mac.com; 'Michelle Anderson'; 'Lisa Marie/Neil Marie/Neil'; rburditt@yahoo.com; 'Kevin Taylor'; 'Frank Rehnalt'; 'Melissa Horner'; 'Jennivee'; 'Taylor/Elaine Bernard'; lcoffelt@orthomemphis.com; vprince49@comcast.net; surfvenice2@yahoo.com; 'Elizabeth Riseling'; homerhoehandle@yahoo.com; 'Beth Brooks'; 'Jack Bacon'; 'Jime Murta'; knowsseamen@hotmail.com; 'Andrea Cerbin'; 'Robby Grant'; 'Leslie Brahm'; 'Gerald Emerson'; 'Ian Jones'; 'Patty Wong'; 'Glen/Michele Phillips'; 'Darrell Croft'; 'Lane Purser'; 'Laura Gilmour'; 'Jason Mitchell'; 'Lisa Sloan'; 'Jen Andrews Andrews'; 'Wade Lewis'; 'Marc Riseling'; 'Joy Johnson'; 'John Barb Colton'; 'Charlie Duke'; 'Elizabeth Stacey'; 'Sherri Lea Taylor'; rara.rara@comcast.net; 'Renee Evans'; grayson.tudor@adamsbrothers.com; 'Brent Barry'; 'Paul Sax'; 'lydia Gibson'; 'Mary Ann/Kevin Pigott'; 'Pam Routh'; 'Boomer Leopold'; 'Tony George'; 'John Greenwald'; 'Cal Hill'; 'Kristi Peltz'; 'Susan Hall'; 'Marda Kaiser'; Mike_Cooley@wmbarr.com; 'Kevin Roehl'; 'Olaf Schulz'; 'Heather Walpole Walpole'; 'Agnes'; 'RICK PRINCE'; 'Vince Perryman'; 'Steve Behrman'; 'Allison Gasperut'; 'David Rhea'; 'Larkin Gieringer'; 'Jen Barker'; 'Tara'; 'Billy Simpson'; 'Wyndell Robertson'; clark.butcher@gmail.com; 'Susan Ruch'; 'Kevin Elliott'; 'Allison Hennie'; 'VIC PERINI'; 'Art Murphy'; thetrashbag@aol.com; 'Leigh Tanner'; jenware@gmail.com; 'Deb McLaughlin'; 'Allison Capote'; 'Greg Maxted'; 'Pam Green'; 'Forrest Owens'; 'Jessica Hardy'; 'Billy Hatcher'; 'Julie Cantrell'; 'Lee Ann Chittom'; tbertorini@yahoo.com; 'Bobby Gallagher Gallagher'; 'Ron McCrarey'; 'Judy Vandergrift'; 'Terry Connell'; 'Jay Williams'; 'Tim Brennan'; 'Andrew Oberst'; 'RANDY STEPHERSON'; 'Greg Tingle'; 'Janet Lane'; 'Nolan C'; 'Jane Harlan'; 'Don Walker'; 'Terie Box'; 'Jeff Sigwart'; 'Theresa O'Toole'; 'lindsey Irreed@memphis.edu'; 'Gary Nivard'; roadpounders@mindspring.com; 'Thomas Woodley'; 'Barry Buckley'; 'Keith Woods'; 'Kenny Kenny'; zacharias102191@yahoo.com; 'Mark Thoman'; 'David Zimmerman'; caseybmalone@gmail.com; 'Virginia Cupples'; 'Roger Allan'; 'Kathy Babilon'; 'Stacy Spriggs'; 'Chris Boysen'; 'Wayne Conley'; 'Sandy Berlin'; 'Bobby Krumhansl'; 'Conner Townsend'; 'Richard Williams'; 'otherlandscoffee'; 'Don Barcus'; 'Hart Robinson'; 'Stephanie Healey'; 'David Sitton'
Subject: FW: Citizen Comment on Kirby-Whitten Parkway (Shelby Farms Parkway)

I strongly concur with Mr. Heeren's commits and opinions below.

Trail Connectivity and multi use access *including the non paved trails* must be taken into consideration with the highest of importance, for any construction project be it road and/or Shelby Farms Park related.

It is my understanding that the wolf river trails have been planned to be dirt, non improved, along the north side and a paved trail system along the south side.

Since there is an existing network of public-maintained dirt trails on the North and several built paved trails between Memphis, Germantown, and hopefully soon connected to Collierville's system on the South. Full interface to the park's upper trail system via over /under the proposed road project must be provided.

The number of trail access points (N.S.E.W.) into Shelby Farms is directly related to the amount of public use of the park itself, we need more of them.

Additional access along the Park's bisection of Walnut Grove road, is also needed as the parks northern half and southern half would be greatly enhanced if they were better connected. The existing topography of the park and the road along the eastern portion of the park is easily configured for both a trail tunnel under the road and an earthen bridge over the road.

Co-existence of the traffic through and around the park and improved access integrity of the park, can be mutually accomplished.

Thankyou,

Jim Maxted
1759 River Park Cove
Germantown, Tn 38139

MaxLine Inc.
P.O. Box 38867
1797 Allenby Green Cove
Germantown, TN 38138
✉ jim@maxlineinc.com
☎ 901 301 0539
☎ 901 755 0657
☎ 901 755 0688

From: John Heeren [<mailto:johnhe@smpo.com>]
Sent: Tuesday, October 15, 2013 12:30 PM
To: Larry Townsend; Allison Grabias; Jeff Peltz; Gary Edge; Shay Edwards; Bill Nelson; Mason Bettenga; Jeff Edison; Michelle mchll68@gmail.com; bbizot@yahoo.com; Tom Webb; Tate Balton; Bobby Carter; Barbara Barbara.Zoccoia@usdoj.gov; Gay galbreath@bkitech.com; Charles Mitchell; mlwarr@yahoo.com; Tom O'Kelly; Terry Townsend; Nick Vrettos; Gail Kggues; Shawn McKinney McKinney; Ashley Spriggs; Valerie Pino; Fred Baddour; Allen Davis; Scott.rogers@spcorp.com; Ashley Nations anations@mac.com; Michelle Anderson; Lisa Marie/Neil Marie/Neil; Jim Maxted; bob_rurditt@yahoo.com; Kevin Taylor; Frank Rehnalt; Melissa Horner; Jennieeve; Taylor/Elaine Bernard; Laureen Colffelt colffelt@orthomemphis.com; vprince49@comcast.net; Pamela surfvenice2@yahoo.com; Elizabeth Riseling; homerhoehandle@yahoo.com; Beth Brooks; Jack Bacon; Jime Murta; [knowsseamen@hotmail.com](mailto:<knowsseamen@hotmail.com>); knowsseamen@hotmail.com; Andrea Cerbin; Robby Grant; Leslie Brahm; Gerald Emerson; Ian Jones; Patty Wong; Glen/Michele Phillips; Darrell Croft; Lane Purser; Laura Gilmour; Jason Mitchell; Lisa Sloan; Jen Andrews Andrews; Wade Lewis; Marc Riseling; Joy Johnson; John Barb Colton; Charlie Duke; Elizabeth Stacey; Sherri Lea Taylor; Rachel rara_rara@comcast.net; Renee Evans; grayson.tudor@adamsbrothers.com; Brent Barry; Paul Sax; Lydia Gibson; Mary Ann/Kevin Pigott; Pam Routh; Boomer Leopold; Tony George; John Greenwald; Cal Hill; Kristi Peltz; Susan Hall; Marda Kaiser; Mike_Cooley@wmbarr.com; Kevin Roehl; Olaf Schulz; Heather Walpole Walpole; Agnes; RICK PRINCE; Vince Perryman; Steve Behrman; Allison Gasperut; David Rhea; Larkin Gieringer; Jen Barker; Tara; Billy Simpson; Wyndell Robertson; Clark clark.butcher@gmail.com; Susan Ruch; Kevin Elliott; Allison Hennie; VIC PERINI; Art Murphy; thetrashbag@aol.com; Leigh Tanner; jenware@gmail.com; Deb McLaughlin; Allison Capote; Greg Maxted; Pam Green; Forrest Owens; Jessica Hardy; Billy Hatcher; Julie Cantrell; Lee Ann Chittom; tbertorini@yahoo.com; Bobby Gallagher Gallagher; Ron McCraey; Judy Vandergrift; Terry Connell; Jay Williams; Tim Brennan; Andrew Oberst; RANDY STEPHERSON; Greg Tingle; Janet Lane; Nolan C; Jane Harlan; Don Walker; Terie Box; Jeff Sigwart; Theresa O'Toole;

lindsey lreed@memphis.edu; Gary Nivard; roadpounders@mindspring.com; Thomas Woodley; Barry Buckley; Keith Woods; Kenny Kenny; zacharias102191@yahoo.com; Mark Thoman; David Zimmerman; caseybmalone@gmail.com; Virginia Cupples; Roger Allan; Kathy Babilon; Stacy Spriggs; Chris Boysen; Wayne Conley; Sandy Berlin; Bobby Krumhansl; Conner Townsend; Richard Williams; otherlandscoffee; Don Barcus; Hart Robinson; Stephanie Healey; David Sitton

Subject: Citizen Comment on Kirby-Whitten Parkway (Shelby Farms Parkway)

All,

Today is the deadline for citizen comments on the Shelby Farms Parkway plan. I sent the comments below to TDOT.comments@tn.gov yesterday. I'd appreciate if you would send this in as well (assuming that you support the noted positions). This may help to bring attention to issues related to the WRTs. If you can pass this message on, it would be great!

Please feel free to make any changes to my comments to reflect your own situation.

Thank you for your support of Shelby Farms Park!

John H

October 14, 2013

Dear TDOT:

I am a Memphis and Shelby County resident and a regular user of Shelby Farms Park ("the Park"). In particular, I am an active member of Mid-South Trails Association (MSTA) that contributes significantly to the oversight and upkeep of unpaved, single-track walking/running/biking trails in the Park. I am concerned about the impact of the planned north/south road construction through the park and, in consultation with the Shelby Farms Park Conservancy, request the following regarding this plan.

I ask that it be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.
- That Walnut Grove Road won't be widened and that its speed limits will be reduced, and that Sycamore View Road will not be extended through the Park. I note that the current plan shows extension of Sycamore View Road through the Park in the future and I strongly object to this.
- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway. As noted above, maintaining and improving connectivity between perimeter access points and the center of the Park is critical. Access via the northern Greenline and southern Greenway must be maintained and/or enhanced.

- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.
- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future plans of the Park so as to further enhance its contributions to the quality of life in this area.
- That the Parkway has underground utilities and no lighting.
- That tractor-trailers won't be allowed on the Parkway. Walnut Grove Road is physically incompatible with the heavy loads carried by tractor-trailer trucks. Furthermore, the noise these trucks generate is incompatible with the setting of the Park. They must be prohibited.
- And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (e.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you for considering these requests.

John Heeren
 118 Pinehurst
 Memphis, TN 38117

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 12:20 PM
To: 'John Heeren'
Subject: RE: Citizen Comment on Kirby-Whitten Parkway (Shelby Farms Parkway)

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: John Heeren [<mailto:johnhe@smpo.com>]
Sent: Tuesday, October 15, 2013 12:18 PM
To: TDOT Comments
Subject: Citizen Comment on Kirby-Whitten Parkway (Shelby Farms Parkway)

October 14, 2013

Dear TDOT:

I am a Memphis and Shelby County resident and a regular user of Shelby Farms Park ("the Park"). In particular, I am an active member of Mid-South Trails Association (MSTA) that contributes significantly to the oversight and upkeep of unpaved, single-track walking/running/biking trails in the Park. We have provided maintenance service of the Trails System for nearly 20 years! I am concerned about the impact of the planned north/south road construction through the park and, in consultation with the Shelby Farms Park Conservancy, request the following regarding this plan.

I ask that it be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.
- That Walnut Grove Road won't be widened and that its speed limits will be reduced, and that Sycamore View Road will not be extended through the Park. I note that the current plan shows extension of Sycamore View Road through the Park in the future and I strongly object to this.
- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway. As noted above, maintaining and improving connectivity between perimeter access points and the center of the Park is critical. Access via the northern Greenline and southern Greenway must be maintained and/or enhanced.
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.

- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future plans of the Park so as to further enhance its contributions to the quality of life in this area.
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- And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (e.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you for considering these requests.

Best Regards,

John Heeren
 118 Pinehurst
 Memphis, TN 38117

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 07, 2013 7:22 AM
To: 'Brad C'
Subject: RE: Comment on Kirby-Whitten Parkway (Shelby Farms Parkway)

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Brad C [<mailto:bradc@midsouthtrails.com>]
Sent: Sunday, October 06, 2013 3:18 PM
To: TDOT Comments
Subject: Comment on Kirby-Whitten Parkway (Shelby Farms Parkway)

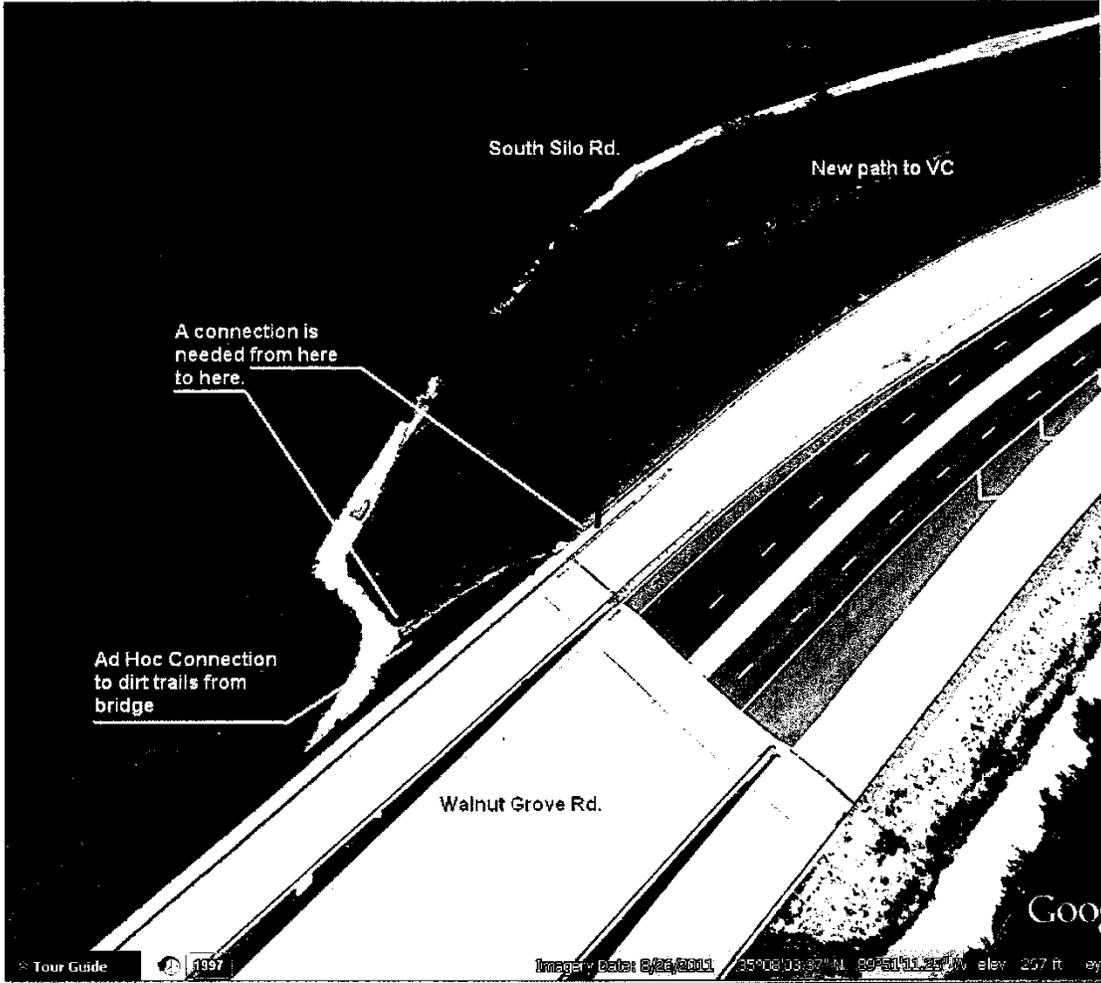
One item came to mind on which I must comment.

At this time, existing South Silo Road connects the Shelby Farms Park visitor center area to the dirt trails at the Walnut Grove / Wolf River Bridge complex. The dirt trails also have an ad hoc connection from the bike and pedestrian lane of the WG bridge. This path down the embankment is coated with gravel.

I know the new path system will give an improved connection from the bridge to the interior of Shelby Farms Park. However, the plan does not contain a connection to the dirt trails from the visitor center area or the bridge.

I suggest a slight amount of multi-use path be added to maintain the connection to the dirt trails from the visitor center and the bridge.

Brad Corey
Mid-South Trails Association
www.midsouthtrails.com



Paula Herrmann

From: TDOT Comments
Sent: Monday, October 14, 2013 8:32 AM
To: 'Gregg Elliott'
Subject: RE: Comments on Shelby Farms Parkway from an original SFPAT member
Attachments: SFParkway comment 10-13-13.pdf

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Gregg Elliott [mailto:elliott.gregg@gmail.com]
Sent: Sunday, October 13, 2013 5:29 PM
To: TDOT Comments
Subject: Fwd: Comments on Shelby Farms Parkway from an original SFPAT member

----- Forwarded message -----

From: **Gregg Elliott** <elliott.gregg@gmail.com>
Date: Sun, Oct 13, 2013 at 12:25 PM
Subject: Comments on Shelby Farms Parkway from an original SFPAT member
To: Steve.Chipman@tn.gov, TDOT.comments@tn.go, AC.Wharton@memphistn.gov, "Luttrell, Mark" <Mark.Luttrell@shelbycountyttn.gov>
Cc: Dennis Lynch <dmlynch1@gmail.com>, Steven Sondheim <stevensondheim@yahoo.com>, Laura Adams <lwadams@shelbyfarmspark.com>

Attached are my comments. Thank you.

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:34 AM
To: 'Beth Brooks'
Subject: RE: Comments on splitting of the largest urban park in the United States for the convenience of motorists

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: Beth Brooks [<mailto:beth.brooks@mbbrooks.com>]
Sent: Tuesday, October 15, 2013 7:05 PM
To: TDOT Comments
Subject: Comments on splitting of the largest urban park in the United States for the convenience of motorists

October 15, 2013

Dear TDOT:

I am a Memphis and Shelby County resident and a regular user of Shelby Farms Park ("the Park"). In particular, I am an active member of Mid-South Trails Association (MSTA) that contributes significantly to the oversight and upkeep of unpaved, single-track walking/running/biking trails in the Park. I am concerned about the impact of the planned north/south road construction through the park and, in consultation with the Shelby Farms Park Conservancy, request the following regarding this plan.

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- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.
- That Walnut Grove Road won't be widened and that its speed limits will be reduced, and that Sycamore View Road will not be extended through the Park. I note that the current plan shows extension of Sycamore View Road through the Park in the future and I strongly object to this.
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- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.

- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.
- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future plans of the Park so as to further enhance its contributions to the quality of life in this area.
- That the Parkway has underground utilities and no lighting.
- That tractor-trailers won't be allowed on the Parkway. Walnut Grove Road is physically incompatible with the heavy loads carried by tractor-trailer trucks. Furthermore, the noise these trucks generate is incompatible with the setting of the Park. They must be prohibited.
- And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (e.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you for considering these requests.

Beth Brooks , 2299 Union Ave., Memphis, TN 38104, 901-726-0111

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:42 AM
To: 'Dennis Lynch'
Subject: RE: Comments re Shelby Farms Parkway plans
Attachments: SierraClub-Resolution-re-SFPkway.pdf

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: Dennis Lynch [<mailto:dmlynch1@gmail.com>]
Sent: Tuesday, October 15, 2013 11:43 PM
To: TDOT Comments; AC.Wharton@memphistn.gov; Mayor Mark Luttrell, Jr.; info@shelbyfarmspark.org
Cc: Margaret Slater; Laura Adams; Sue Williams; Scott Banbury
Subject: Re: Comments re Shelby Farms Parkway plans

Sierra Club Resolution re Shelby Farms Parkway is attached.

On Tue, Oct 15, 2013 at 11:41 PM, Dennis Lynch <dmlynch1@gmail.com> wrote:

> Attached are Sierra Club's comments and questions.
> Additional document will be coming.
> Note that I will also forward this document to other appropriate
> individuals in the key organizations.
>
> --
> Dennis Lynch, MS MIT
> Sierra Club Tennessee Chapter Transportation Chair Sierra Club
> Chickasaw Group (Memphis) Transportation Chair dmlynch@alum.mit.edu
> <http://goo.gl/x2o0q> - Shelby Farms Parkway website <http://goo.gl/ISDMM>
> - petition re Shelby Farms Parkway

--
Dennis Lynch, MS MIT
Sierra Club Tennessee Chapter Transportation Chair Sierra Club Chickasaw Group (Memphis) Transportation Chair
dmlynch@alum.mit.edu <http://goo.gl/x2o0q> - Shelby Farms Parkway website <http://goo.gl/ISDMM> - petition re Shelby Farms Parkway

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:39 AM
To: 'Darlene Winters'
Subject: RE: Constituent requesting leaders to table Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: Darlene Winters [<mailto:win4all@aol.com>]
Sent: Tuesday, October 15, 2013 9:55 PM
To: Mark.Luttrell@shelbycountyttn.gov; AC.Wharton@memphistn.gov; TDOT Comments
Subject: Constituent requesting leaders to table Shelby Farms Parkway

> Please read and note I do not support the proposed Shelby Farms Parkway. Requesting your leadership to represent the citizens that understand the infringement of the four lane highway and elevated interchange on the environment, the park and the extreme and unnecessary cost. The structure as presented has significant environmental issues including contamination of the aquifer, the wetlands and the Wolf River. The proposed compromise presented in the past 8-10 years ago is no longer valid due to changes. Requesting that this outdated plan be tabled and rethink cheaper alternatives that will relieve congestion. Cost presented as is, the City can not bear and knowing that the final structure cost will well exceed the estimate is not fiscally responsible to the citizens of Shelby County. Money utilized this flagrantly is an assault to the community.

As a citizen of Shelby County, a commuter, a park user and a 25 year 'friend of Shelby Farms' I desire to support men who stand with integrity and preserve the ground that you stand on as leaders. The Shelby Farms Parkway design is not the priority of our community needs.

Sincerely,

Darlene Winters
901.335.8388

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 14, 2013 9:09 AM
To: 'Yvonne Fournier'
Subject: RE: DELAY building parkway through Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Yvonne Fournier [mailto:yftherese@mac.com]
Sent: Monday, October 14, 2013 9:05 AM
To: TDOT Comments; AC.Wharton@memphistn.gov; Mark.Lutrell@shelycountyttn.gov
Subject: DELAY building parkway through Shelby Farms

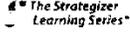
TDOT and the City and County Mayors

RE: DELAY decision and consider the alternative. reasons

1. Quicker, cheaper fix -A proposed fix to the Farm Rd intersection will solve the current traffic problem, and can be implemented years sooner than the TDOT plan, for less than \$1 million.
2. Too expensive - The \$24.5 million cost estimate for the parkway has not been updated to reflect the cost of addressing the environmental issues, the Shelby Farms Park Conservancy's issues, or inflation- the eventual cost could double! Memphis pays 20% but Germantown and Bartlett receive most of the benefit.
3. 128+ Acres - The planners want to declare "de minimis" (meaning "virtually nothing") impact on the Park in order to avoid important planning steps. The TDOT planned road would take more than 128 acres from the Park. "That's not nothing!" Overton Park - Thank goodness "de minimis" saved Overton Park (Supreme Court, 1971). How healthy would that area be if they had built I-40 through the park in 1971?
4. Significant environmental issues - These issues, including threats to our drinking water (aquifer), floodplain and the Wolf River, have not been adequately addressed.
5. Compromise no longer valid -The compromise agreement made in 2006 was a significant effort by the "advisory team" at the time, but numerous key facts were not shared with the team, AND traffic trends indicate the need may not be as significant as predicted.
6. Change to Traffic dynamics -
 - A. Traffic around the park is not growing, since 2004.
 - B. Major forecast error - The forecast used to justify the parkway is overstated by 42%.
 - C. I-40/I-240 interchange reconstruction - This project will alleviate the desire to shortcut through the park to avoid the congestion on I-40.

D. Congestion in front of Baptist East Hospital – The parkway if built, will bring 18-19,000 additional cars per day to the existing congestion mess in front of Baptist East Hospital. E. Household Travel Survey underway – This detailed regional study will tell us much more about travel patterns, and possible need for the parkway.

Yvonne Fournier
President
Fournier Learning Strategies, Inc.
5900 Poplar Avenue, Suite 201
Memphis, Tennessee 38119
P. 901.767.2317
F. 901.767.2488
drfournier@mac.com

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Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:37 AM
To: 'Michael Rhodes'
Subject: RE: Don't put a highway through Shelby farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: Michael Rhodes [<mailto:rhodes1985@gmail.com>]
Sent: Tuesday, October 15, 2013 9:24 PM
To: TDOT Comments
Subject: Don't put a highway through Shelby farms

Please don't put a highway through Shelby farms. Don't sacrifice one of the city's greatest resources to ease suburban sprawl. This would be a horrible mistake.

Michael

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:40 AM
To: 'Ron Evans'
Subject: RE: Halt Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: Ron Evans [<mailto:ronmayre@comcast.net>]
Sent: Tuesday, October 15, 2013 10:20 PM
To: TDOT Comments
Subject: Halt Shelby Farms Parkway

Please consider the viable alternative of re-routing the proposed Parkway through environmentally sensitive Shelby Farms Park. All costs will be sensibly reduced by such a decision, fiscal and environmental-- not to mention political.

Sent from my iPhone

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 2:47 PM
To: 'rainboelover@aol.com'
Subject: RE: Help Stop Shelby farms Hayway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment review following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: rainboelover@aol.com [<mailto:rainboelover@aol.com>]
Sent: Tuesday, October 15, 2013 2:26 PM
To: TDOT Comments
Subject: Help Stop Shelby farms Hayway

I'm very concerned about your proposed highway through Shelby Farms Park. This Highway will interfere with the usage of this beautiful park by destroying animal habitat, interfering with the aquifer and destroying the wetlands. If the highway is actually used increased traffic and noise pollution will lead to a decrease usage of the park as family's find other places to go Therefore I feel that this highway will have a significant negative impact on the park.

I also cannot see how the proposed highway can even help with the traffic congestion you are talking about. This road will start up or empty out at the light at Walnut Grove and Farm Road, which is already backed-up one to two block in both directions at morning and evening rush hour, and sometimes even in the afternoon. The recent construction of the fly over did not help with the congestion problems but did create problems with drives coming from Humphreys who do not who do not to get on to 240 the added traffic will just make this problem worse. Therefore I feel that this "fix" will only make the last "fix" worse. Why don't you just wait until improvements at I40/240 are finished and see if that relieves the congestion problems first.

Please do not build this high through Shelby Farms. I can see no way it will help with any of the congestion problems and can only see ways it will severely harm the park. If you do not care about the environment, the animals, the aquifer, the wetlands or the children, how about the city and the amount of money hey spent on the Green Line in the area that will go unused. No one will want to Bike, Walk , or Hike " in the woods by a highway"!

Thank-You
Diana Lazar

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 11:25 AM
To: 'gkm84@aol.com'
Subject: RE: Highway construction Shelby Park

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: gkm84@aol.com [mailto:gkm84@aol.com]
Sent: Tuesday, September 24, 2013 5:50 PM
To: TDOT Comments
Subject: Highway construction Shelby Park

We oppose your plans that would begin highway construction through the residential area and public park known as Shelby Park. The park serves thousands of residents each year and provides hiking, biking, wildlife sanctuary, and trails that are more extensive than most in the entire United States.

Do not approve this proposal. We are opposed to any such action.

Bob and Ginger Miller

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:37 AM
To: 'Steve Nash'
Subject: RE: Highway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: Steve Nash [<mailto:snash@advancememphis.org>]
Sent: Tuesday, October 15, 2013 9:00 PM
To: TDOT Comments
Subject: Highway

Plse don't build the highway over Shelby Farms! Plse build the Serria Clubs proposed alternate route! Thanks, Steve Nash

Sent from my iPhone

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:29 AM
To: 'Michelle Dry'
Subject: RE: in favor of Kirby-Whitten Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Michelle Dry [mailto:mldry@hotmail.com]
Sent: Monday, October 14, 2013 4:19 PM
To: TDOT Comments
Subject: in favor of Kirby-Whitten Parkway

I am in favor of TDOT's Kirby-Whitten Parkway proposal in Memphis, Tennessee.

I have lived in the Memphis area since 1985, and drive on a near daily basis, so I understand its traffic issues.

I am a nature lover and use Shelby Farms Park on a daily basis, which is one of the reasons I moved to Cordova. However, I also know enough science to know that the park's position about the TDOT plan harming the Memphis aquifer is inaccurate. In the past five years of living where I currently reside, I have witnessed the park's poor management of the land and its wildlife. In my opinion, the park is managed by a person who knows nothing about science, and she is being allowed to make decisions that affect a wide group of people who never even use the park, and that is unacceptable.

As someone who makes a daily commute from Cordova to Memphis, I know what a nightmare traffic around Shelby Farms is during rush hour and during the park's special events, such as its month-long Christmas lights festival.

The spotlight on Walnut Grove at Farm Road needs to be removed. It creates traffic issues all around and people crossing Walnut Grove on bike or foot there often don't observe traffic laws.

I also know what a nightmare traffic the stop signs are on Mullins Station Road, where they intersect with Farm Road and Whitten. I see people performing illegal maneuvers on all of these two-lane roads, and the TDOT proposal should help.

There are so many traffic and safety issues with the existing roads around Shelby Farms. Therefore, I am writing this letter in support of the TDOT plan.

Sincerely,

Michelle L. Dry
7785 Shelby Grove Court #304
Cordova, TN 3801

901.619.9023 cell

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 3:32 PM
To: 'Sue A. Williams'
Subject: RE: Kirby (Shelby Farms) road comment

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Sue A. Williams [<mailto:z4cmv@juno.com>]
Sent: Tuesday, October 15, 2013 3:25 PM
To: TDOT Comments
Subject: Kirby (Shelby Farms) road comment

The following comment reflects my personal view and not any organization that I am affiliated with.

I am disturbed by the cloverleaf proposed for access from Walnut Grove to Kirby. The design is inappropriate for a park and will encourage more traffic than is desirable adjacent and through the area that is park if the road is built. Traffic noise would need to be better addressed--if the road is built--and I disagree with the prior committee regarding berms. If there is a need for a 4 lane road, and that seems to be debatable, it demands noise mitigation, and there is no better mitigation than trees and berms which provide a more natural feeling to the project as well as with significantly reduce noise impacts. Trails under or through the road need to be mitigated from the view as well as for air quality and noise. Air quality impacts need to be better analyzed also.

As I recall, there has been inadequate study of the recharge area impacts since the study by the U of Memphis ground water experts state that the study area was not large enough to show the whole impact. Additionally, storm water run off needs to be treated through an aquatic settling process (artificial wetlands) before it is piped to become a point source into the Wolf River.

The Sierra Club makes valid arguments about the age of the traffic studies, and I urge you to wait for an updated study. Since we don't need to encourage additional traffic to use this route, destinations need to be a major factor. Baptist Hospital traffic does not need to increase because of this proposal--that area is congested enough.

Sincerely,

Sue A Williams

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 8:58 AM
To: 'Tunishia Kuykindall'
Subject: RE: Kirby Parkway, Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Tunishia Kuykindall [<mailto:tkuykindall@yahoo.com>]
Sent: Friday, September 20, 2013 1:16 PM
To: TDOT Comments
Subject: Kirby Parkway, Shelby County

I am writing to state that I oppose the project to pave a highway through Shelby Farms park. That area is one of the nicest places in the city to enjoy nature. Our city has so few natural resources to enjoy. I feel that paving a road through the park would diminish the positive effect Shelby Farms has on the city of Memphis.

Tunishia Kuykindall

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 4:02 PM
To: Margaret Slater; Danielle Hagewood; Pauline Crum; Steve Chipman
Subject: RE: Kirby Parkway - Shelby Farms Parkway

From: TDOT Comments
Sent: Tuesday, October 15, 2013 4:01 PM
To: 'Sandy Donovan'
Subject: RE: Kirby Parkway - Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Sandy Donovan [<mailto:sandydonovan@gmail.com>]
Sent: Tuesday, October 15, 2013 3:51 PM
To: TDOT Comments
Subject: Kirby Parkway - Shelby Farms Parkway

As a recreational user of the Shelby Farms Park this development seems counter to the use of the park. However, realizing the traffic pressures it seems to me that if you are going to create this major N-S parkway, then Farm Road could mostly be closed to traffic, rather than being slated to grow with a later carving up of the park.

Tunnels will probably be good for pedestrians, horses and bikers. Imagining they are good for wildlife is a major stretch of the imagination.

Kind regards,
Sandy Donovan

--
Sandy Donovan
901-218-0613
8183 Green Belt Drive, Memphis, Tn 38125
"Dressage in the MidSouth" Omnibus

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:24 AM
To: 'Mark Stockel'
Subject: RE: Kirby Parkway - Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

From: Mark Stockel [<mailto:cartridgeworldm@bellsouth.net>]
Sent: Tuesday, October 15, 2013 5:04 PM
To: TDOT Comments
Subject: Kirby Parkway - Shelby Farms

I reviewed the proposal today and I feel that this parkway is a great idea! I think it will help out tremendously with traffic while preserving the integrity of Shelby Farms!

Great Idea!

Thanks-
Mark Stockel

Cartridge World of Cordova
1026 N. Germantown Parkway
Cordova, TN 38018
p.901-754-7011
f.901-754-3811
c.901-490-3856

Cartridge World of Bartlett
5985 Stage Rd. #28
Bartlett, TN 38134
p.901-372-7373
f.901-372-7773



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While Cartridge World has the most up-to-date anti-virus software, we do not guarantee that any mail coming from this server is virus free.

Paula Herrmann

From: TDOT Comments
Sent: Monday, September 30, 2013 3:03 PM
To: 'Gary Gardo'
Subject: RE: Kirby Parkway @ Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Gary Gardo [<mailto:gary@gardodesigngroup.com>]
Sent: Monday, September 30, 2013 2:02 PM
To: TDOT Comments
Subject: Kirby Parkway @ Shelby County

PLEASE build the road...it is very much needed.

The park people are better organized and I'm sure will send more emails/letters...but I'm willing to say there are a LOT more people in favor of the road.

I drive the North part of the park twice every work day....and the traffic is awful...and would be greatly improved with this project.

Also, if the people of the park really studied the maps, they would see how much better it will be to move this traffic away from the existing park facilities and the area where it would go is not even being utilized.

thanks
Gary

--
Gary W Gardo AIBD . CPBD . CGP
Gardo Design Group, LLC
7990 Trinity Road
suite 201
Cordova TN 38018
o 901.844.7990
f 901.844.7993
www.GoGardo.com

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 07, 2013 7:20 AM
To: 'scottpeatross@bhammlaw.com'
Subject: RE: Kirby Parkway project

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: scottpeatross@bhammlaw.com [mailto:scottpeatross@bhammlaw.com]
Sent: Friday, October 04, 2013 5:12 PM
To: TDOT Comments
Subject: Kirby Parkway project

Please accept this email as a comment on the proposed extension of Kirby Parkway through Shelby Farms Park. I believe the project may have a substantial negative effect on the use of Shelby Farms Park. In particular, the proposed road would interfere with the movement of walkers, runners, and cyclists between the core of the park and the areas close to the Wolf River.

In addition to the harm to the park, the proposed road is unlikely to alleviate traffic congestion. I believe the proposed road would greatly increase the number of cars traveling through the park and that ultimately traffic congestion would not improve.

I encourage the adoption of the suggestions offered by the Shelby Farms Conservancy as a reasonable compromise. If those suggestions are not adopted, I oppose the extension. Thank you for your time.

-Scott Peatross



Scott B. Peatross
Member
5400 Poplar Avenue, Suite 100, Memphis, TN 38119-3660
Phone (901) 683-3526 • Fax (901) 753-1037
Email: speatross@bhammlaw.com • Website: www.bhammlaw.com

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Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 8:56 AM
To: 'Jamie White'
Subject: RE: Kirby Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

-----Original Message-----

From: Jamie White [<mailto:jamiewhite3@gmail.com>]
Sent: Thursday, September 19, 2013 3:35 PM
To: TDOT Comments
Subject: Kirby Parkway

I oppose the proposed extension of Whitten Road through Shelby Farms.

This extension would essentially divide the park into two separate parks and detract dramatically from its allure.

Instead of dividing the park, why not improve the existing roads.

Jamie White
Memphis TN.

Paula Herrmann

From: Steve Chipman
Sent: Sunday, October 06, 2013 9:39 PM
To: Cristy Boothe
Cc: Margaret Slater
Subject: RE: Kirby Whitten (Shelby Farms Pkwy)

Cristy,

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. Your comments have been forwarded to TDOT's Environmental Division to add the comments received during the comment period. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

Thank you

Steve Chipman
Project Manager
300 Benchmark Place
Jackson, Tn. 38301

(731) 935-0157

From: Cristy Boothe [cristyboothe@hotmail.com]
Sent: Saturday, October 05, 2013 11:50 AM
To: Steve Chipman
Subject: Kirby Whitten (Shelby Farms Pkwy)

Mr. Chipman,

My husband attended the hearing at the Agricenter International on September 24 for the proposed new parkway. He brought home a handout which lists a link for comments about the project. However, I have searched on this site and cannot find anywhere to make additional comments. Since you are listed as the project manager, I decided to send my comments to you.

First, let me say it is high time someone finally did something about this complete bottleneck traffic problem that I have encountered every work day for the last 15 years since I have been working near the Oak Court mall in Memphis. My husband and I moved to Cordova in Sept. 1990 and I remember telling the real estate agent showing us possible homes that I was concerned about the Walnut Grove connection into that part of the city as it seemed like there were potential problems for this type of bottleneck even at that time. It was at that time, and has remained, the only main transportation route into this area of the city. I have waited and listened to many plans and more than that, many opponents for improvements along this route. I have come to the conclusion that most of the opponents certainly must be citizens who do not actually travel this route on a routine basis as I do.

If they did, they would certainly feel the frustration EVERY weekday morning as the hundreds and hundreds of vehicles creep along, backing up as far back as the Germantown Parkway bridge, or in the least to the Agricenter. This is bumper to bumper 2-lane traffic that inches along at less than 10 miles per hour. Typically, it takes around 15-20 minutes from the agricenter to the light at Farm Road.

I fail to understand why we cannot widen the stretch of road from the agricenter to the light as there is ample land in the MEDIAN to do so without harming any endangered species or ruining any existing land by doing so.

That being said, the project as proposed, still leaves me with many concerns. The first concern is that you are simply dumping more traffic at a more rapid pace onto the existing road just after the Farm Road light. Now, it appears to me, looking at the plans, there is simply only going to be a new bottleneck created by removing the light at Farm Road. That bottleneck will occur instead at the existing light at the Baptist Hospital. It appears you are simply diverting traffic from the Cordova area up over the new proposed flyover, then adding additional traffic from the Whitten road connector to merge very close to the bridge over Humphreys. I am certainly no engineer, but I can see multiple issues with this plan. I do not see how you can dump even more traffic onto this bridge and keep the light at the hospital from backing up that traffic pretty much the same way as it is today. It appears to me there is not enough length of road from the cars merging onto Walnut Grove to the bridge to give them enough time to change lanes to continue on their route. Right now there is a huge issue with that in the mornings with the traffic coming up onto Walnut Grove from Humphreys because the right lane that goes to I-240 is under construction. People changing lanes that need to go straight on Walnut Grove, or South on I-240 do not have enough distance to merge in which causes backups on the bridge from Farm Rd. to the Baptist Hospital light.

If Farm Road traffic had more distance in which to merge into the traffic coming in from Walnut Grove I feel it would be a better plan. However, it still leaves me with major concerns about the mess that has been created at the Baptist Hospital.

However, as I said before, anything might be an improvement from the existing frustration felt every morning at this time. I am very much for preserving natural areas and improving the existing Shelby Farms Park as it is an asset to our community. I do believe we can do this in an environmentally friendly way and still allow for our day to day business whether it is going to work or getting to school or any other destination along the way. I just hope when it is done it doesn't just create more traffic issues than we have to suffer through now. For Farm road we need an intersection with no light much like the one at Millbranch and 240. You can work in whatever tunnels etc. along with that. This should be able to be done right away with much less controversy than the proposed project and address the main concerns of morning and afternoon backups also at a lower cost than the proposed plan.

Thank you for taking the time to read this. I would appreciate any feedback from you as this project goes forward. I am sure there have been many engineers and planners much more qualified than I am who have studied this in great detail. However, I drive the road, so I am able to see this from a more common sense approach for what that is worth.

Cordially,

David and Cristy Boothe
8371 Timber Creek Rd.
Cordova, Tn 38018

901 755-5410

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:36 AM
To: 'Mimi Dann'
Subject: RE: Kirby Whitten Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Mimi Dann [<mailto:mimidann@bellsouth.net>]
Sent: Monday, October 14, 2013 9:20 PM
To: TDOT Comments
Subject: Kirby Whitten Parkway

I have read, considered, and hereby endorse the position of the Shelby Farms Park Conservancy on the proposed Kirby Whitten Parkway.
Mimi Semmes Dann

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 07, 2013 7:21 AM
To: 'murraymka@cableone.net'
Subject: RE: Kirby Whitten Parkway (Shelby Farms Parkway) Public Comment Period.

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: murraymka@cableone.net [<mailto:murraymka@cableone.net>]
Sent: Sunday, October 06, 2013 7:09 AM
To: TDOT Comments
Subject: Kirby Whitten Parkway (Shelby Farms Parkway) Public Comment Period.

I support the road. It is hard enough for emergency vehicles to pass though and I think that the road will help the safety of our citizens.

Thanks,
Karen Murray



FREE Animations for your email [Click Here!](#)

Paula Herrmann

From: TDOT Comments
Sent: Monday, September 30, 2013 3:40 PM
To: 'nancy randall'
Subject: RE: Kirby Whitten Parkway (Shelby Farms Parkway) Public Comment Period

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: nancy randall [<mailto:randall.nancybob@gmail.com>]
Sent: Monday, September 30, 2013 3:36 PM
To: TDOT Comments
Subject: Kirby Whitten Parkway (Shelby Farms Parkway) Public Comment Period

This is a much needed road and will serve the public well! I am very much in favor of it. Hopefully this project will continue and be put into place.

Sincerely,

Nancy Randall

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 07, 2013 7:20 AM
To: 'Mike Ward'
Subject: RE: Kirby Whitten Parkway Extension

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Mike Ward [<mailto:wardcom@aol.com>]
Sent: Saturday, October 05, 2013 8:18 AM
To: TDOT Comments
Subject: Kirby Whitten Parkway Extension

As a resident in the Walnut Grove Road corridor west of the interchange of the proposed Kirby Whitten Parkway Extension and Walnut Grove Road, I am opposed to the project for these reasons.

-It will take park land that can never be replaced. Too much of Shelby Farms has already been carved away for government administrative usage. Using more park land for a major road project sets a poor precedent. If we take park land now, what will stop future generations from carving away another piece in 10 years, 20 years, 50 years? This is a not a good way to manage an amenity that enhances the lives of far more people than the commuters who would be helped by the road project.

-It is based on cost estimates that are surely outdated. TDOT hosted the first public hearing in five years on the project and offered no updated cost estimates.

-The delicate Shelby Farms ecosystem and wetlands will surely be adversely affected by altered storm run-off and drainage and increased auto emissions. I understand that current Federal law requires that tractor-trailers be allowed to use roads that are federally funded. An exception for Shelby Farms will require an act of Congress. I hope Congress will not approve it. We don't need tractor-trailer rigs or a big new road through Shelby Farms.

-The interchange will increase traffic along Walnut Grove Road and further adversely affect the character and impact traffic safety along what was intended as a residential road. Property values are already less along Walnut Grove Road than the adjacent streets due to heavy traffic that the City of Memphis cannot manage effectively. Traffic enforcement is poor. Speeders race up and down Walnut Grove Road day and night. Young drivers from the four high schools along Walnut Grove Road are involved in accidents frequently. There was a fatality involving a high school student after school on Walnut Grove Road several years ago. I fear serious traffic accidents will increase if more traffic comes through the area.

Please abandon this project. Instead, I request that TDOT, the City of Memphis, the City of Germantown and Shelby County develop commuter traffic solutions that utilize I-40, Humphreys Blvd., Wolf River Parkway, Sycamore View Road, Summer Avenue, Whitten Road, Raleigh-LaGrange Road and Macon Road. There are plenty of alternative routes for commuters to use. Please minimize commuter traffic through the park. Many Memphis area residents do not need nor want this wasteful, outdated project.

Sincerely,

Michael Ward
36 S. Fernway Road

Memphis, TN 38117
(901)277-3869

Paula Herrmann

From: TDOT Comments
Sent: Monday, September 30, 2013 8:08 AM
To: 'Ian Engstrom'
Subject: RE: Kirby Whitten Parkway Memphis, Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Ian Engstrom [<mailto:ianengstrom@gmail.com>]
Sent: Monday, September 30, 2013 7:44 AM
To: TDOT Comments
Subject: Kirby Whitten Parkway Memphis, Shelby County

I am writing in support of this much needed roadway project in Memphis and Shelby County. Shelby Farms Park is a wonderful resource for our city, but access to this resource from the existing Farm Road/Mullins Station Road network poses real safety concerns. The proposed road would shift traffic away from our beautiful park and allow safer access for pedestrian/bike/auto traffic to the park itself. Please don't squander this opportunity to improve safety for our community, and at the same time enhance one of the crown jewels of the Memphis/Shelby County community.

Thanks,
Ian Engstrom

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 2:48 PM
To: 'Amanda Randall'
Subject: RE: Kirby Whitten Parkway Memphis, Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Amanda Randall [<mailto:randallakm@gmail.com>]
Sent: Thursday, September 26, 2013 2:06 PM
To: TDOT Comments
Subject: Kirby Whitten Parkway Memphis, Shelby County

I support the road. I think it should be built. It will be very beneficial to our county.

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 1:49 PM
To: 'Randall, Elizabeth'
Subject: RE: Kirby Whitten Parkway Memphis, Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Randall, Elizabeth [<mailto:Elizabeth.Randall@STJUDE.ORG>]
Sent: Thursday, September 26, 2013 1:45 PM
To: TDOT Comments
Subject: Kirby Whitten Parkway Memphis, Shelby County

I would like to voice my support in favor of this project. The road is far too congested and therefor more dangerous than necessary. The project would provide beauty and increased public safety.

Thank you,

Elizabeth Randall

Email Disclaimer: www.stjude.org/emaildisclaimer
Consultation Disclaimer: www.stjude.org/consultationdisclaimer

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 9:06 AM
To: 'Daniel Bowling'
Subject: RE: Kirby Whitten Parkway Memphis, Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Daniel Bowling [<mailto:danielbowling@att.net>]
Sent: Thursday, September 26, 2013 9:00 AM
To: TDOT Comments
Subject: Kirby Whitten Parkway Memphis, Shelby County

TDOT,

My opinion is that any project that will minimize disturbance while easing traffic congestion is a good project. Construction will look bad and cause problems in the short term, but the State and the City have to be thinking years ahead. That being said, there should be plenty of speed control and heavy truck traffic should not be allowed on the road. You need to remember that this is near an excellent community resource and it needs to be protected.

Thanks,
Daniel Bowling

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 01, 2013 7:47 AM
To: 'Christian Huls'
Subject: RE: Kirby Whitten Parkway Memphis, Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Christian Huls [<mailto:christian.huls@me.com>]
Sent: Monday, September 30, 2013 4:30 PM
To: TDOT Comments
Subject: Kirby Whitten Parkway Memphis, Shelby County

Please go forward with this project. I have lived in Memphis since I was in first grade, back in 1981, and this is long overdue. This parkway would not only improve traffic in all of North Memphis from 240 eastward, but it is actually an improvement to Shelby Farms.

Christian Huls
901-217-1120

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 3:04 PM
To: 'A FORBUS'
Subject: RE: Kirby Whitten Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: A FORBUS [<mailto:anneforbus@bellsouth.net>]
Sent: Tuesday, October 15, 2013 3:03 PM
To: TDOT Comments
Subject: Kirby Whitten Parkway

There is absolutely no reason to spend money to build that road that will divide Shelby Farms and drive more traffic through. People have been getting from work to home and back every day for years without it.
Anne
<https://anneforbus.scentsv.us/Scentsy/Home>

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 2:39 PM
To: 'Sherri Williams'
Subject: RE: Kirby Whitten

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Sherri Williams [<mailto:sjyeager@aol.com>]
Sent: Tuesday, October 15, 2013 1:52 PM
To: TDOT Comments
Subject: Kirby Whitten

Please revisit the plan to extend Kirby Whitten. The plan you have is outdated!!

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 9:05 AM
To: 'robin boyd'
Subject: RE: Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: robin boyd [<mailto:boyd.robin.1@gmail.com>]
Sent: Wednesday, September 25, 2013 11:43 AM
To: TDOT Comments; Laura Adams; Margaret Slater; Steve Chipman
Subject: Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County

I attended the public hearing for the Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County, September 24, 2013.

I must recommend NO to the *de minimis* impact finding.
I must also recommend NO to the plan as presented last evening.

I will support an alternative phased development that will provide an improved entrance to the park and the closing of Farm road to through traffic.

I am open to reconsideration of the full proposal after the following issues are satisfactorily resolved.

1. Confirmation from the Federal Government, not local officials, that commercial truck traffic be prohibited from use of parkway.
2. Redesign of the proposed pedestrian tunnels to accommodate equestrian traffic. This is necessary to allow full access for mounted patrols or recreational horse trail riders.
3. Additional tunnels along the west edge of the parkway to allow for unencumbered movement of wildlife throughout the park.
4. Guarantees from the state that the public will be able to view and comment on the final design proposal.
5. Guarantees from the state that the speed limit be no greater than 35 miles per hour through the park.
6. The improvements to I-240 between Poplar and Walnut Grove and the improvements to the I-40/I-240 interchange must be completed as the increased vehicular capacity may alleviate much of the traffic congestion at the park.

7. Additional environmental impact studies on the grassland locations in the part is necessary.
8. The pedestrian/bicycle path across the intersection of Whitten and Mullins Station must be rethought. The premise for the parkway is to decrease traffic congestion, the proposal to use crossing barriers to stop traffic for pedestrians and bicyclists at this intersection is counter productive and does not appear to be safe.
9. An additional tunnel at Gardener Road at the parkway to allow for vehicular access to the community gardens and park destinations that will be west of the parkway.
10. The list of requirements previously submitted by the Conservancy must also be met.

I realize that the traffic congestion on Farm Road and Walnut Groove is real, but it is not the fault of the Park, nor should the Park accept a less than ideal compromise. The real stake holders here are the users of the park.

Thank you,

Robin Boyd
1177 Hayne Rd
Memphis, Tn 38119

901.305.6340

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:39 AM
To: 'Scott Springer'
Subject: RE: Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

From: Scott Springer [<mailto:sprin1scott@gmail.com>]
Sent: Tuesday, October 15, 2013 9:52 PM
To: TDOT Comments
Cc: Scott Springer; Margaret Slater; Steve Chipman; lwadams@shelbyfarmspark.org; lbrashear@shelbyfarmspark.org; jandrews@shelbyfarmspark.org; lpickens@shelbyfarmspark.org; bwylie@shelbyfarmspark.org; sbomar@shelbyfarmspark.org; Jim.Strickland@memphistn.gov; Kemp.Conrad@memphistn.gov; Shea.Flinn@memphistn.gov; Reid.Hedgepeth@memphistn.gov
Subject: Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County

Regarding: Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County

I drive around the Shelby County area every day as a sales representative. Just today I drove on or by 4 roads that were in the process of being widened. My greatest fear with the Proposed Shelby Farms Parkway project is this: Ten, fifteen, or maybe twenty years down the road there will be an outcry from non-outdoor motorists to widen this parkway. People that could mentally and physically benefit from getting out of their car and realizing the positive therapeutic qualities of unspoiled nature. If this parkway is built and it becomes easier to 'drive through' Shelby Farms, more people will start doing it - relying on it, and thus the outcry to widen it will come. It always does! PLEASE do not let this parkway happen. Shelby Farms is truly the GEM of this city. Yes, the park seems big now, but how about 40 or 50 years down the road when the population doubles as it has over the last 50 years? More open spaces will be needed!! Roads are like taxes. Once they are there they rarely, if ever, go away - and usually just keep growing. Please do not let this happen in our park.

My suggestion is this. Leave Farm road 2 lane. Widen it a little and add protected bike/walking lanes to it. Reduce the speed limit on it to 30 mi./hr. Add roundabouts a couple places on it to facilitate better entrance to and exit out of Shelby Farms Park. Keep access through the park available - but not OVERLY convenient. The problem right now is not access to the park, but exit out of the park- especially at Farm road.

Scott Springer, Memphis 38112

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:37 AM
To: 'Clay Chapman'
Subject: RE: Kirby-Whitten Parkway (Shelby Farms Parkway)

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Clay Chapman [<mailto:chapmcb@gmail.com>]
Sent: Monday, October 14, 2013 7:21 PM
To: TDOT Comments
Subject: Kirby-Whitten Parkway (Shelby Farms Parkway)

I would like to submit my concerns via email, as I know the deadline for comments is tomorrow. The planned parkway is a concern to me, as a resident who enjoys all the park has to offer, in the sense that I believe it will hurt more than just a few acres of the park, it will hurt the overall image of the city. With all the negative that surrounds this city, I don't believe we need to harm one of the bright spots that we have. Shelby Farms is a symbol of Memphis and the heart of the outdoor community. As we try to attract new residents and companies, we must show off our bright spots, not degrade them for the sake of commute minutes. I've worked for companies that have packed up and moved out of Memphis for reasons like the overpriced airport. We shouldn't cut Shelby Farms and add another thing to the list of reasons people don't want to live in Memphis. Our park should be appreciated and protected. Let's show outsiders that we recognize the beauty that this city has to offer, and entice future residents and companies to come to Memphis and share in the enjoyment we have at the park.

Please protect the park.

Thank you
Clay

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:37 AM
To: 'martha waldron'
Subject: RE: Kirby-Whitten Parkway/Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: martha waldron [mailto:martha.waldron@gmail.com]
Sent: Monday, October 14, 2013 8:45 PM
To: TDOT Comments
Subject: Kirby-Whitten Parkway/Shelby Farms

TDOT

Try thinking outside of the box, a cliché. It might work. **Staggered office and business hours** for the entire city of Memphis!!!! Some folks might even get to work early and actually accomplish something. Maybe they would be at their desk to answer a phone call!!!

There are many reasons why a new road should not be built through Shelby Farms when **viable routes exist even excluding the present Farm Road**. Since I-240 has been widened, 385 around Shelby County for the "thru" Memphis traffic completed, and when the new 240 overpasses are completed, I understand that much of the traffic flow will shift for the I240/I40 commuters. After all, that is **the destination of most of the cars on Walnut Grove Rd. is I240/I40**.

A second reason not to build the road is the unknown damage that may occur with the aquifer and the extent of the breaches. Understandably many roads, malls, and housing projects have been built on land before breaches were discovered. Why build in an area where a known breach exists and assume at great cost the install an infrastructure to collect runoff? **It does not make financial or environmental sense.**

A third reason - of course, Shelby Farms "Conservancy?" is for the road to be built west of Farm Rd. The road allows for expansion of their master plan. One also understands that the "Conservancy" receives money from the Shelby County government for salaries and other "outdoor" needs. Why would they object to a plan that might cut them from the budget?

A fourth reason – what did happen and continues to happen every day is the **massive traffic jam from the Wolf River to the interstate every day!!!** Baptist Hospital is expanding their hospital to include the entire SW corner of Humphreys and Walnut Grove Rd. CBHS, WEST CLINIC, POST OFFICE, APARTMENTS, FBI, traffic from Wolf River Blvd from Collierville all intersect and become a safety nightmare for drivers.

A fifth reason - the cost has increased measurably. Citizens of Shelby County are not interested in more taxes.

Need I go on? Please consider finding another project to work on.

Sincerely,

Martha Waldron

Paula Herrmann

From: TDOT Comments
Sent: Thursday, October 10, 2013 7:58 AM
To: 'Karen Francis'
Subject: RE: NO highway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Karen Francis [<mailto:kfrancis427@gmail.com>]
Sent: Wednesday, October 09, 2013 5:21 PM
To: TDOT Comments; AC.Wharton@Memphistn.gov; Mark.Luttrell@ShelbyCountytn.gov
Cc: Dennis Lynch
Subject: NO highway

Please **don't** authorize any big highway across Shelby Farms Park. Go around it, if needed. Thanks.

--

Sincerely,

Karen E. Francis, artist, author, filmmaker

<http://www.artprofilms.com>

artpro films is a division of [Art Promotions](#), a business in Memphis and Shelby County

Mailing address: 1138 N. Germantown Parkway, Suite 101, #132

Memphis, TN 38016

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901 289-4939 - kfrancis427@gmail.com

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:36 AM
To: 'Kat Bagley'
Subject: RE: Plans to ruin Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: Kat Bagley [<mailto:katbagley@me.com>]
Sent: Tuesday, October 15, 2013 9:20 PM
To: TDOT Comments
Subject: Plans to ruin Shelby Farms

I'm concerned that you would not consider other alternatives that are less expensive, would take less time to construct, would not have a negative impact on our water, and would not take away 128 plus acres of our beautiful and historic Shelby Farms. Decisions that are made without looking at alternatives are not good for the citizens of this city. Please do not make these decisions haphazardly!

Sent from my iPad

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:32 PM
To: 'Coffelt, Lauren'
Subject: RE: Please consider this request in response to revision plans affecting Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Coffelt, Lauren [mailto:lcoffelt@orthomemphis.com]
Sent: Tuesday, October 15, 2013 1:01 PM
To: TDOT Comments
Subject: Please consider this request in response to revision plans affecting Shelby Farms

Dear TDOT:

I am a MSTA member, an avid MTBer, and I currently use the greenline as a means of bike-commuting to my work place. I have had the unique pleasure to ride through Shelby Farms and see Bobcats, deer, coyotes, skunks, and snapping turtles, all on my way to work, thanks to Shelby Farms and the beautiful area that's there. In accordance with the letter from John Heeren, I am sharing the following.

I ask that it be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.
- That Walnut Grove Road won't be widened and that its speed limits will be reduced, and that Sycamore View Road will not be extended through the Park. I note that the current plan shows extension of Sycamore View Road through the Park in the future and I strongly object to this.
- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway. As noted above, maintaining and improving connectivity between perimeter access points and the center of the Park is critical. Access via the northern Greenline and southern Greenway must be maintained and/or enhanced.
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.

- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future plans of the Park so as to further enhance its contributions to the quality of life in this area.
- That the Parkway has underground utilities and no lighting.
- That tractor-trailers won't be allowed on the Parkway. Walnut Grove Road is physically incompatible with the heavy loads carried by tractor-trailer trucks. Furthermore, the noise these trucks generate is incompatible with the setting of the Park. They must be prohibited.
- And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (c.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you very much - Laurecn

Laureen Coffelt, OTR/L, CHT
Occupational Therapist, Certified Hand Therapist
orthomemphis
A Division of MSK Group, P.C.
6286 Briarcrest Ave.
Memphis, TN 38120
Ph: (901) 259-1621
Fx: (901) 261-2590

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Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:36 AM
To: 'Mauricio Calvo'
Subject: RE: Please delay the Shelby Farms project

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

From: Mauricio Calvo [<mailto:mauricio@latinomemphis.org>]
Sent: Tuesday, October 15, 2013 9:06 PM
To: TDOT Comments
Subject: Please delay the Shelby Farms project

The proposed needs to be adjusted. More options should be considered before proceeding.

Thank you,

Mauricio Calvo
Director - Latino Memphis

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 14, 2013 8:33 AM
To: 'Dohan Jr, F Curtis'
Subject: RE: Please stop the proposed Shelby Farms Parkway
Attachments: LetterToCitizens.pdf

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Dohan Jr, F Curtis [<mailto:cdohan@uthsc.edu>]
Sent: Monday, October 14, 2013 5:45 AM
To: TDOT Comments
Subject: Please stop the proposed Shelby Farms Parkway

Dear TDOT Members,

I am writing to urge your support in stopping the proposed Shelby Farms Parkway. The attached letter I received from the Sierra Club gives a large number of very compelling reasons for doing so.

In my opinion, any single one of the reasons they list should be sufficient to stop the proposed parkway or, at a minimum, to delay it until the relatively low-cost traffic fix is put into place and the out-of-date cost estimate and traffic studies can be replaced by accurate data.

As a physician, I have learned that it is essential to get the most current information before arriving at a disease diagnosis and to do a risk-benefit analysis before formulating a treatment plan.

Respectfully yours,

Curt Dohan, Jr.

F. Curtis Dohan, Jr., M.D.

Associate Professor

Director, Division of Neuropathology

Department of Pathology and Laboratory Medicine

University of Tennessee Health Science Center

930 Madison Avenue, Room 529

Memphis, TN 38163-2243

(901) 448-6358 Office

(901) 448-6979 Fax

<http://www.uthsc.edu/pathology/Faculty%20pages/dohan.htm>

http://www.uthsc.edu/neuroscience/faculty/C_Dohan.php

Paula Herrmann

From: TDOT Comments
Sent: Thursday, October 03, 2013 7:44 AM
To: 'Daniel E Pallme (depallme)'
Subject: RE: Project name: Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Daniel E Pallme (depallme) [<mailto:depallme@memphis.edu>]
Sent: Wednesday, October 02, 2013 4:22 PM
To: TDOT Comments
Subject: Project name: Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County

These are my written comments concerning the Kirby-Whitten (Shelby Farms) Parkway:

As a member of the Transportation Committee, I think it is important for the city and state to move forward with the project. I have known several of the players within all the different components that have agreed with the proposal; I feel confident that their expertise in developing the proposed solution is the correct decision for TDOT to proceed with the plans as presented at the meeting. Bottom line, regardless of any viewpoints on the park; their expertise should be valued since some of these people have been working on this issues for decades. In my opinion, the plan keeps the beauty of the park but also compliments the needs of commuters that will benefit from the changes in the current road infrastructure. Furthermore, I think the due diligence and background of the advisory team appointed by the mayor shows their expertise in really developing a plan for 'what is best for Memphis.' I attended the meeting held on September 24 and one point that was not mentioned is the probability of an even safer environment for the commuters and pedestrians. Safety should also be a major concern when looking at any changes and undoubtedly the park will be much safer when all the changes are implemented

It is time to move on and start the process of focusing on safety, the park, visitors and the commuters. As a community, we need to move ahead in progress.

Dan Pallme

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:43 AM
To: 'NICKI SPILLMAN'
Subject: RE: Proposed but definitely unnecessary Kirby-Whitten Parkway (Shelby Farms Parkway).

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition

From: NICKI SPILLMAN [<mailto:nickispillman@yahoo.com>]
Sent: Tuesday, October 15, 2013 11:57 PM
To: TDOT Comments
Subject: Proposed but definitely unnecessary Kirby-Whitten Parkway (Shelby Farms Parkway).

I am a concerned citizen of Shelby County and I use Shelby Farms Park, Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector on a regular basis as well as the current roads in and out of the area. I did attend the meeting at the Agricenter on September 24, 2013 by TDOT. Here are a few of my concerns with the proposed but definitely unnecessary Kirby-Whitten Parkway (Shelby Farms Parkway).

First and foremost, this road has been a topic of conversation for years, and for years folks have been getting to and from where they are going using the existing roadways through the park just fine. Walnut Grove, Farm Road, and Mullins Station Road are adequate roads for travel in and out of the area. If any changes should be made at all, widening Farm Road and Mullins Station and putting traffic lights instead of stop signs would be sufficient and certainly not budget busting, as the proposed plan would absolutely be.

Every person at the meeting who is in favor of the road all said basically the same thing - that the proposed road should be built because of a mere inconvenience to them. Simply because it takes them longer than they think it should to get from one place to another. I travel this route very often and the fact is that there are stunning views of marvelous nature on the drive and it really is a great time to have quite driving time to reflect and meditate. Those who think that this very unnecessary construction is needed (it is clearly just wanted) are likely aggressive road raging lunatics who have no patience and are a danger to others on the roadways. I researched the most dangerous intersections statistically in Memphis, and low and behold none of the intersections on the current route made the list. Not one. I knew that without having to look it up, because as I said I travel these roads often, and I have never seen an accident along the route. The most dangerous intersections in the city are as follows:

- Summer Avenue and Sycamore View Road in Memphis
- Winchester Road and Riverdale Road in Memphis
- Winchester Road and Mendenhall Road in Memphis
- Winchester Road and Kirby Parkway in Memphis
- Winchester Road and Hickory Hill Road in Memphis

- State Line Road and Riverdale Road in Memphis
- Hacks Cross Road and Lowrance Road (near Bill Morris Parkway) in Memphis
- Houston Levee Road and Walnut Grove Road in Cordova
- Houston Levee Road and Macon Road in Cordova
- Macon Road and Collierville-Arlington Road in Collierville

I travel these dangerous roads and intersections often as well, and I would much rather see my tax dollars be spent on keeping me safe on the dangerous roads and intersections of Memphis than pacify some impatient but safe drivers commuting on the route being discussed.

So, why would we not spend the TDOT budget on making these statistically 10 most dangerous intersections in the city safer, rather than one that is simply considered an inconvenience to some? It makes no sense. And while I am on the subject of the budget, it was very obvious at the meeting that the one developed 6 years ago in 2007 is the one still being used at this point in the process. Really?? Come on. Take that number and multiply it by plenty, and there you have the actual investment required for such a massive construction plan. It was very unnerving to sit in that meeting and see that it very much seems as though the Shelby Farms Conservancy, The City of Memphis, TDOT, and Shelby County Government all have some financial gain at stake with the construction of this proposed roadway.

Shelby Farms Park makes national news on a regular basis. Do you think that this proposed road will make national news? I am positive it absolutely will not. The park is a bright spot in this city that has few. Please don't allow it to be destroyed out of a desire for more convenience and not necessity.

Thank You,

Cynthia Nicole (Nicki) Spillman

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 12:15 PM
To: 'Peterson, Eric'
Subject: RE: Proposed highway through Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Peterson, Eric [<mailto:Eric.Peterson@stpat.cdom.org>]
Sent: Tuesday, October 15, 2013 11:42 AM
To: TDOT Comments
Subject: Proposed highway through Shelby Farms

My name is Fr. Eric Peterson. I am a Catholic priest of the diocese of Memphis. I am writing this to express my firm opposition to the proposed highway through Shelby Farms. It is not only not needed, but is also wrong on many moral levels. The first being that Jesus Christ states very clearly we are to be good stewards of this earth, and protect life in all of its forms. To allow this to happen would be something that the members of TDOT would have to carry with them for the rest of their lives. Please avoid this heinous project to continue!

Fr. Eric Peterson
St. Patrick's Church
Memphis, TN.

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 10:18 AM
To: 'Bethany Gallagher'
Subject: RE: Proposed Kirby Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Bethany Gallagher [<mailto:betjwint@yahoo.com>]
Sent: Tuesday, October 15, 2013 9:38 AM
To: TDOT Comments
Subject: Proposed Kirby Parkway

I disagree with the proposed Kirby Parkway and believe it should not be built. It will fill the air in the park with pollution and noise from passing cars. It will also affect the running and walking trails in the area. I go to the park about once every month or so and while it is crowded sometimes (especially before a large event), that is no reason to build this huge parkway.

Thank you,
-Bethany Gallagher

Bethany Gallagher
1210 Dearing Road
Memphis, TN 38117
betjwint@yahoo.com

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:29 AM
To: 'IguanaMom3@aol.com'
Subject: RE: Proposed parkway bisecting Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: IguanaMom3@aol.com [<mailto:IguanaMom3@aol.com>]
Sent: Monday, October 14, 2013 4:36 PM
To: TDOT Comments
Subject: Proposed parkway bisecting Shelby Farms

Dear TDOT,
While I have some misgivings about a parkway bisecting Shelby Farms and its impact on the greenbelt, I realize that the present situation with Farm Road is far from perfect.

One of the loveliest parkways I have used is the Colonial Parkway in Virginia, between Yorktown and Williamsburg, and that might be a model for the proposed project. Turns in the road and landscaping with indigenous plants might make the parkway more attractive. A walkway above the road would assist pedestrians and bikers to cross safely.

The speed limit needs to be set lower than Farm Road (and enforced), with no passing allowed, in order to promote enjoyment of the park and protect its users and wildlife.

*Angela Saunders
Bartlett*

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 14, 2013 8:30 AM
To: 'bschrei1'
Subject: RE: Proposed Shelby Farms Park Road

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: bschrei1 [<mailto:bschrei1@bellsouth.net>]
Sent: Sunday, October 13, 2013 11:57 AM
To: TDOT Comments
Cc: A C Wharton; Mark Luttrell
Subject: Proposed Shelby Farms Park Road

Sirs:

I have been involved with suggestions concerning this road for well over a 15 years. Some of the more salient points are:

1. Federal guidelines are for one major north-south or east-west artery for every three miles. According to these guidelines, a major road is not needed.
2. As has been pointed out to you any number of times, regardless of design and costs , any road will interfere with the integrity of the park.
3. The major difficulty – perhaps the ONLY difficulty - is blockage of the intersection of Walnut Grove and Shelby Farms Road during rush-hour traffic. This can be resolved in a cost-effective manner outside the park by
 - A. adding a short third lane on Walnut Grove so that traffic is not blocked by those attempting to turn into the park.
 - B. replacing the stoplight with a roundabout.

Sincerely,
Robert A. Schreiber
5635 Sycamore Grove Lane
Memphis, TN 38120
bschrei1@bellsouth.net
901-827-5482

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:41 AM
To: 'StevenSondheim'
Subject: RE: Regarding current plans for Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: StevenSondheim [mailto:StevenSondheim@yahoo.com]
Sent: Tuesday, October 15, 2013 11:41 PM
To: TDOT Comments; TDOT Comments
Subject: Regarding current plans for Shelby Farms Parkway

I believe there will be major impacts on the park if the current road design is implemented-environmental, recreational, and biological. Cutting up that much of potential parkland is damaging and unpopular with most of the public.

I don't believe this highway is necessary. In addition, there is a recommended alternative solution (developed by a highly respected national traffic engineer) to the current congestion problem. This alternative is less expensive, and can be implemented much more quickly.

Please delay the decision until alternatives are considered,

Steven Sondheim
271 N Rose
Memphis, Tn

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 8:59 AM
To: 'Robert McVeigh'
Subject: RE: road through Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Robert McVeigh [<mailto:rmcveigh@bellsouth.net>]
Sent: Tuesday, September 24, 2013 3:00 PM
To: TDOT Comments
Cc: marilynmcveigh@gmail.com
Subject: road through Shelby Farms

I cannot come to the forum at 5, but I have very strong opinions about putting the road through the park. First, it is WRONG to cut the park. It needs to stay in tact. I've lived in Memphis since 1970 and witnessed the Federal Transportation Dept. deciding NOT to cut Overton Park for I-40. The same set of rules apply here. Second, CRIME is the biggest concern! Everyone in Memphis has heard how crime increased when highway 385 opened because criminals could easily get into neighborhoods, do their dirty work, and escape quickly on the new road. This will happen to the area south of Humphreys Blvd. and Wolf River Parkway if you expose this area to through traffic. I live in Germantown, and I learned at the Smart Growth meetings that they have deliberately NOT cut roads through areas for this very reason. Third, you can EASILY widen Mullins Station (without affecting much of the park on the north), and then at the Farm Road intersection you can build a new road across the WEST side of the park and connect it to Walnut Grove close to the Wolf River Bridge. The people who want to go to Kirby Parkway can easily backtrack to Kirby Parkway. From Whitten, people who want to go to Germantown Rd. can easily use Mullins Station and Raleigh LaGrange.

Thank you for taking my ideas into consideration.

Marilyn McVeigh
8362 Briar Creek
Germantown, TN 38139
901-754-7209

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:38 AM
To: 'Joan Byrne'
Subject: RE: road through the park

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

From: Joan Byrne [<mailto:mjoanbyrne@gmail.com>]
Sent: Tuesday, October 15, 2013 9:33 PM
To: TDOT Comments
Subject: road through the park

I do not support building a road through the park.
Joan Byrne

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:42 AM
To: 'Michael L Kennedy (mlkenndy)'
Subject: RE: SFP

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Michael L Kennedy (mlkenndy) [<mailto:mlkenndy@memphis.edu>]
Sent: Monday, October 14, 2013 5:55 PM
To: TDOT Comments
Subject: SFP

With agricultural areas on both sides of the proposed highway, animals (especially deer) will be moving from one side to the other. If the highway is built, there is need for underpasses or overpasses for wildlife.

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 07, 2013 11:52 AM
To: 'Janice Jordan'
Subject: RE: Shelby Farms - road across Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Janice Jordan [mailto:janicejordan1@gmail.com]
Sent: Monday, October 07, 2013 11:44 AM
To: TDOT Comments
Subject: RE: Shelby Farms - road across Shelby Farms

TDOT:

Thank you for your presentation regarding the road proposal across Shelby Farms. It seems that you are going to build the road after pass across bridge - but staying on the western end of the park.

Question 1 - using Farm Road

My question is why couldn't Farm Road be improved (to deal with other people coming directly out of the park. They have to wait on cars backed up on Farm Road. It just seems that maybe another lane - or just a larger land (maybe 2 or 3 lanes that come up to Walnut Grove. The traffic light could utilized another signal to just let the right lanes go at one time, then that would help the traffic issue. (Even if you made Farm Road 2 lanes, that would be ok as we were taking what we already have taking people across from Walnut Grove to Mullins Station. Then drivers can turn right and go down to Whitten - and turn on Whitten.

Looking at the plan you presented (the one going across at the most western side.

Seems better than the other plans because it stays at western end. HOWEVER, we were told at that meeting that this road (because of federal funds) can't ban trucks. They said that the park group would meet with the two mayors to get an exemption on the road. I know they say that they can work hard to do this and I'm sure they can and will - however the federal group can deny that exception. THEREFORE, THE EXEMPTION TO KEEP OFF TRUCKS (AND OTHER 18 WHEELERS OR POSSIBLY OTHER VEHICLES THAT YOU FEEL SHOULD NOT GO ON THIS ROAD SHOULD BE ADDRESSED AND FINALIZED, ACCEPTED, AND APPROVED !!!! I think that the Cordova Residents should have an option to vote on the proposed road - WITH the approval from the federal govts. that on this new road we have in Shelby Farms will restrict certain trucks, 18 wheelers, and any other vehicles we want to restrict,

It is important to our property owners and users of the roads and park be given an option that the issue about the road with NO TRUCKS, 18 wheelers, and etc... should be asked first. Then if we get these options and they are what we wanted ----- then at that time, they start on the process of planning and building the road.

Both your plan, and the one I mentioned about going thru using Farm Road should NOT BEGIN ANY PROCESS REGARDING THE ROADS UNTIL THIS EXCEPTION ABOUT THE TRUCKS,ETC... IS RECEIVED.
(NONE OF THIS PROCESS OF STARTING AND HOPE THAT WE GET THE EXCEPTION)

GET THE EXCEPTION WE NEED FROM GOV. FIRST...FIRST...FIRST
THEN IMPLEMENT THAT PLAN AND BUILD ROAD

*****"NO APPROVED ROAD - UNLESS WE HAVE THE EXCEPTION MADE FOR ANY ROAD THROUGH PARK.

WE HAVE BEEN WORKING ON THIS ROAD PROJECT MANY, MANY, YEARS.. NOW IS NOT THE TIME TO GET TO THE FINAL PLAN AND THE BUILDING OF A ROAD UNLESS WE TAKE THE TIME TO GET THIS EXCEPTION. It would be shame to have worked to long and hard and not take the time to get this exception. I believe that our neighborhood group, especially those who use the park or travel on the roads there would be very upset that we had so long to mess up on one of the most important part of this road. We don't want trucks, 18 wheelers, etc on this road !!!! Get exemption first !!!!!
...

i have lived in Cordova over 22 years and we have accepted many things from builders, zone changes, etc). Now we are facing both the road that goes across the farm, the biking trail that goes right behind our homes, then 2 extra lights at Germantown Road near Firestone or Grace Healthcare to get the bikers across Germantown Parkway. There will be a gathering place and then 1 traffic light you will have to stop to allow bikers, walkers, to get across ONLY HALFWAY of Germantown Parkway. Then there will be something in the median large enough to have 20 bikers. They will punch for another light to turn red so that then you can go across the second half of Germantown Parkway. This will take 2 separate traffic lights fairly close together to get bikers and others across Germantown Parkway.

So, we have always tried to work together on projects as time changes things. However, I believe our neighborhood group wants the least impact to the farm. Your plan at western end, or my plan to correct Farm Road have few more lanes that turn on Walnut Grove,...both plans need to know for sure first before any road gets started we HAVE TO HAVE THE EXEMPTION that restricts access on that road for trucks/ - 18 wheelers, etc)

Thank you again for speaking to us, and asking for our input goes a long way with the people within our neighborhood group. I hope that something can be done with these 2 plans - with the approval (with the exception to not allow trucks, 18 wheelers. etc_ At this point in time, it sounds crazy to start on any road before it is final that we have exception about not allowing trucks, 18 wheelers, etc.. To have worked so hard on this so far - and then do nothing to secure the answer from the government for the approval of the restrictions that we asked will seem like the group working on this have let us down, and didn't look out for our best interest to get what we wanted about the types of vehicles on whatever road in or across the park.

I don't know if it is too late to look at my proposal about utilizing and enhancing the road, lanes, etc (Farm Road).

If it is too late for that proposal, then I will vote for the one that was shown at the last meeting (the one that is the at the far west end.....
but ONLY if this plan states that the authorization from federal government has been RECEIVED and this will restrict trucks, 18 wheelers, etc. (whatever else the group things we need to have restricted.)

Thank you,

Janice Jordan
901-757-1739
901-832-5607 (cell)

Please call me if you have any questions about what I have stated regarding my position on getting the approval from FED. GOVN about vehicle restrictions (trucks, 18 wheelers, etc) FIRST. And. not start any part of plan until we have approval in our hands from fed.gov.
Thanks.

Janice Jordan

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 4:01 PM
To: 'csm4167@comcast.net'
Subject: RE: Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: csm4167@comcast.net [mailto:csm4167@comcast.net]
Sent: Tuesday, October 15, 2013 4:00 PM
To: TDOT Comments
Subject: Shelby Farms

I am completely opposed to any road building in Shelby Farms.

Susan McNulty
1938 Rolling Glen Cove
Memphis, TN 38134

901-384-8500

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:24 AM
To: 'John Dudas'
Subject: RE: Shelby Farms Parkway
Attachments: Statement Supplement - to SFP 9-24-13 Statement.docx

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: John Dudas [<mailto:John.Dudas@belz.com>]
Sent: Monday, October 14, 2013 4:02 PM
To: TDOT Comments
Subject: FW: Shelby Farms Parkway

From: John Dudas
Sent: Monday, October 14, 2013 3:57 PM
To: 'TDOT.Comments@tn.gov.'
Subject: FW: Shelby Farms Parkway

Pls add these comments to the ones I submitted and delivered at the public meeting. Thank you.

From: John Dudas
Sent: Thursday, October 03, 2013 3:48 PM
To: Steve Chipman (steve.chipman@tn.gov)
Cc: Ron Belz; Muller, Dexter (dmuller@memphischamber.com); rustyb@boyle.com
Subject: Shelby Farms Parkway

Steve,

As we discussed, attached please find my supplemental statement regarding the Shelby Farms Parkway project. This is in addition to the written and verbal statement I submitted at the public meeting on 9/24/13.

In addition, I would like to request a copy of the transcript of the meeting when it is available.

Thank you,

John

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 14, 2013 10:08 AM
To: 'Louise Biedenharn'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Louise Biedenharn [mailto:slouisechandler@gmail.com]
Sent: Monday, October 14, 2013 10:05 AM
To: TDOT Comments
Subject: Shelby Farms Parkway

To Whom It May Concern:

I am against the plan to build a parkway across Shelby Farms Park. I am a lifelong Memphian, who has regularly enjoyed Shelby Farms all of my life. I believe this parkway does not need to be built at this time for the following reasons:

1. Quicker, cheaper fix - Our proposed fix to the Farm Rd intersection will solve the current traffic problem, and can be implemented years sooner than the TDOT plan, for less than \$1 million. See drawing below the signature.

2. Too expensive - The \$24.5 million cost estimate for the parkway has not been updated to reflect the cost of addressing the environmental issues, the Shelby Farms Park Conservancy's issues, or inflation- the eventual cost could double!

A. Memphis pays 20% but Germantown and Bartlett receive most of the benefit.

3. 128+ Acres - The planners want to declare "de minimis" (meaning "virtually nothing") impact on the Park in order to avoid important planning steps. The TDOT planned road would take more than 128 acres from the Park. "That's not nothing!"

A. Overton Park - Thank goodness "de minimis" saved Overton Park (Supreme Court, 1971). How healthy would that area be if they had built I-40 through the park in 1971?

4. Significant environmental issues - These issues, including threats to our drinking water (aquifer), floodplain and the Wolf River, have not been adequately addressed.

5. Compromise no longer valid -The compromise agreement made in 2006 was a significant effort by the "advisory team" at the time, but numerous key facts were not shared with the team, AND traffic trends indicate the need may not be as significant as predicted.

6. Change to Traffic dynamics -

A. Traffic around the park is not growing, since 2004.

B. Major forecast error - The forecast used to justify the parkway is overstated by 42%.

C. I-40/I-240 interchange reconstruction - This project will alleviate the desire to shortcut through the park to avoid the congestion on I-40.

D. Congestion in front of Baptist East Hospital - The parkway if built, will bring 18-19,000 additional cars per day to the existing congestion mess in front of Baptist East Hospital.

E. Household Travel Survey underway – This detailed regional study will tell us much more about travel patterns, and possible need for the parkway.

Sincerely,
Louise C. Biedenharn
404 Holmes Circle
Memphis, TN 38111

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 14, 2013 8:29 AM
To: 'Mike Kirby'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Mike Kirby [<mailto:drmkirby@comcast.net>]
Sent: Sunday, October 13, 2013 9:16 AM
To: TDOT Comments
Cc: 'Mike Kirby'
Subject: Shelby Farms Parkway

I am a long time city residents and a frequent user of Shelby Farms and occasional user of Walnut Grove.

I am strongly opposed to the proposed Shelby Farms Parkway for the following reasons:

It is not needed: The I40 and 240 interchange work will have a significant impact in relieving congestion. In fact, building the parkway might increase congestion in the area adjacent to Baptist Hospital. In addition, the traffic volumes have not been increasing for the last 8 years. It seems the data is flawed.
Building a four lane road with a large interchange will leave a scar on the Shelby Farms park. Our parkland needs to be protected. It is both a recreation site and an economic development tool that attracts people to our city.

Michael Kirby
679 N Idlewild Memphis TN 38107

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 14, 2013 8:29 AM
To: 'Mike Kirby'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Mike Kirby [<mailto:drmkirby@comcast.net>]
Sent: Sunday, October 13, 2013 9:16 AM
To: TDOT Comments
Cc: 'Mike Kirby'
Subject: Shelby Farms Parkway

I am a long time city residents and a frequent user of Shelby Farms and occasional user of Walnut Grove.

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It is not needed: The I40 and 240 interchange work will have a significant impact in relieving congestion. In fact, building the parkway might increase congestion in the area adjacent to Baptist Hospital. In addition, the traffic volumes have not been increasing for the last 8 years. It seems the data is flawed.
Building a four lane road with a large interchange will leave a scar on the Shelby Farms park. Our parkland needs to be protected. It is both a recreation site and an economic development tool that attracts people to our city.

Michael Kirby
679 N Idlewild Memphis TN 38107

Paula Herrmann

From: TDOT Comments
Sent: Thursday, October 10, 2013 7:58 AM
To: 'DRSONNY1@aol.com'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: DRSONNY1@aol.com [mailto:DRSONNY1@aol.com]
Sent: Wednesday, October 09, 2013 5:43 PM
To: TDOT Comments; ACWharton@MemphisTN.gov; Mork.Luttrell@ShelbyCountyTN.gov
Subject: Shelby Farms Parkway

For the record:

I am against the road.

I was a member of the original Friends of Shelby Farms and worked for years to stop the elevated highway that was going to be Kirby Parkway.

I was hopeful that the citizens committee for sensitive design would come up with something much better. Although they did, they overlooked the environmental impacts that have come to light since like the exposure of the Memphis Sands Aquifer. The risk of the road on our precious water supply in combination with the leaching of the old landfill far outweighs any transportation needs in this area.

Generally speaking, this road has never been necessary. It simply a matter of weighing the wants of people who are trying to preserve the greenspaces against the developers who want another unnecessary road. Shelby Farms Parkway would only serve to connect points better served by the new, expanded I-240.

The idea that this road would have a de minimis effect on the park is ridiculous. Hopefully, you who make these decisions, will decide in favor of maintaining the park without the intrusion of an unnecessary road.



Alan Salomon, D.D.S., F.A.G.D.

Family & Cosmetic Dentistry
5575 Poplar Avenue, Suite 121
Memphis, TN 38119
(901)683 5293
drsonny1@aol.com
alansalomon.com

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 9:19 AM
To: 'Morris Moore'
Subject: RE: Shelby Farms Parkway (Kirby-Whitten Parkway)

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Morris Moore [mailto:j.morris.moore@gmail.com]
Sent: Tuesday, October 15, 2013 9:07 AM
To: TDOT Comments
Subject: Shelby Farms Parkway (Kirby-Whitten Parkway)

I am in favor of the latest revision to the road plan.

I would like to see a connector trail from the Walnut Grove pedestrian bridge to the dirt trails that pass under the bridge to be added to the plan.

I believe the guarantees that the Shelby Farms Park Conservancy requested be part of the plan.

We (the Shelby Farms Park Conservancy) asked to be guaranteed that:

- *The Parkway design makes it easy for visitors to get to and around the Park;
- *That Walnut Grove won't be widened and that its speed limits will be reduced, and that Sycamore View will not be extended through the Park;
- *That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River ;
- *That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park;
- *That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park;
- *That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment;
- *That the Parkway design complements the bold and aspirational vision for Shelby Farms Park;
- *That the Parkway has underground utilities and no lighting;
- *That tractor-trailers won't be allowed on the Parkway; and
- *That citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment.

Sincerely,
Morris Moo

Moore Jewelry Service
171 Leaf Trail Court
Cordova, Tn 38018
901-517-0364

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 8:27 AM
To: 'Mary Margaret Ware'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Mary Margaret Ware [<mailto:waremmj@gmail.com>]
Sent: Tuesday, October 15, 2013 8:26 AM
To: AC.Wharton@memphistn.gov; TDOT Comments; Mark.Luttrell@shelbycountyttn.gov
Cc: Pragati Srivastava
Subject: Shelby Farms Parkway

We are against the proposed parkway across Shelby Farms because:

1. UNNECESSARY EXPENSIVE COST:

Instead of the estimated \$24.5 million, the traffic could be managed by revising and expanding Farm Road for \$1 million. A new proposed design for Farm Road by another traffic engineer has great merit. This less extensive project also has the immense advantage of taking less time to construct and limiting the tremendous disruption of traffic on Walton Way.

2. SAFETY:

The current proposal creates even more high speed traffic with limited visibility at the exit for Humphries Blvd. and Baptist Hospital intersection.

3. MEMPHIS AQUIFER PROBLEMS:

It has been recognized that the current proposal could detrimentally affect the Memphis Aquifer which supplies all the region's drinking water. In order to prevent this, TDOT has claimed that the proposed roadways will have special drains and the water will be PUMPED further away into the Wolf River. The cost, service and repair for this extensive run-off water management project has never been published. Memphis cannot afford to take on this perpetual expense.

This road project has been controversial for several decades which shows the great amount of public disapproval. Please be willing to look at the new design for Farm Road as a better sustainable alternative.

Mrs. Mary Margaret Ware
John R. Ware, M.D.

2110 Hickory Crest Drive
Memphis, TN 38119-5614

901-496-4194

Sent from my iPad

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:29 PM
To: 'rodger dicks'
Subject: RE: Shelby Farms Parkway Comments

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: rodger dicks [<mailto:rdicks@bellsouth.net>]
Sent: Tuesday, October 15, 2013 12:25 PM
To: TDOT Comments
Subject: Shelby Farms Parkway Comments

I am against the proposed Shelby Farms Parkway because:

1. Shelby Farms Park is a PARK, which by definition is "A large tract of rural land kept in its natural state and usually reserved for the enjoyment and recreation of visitors." It is NOT an obstacle which must be overcome for the sake of traffic flow. I believe that every effort, now and in the future, should be made to protect, and indeed restore, the "natural state" of the Park and a new road through the Park would by its very nature compromise that integrity.
2. There are simpler, quicker and less environmentally intrusive solutions to many of the traffic issues that the proposed Parkway seeks to solve. The Sierra Club has offered one such solution for the intersection at Walnut Grove and Farm Road and I believe that to not implement immediate improvements to that problematic intersection is a dereliction of responsibility of state, county and city government.
3. The Parkway was estimated to cost \$24 million several years ago but with inflation and the costs to address both the environmental concerns and the access issues raised by the Shelby Farms Conservancy, the estimate today would surely be much higher. The public deserves to be given a revised, current estimate. But regardless of what increase there may be, I believe that even \$24 million is too much of public funds to spend to scar the Park.

I urge you to reconsider and cancel this ill-advised project.

Sincerely,

Rodger Dicks
1219 Thornton Cv
Cordova, TN 38016

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:40 AM
To: 'Bill Ferguson'
Subject: RE: Shelby Farms Parkway guarantees

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: Bill Ferguson [mailto:BILL@ANFA.com]
Sent: Tuesday, October 15, 2013 11:05 PM
To: TDOT Comments
Subject: Shelby Farms Parkway guarantees

I strongly urge you to comply fully with all guarantees requested by Shelby Farms Park Conservancy. This incredible park is an increasingly vital part of our county's natural, wellness, and recreational fabric.

William Bert Ferguson
1732 Autumn Ave.
Memphis, TN 38112

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:30 PM
To: 'Jeff Barnes'
Subject: RE: Shelby Farms Parkway Plan

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Jeff Barnes [<mailto:jeff@barnesretirement.com>]
Sent: Tuesday, October 15, 2013 1:00 PM
To: TDOT Comments
Subject: Shelby Farms Parkway Plan

I am a Memphis and Shelby County resident and a regular user of Shelby Farms Park ("the Park"). I am concerned about the impact of the planned north/south road construction through the park and, in consultation with the Shelby Farms Park Conservancy, request the following regarding this plan.

I ask that it be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.
- That Walnut Grove Road won't be widened and that its speed limits will be reduced, and that Sycamore View Road will not be extended through the Park. I note that the current plan shows extension of Sycamore View Road through the Park in the future and I strongly object to this.
- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway. As noted above, maintaining and improving connectivity between perimeter access points and the center of the Park is critical. Access via the northern Greenline and southern Greenway must be maintained and/or enhanced.
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.
- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future

plans of the Park so as to further enhance its contributions to the quality of life in this area.

- That the Parkway has underground utilities and no lighting.
- That tractor-trailers won't be allowed on the Parkway. Walnut Grove Road is physically incompatible with the heavy loads carried by tractor-trailer trucks. Furthermore, the noise these trucks generate is incompatible with the setting of the Park. They must be prohibited.
- And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (e.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you for considering these requests.

Jeff Barnes
4915 Roane Road
Memphis, TN 38117

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:25 AM
To: 'Luisa Ramirez de Lynch'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

From: Luisa Ramirez de Lynch [<mailto:ramirezdelynch@gmail.com>]
Sent: Tuesday, October 15, 2013 6:31 PM
To: TDOT Comments
Subject: Shelby Farms Parkway

To Whom It May Concern,

I want to voice my opinion regarding the possibility of building a road through Shelby Farms. At this time I am against building the road. There are several reason that prevent me from supporting building the road. The primary one is the concerns regarding the possible environmental impact of the road on the aquifer. I believe that in the public hearing of September 24th you fail to inform the public regarding any studies that may deem building the road safe to the aquifer or any specifics in how the aquifer would be protected if you build the road. Additionally as a taxpayer and resident of The City of Memphis I honestly resent the burden on the city of Memphis to build a road that would not benefit Memphians but rather benefit the same people who moved out of the the city to avoid paying taxes=Not fair. The budget you presented is outdated, so it is safe to assume that the fiscal burden on the city will be much greater than you reported. Memphis is having very challenging budget issues, we don't need to add to it by being committed to such an expensive unnecessary project. That leads me to my final point. Looks like there are less expensive alternatives to ease the congestion in Walnut Grove Road. Please, consider these seriously and or work out your own creative solution to this problem.

Thank you for this opportunity to hear my concerns.

Respectfully,

Luisa Ramirez de Lynch
347 N. McLean Blvd.
Memphis, TN, 38113

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:32 PM
To: 'Justin Terry'
Subject: RE: Shelby Farms Pkwy(Kirby-Whitten Pkwy Expansion)

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Justin Terry [mailto:jttery740@gmail.com]
Sent: Tuesday, October 15, 2013 1:31 PM
To: TDOT Comments
Subject: RE: Shelby Farms Pkwy(Kirby-Whitten Pkwy Expansion)

Good afternoon,

I would like to express my view regarding the Kirby-Whitten Parkway expansion along Shelby Farms Park. I am a citizen of the west Germantown community in Shelby County Tennessee, and have tried to be very open-minded about the thoughts of a new roadway in one of my favorite assets, that I feel Shelby County and the Great state of Tennessee possess.

After looking over the planned area for the new roadway, and discussing the matter with Mr. Ritchie Smith, who helped contribute to the lovely, and creative design, I was initially thankful that if such a road must be constructed, it would be as far west of the park as possible. However, I feel that with such difficult economic hardships that our city, state, and nation are currently undergoing, it would be negligent to initiate such a massive project. Furthermore, the nearby I-240/I-40 construction is not even complete yet, and this is unnerving for numerous reasons.

I can't imagine such a lengthy project taking place in a natural wildlife area, and furthermore, what the resulting impact might be. Also, The interstate construction taking place less than a mile away, is being done to solve the same problem. The construction that is taking place currently on I-40/I-240 is a roadway enhancement project, that should help alleviate masses of traffic traveling in the exact same direction as the planned Shelby Farms Parkway. Since the current project on the interstate system isn't even complete, it seems highly irresponsible to initiate another costly project that has nearly the same goal as the one taking place now. It is also important to mention that traffic obstruction from the eastern Poplar corridor to the Sycamore View, Appling, and Whitten areas, that are already suffering from the current I-240 construction, would certainly be even more crippled, should the Shelby Farms Pkwy construction be initiated in the near future.

It is also important to mention that population growth in the Cordova, Bartlett, and Germantown communities have peaked a few years ago (around the time the I-240 construction began). Once the current construction finally wraps up, I'm sure these communities would be provided with immediate traffic relief. It would only be important to discuss plans for the Shelby Farms Pkwy, should traffic worsen (in those communities), after the completion of the nearby I-240 construction.

After attending the September 24th community hearing at the Agricenter Auditorium, I quickly realized how passionate the citizens of the Mid-South feel about the park's beauty, and also its precious wildlife. This very wildlife has been affected by the construction taking place along the I-240 corridor, and thankfully had the Lucius Birch Wetlands area to the east to seek refuge from the construction, constant noise, added smog, and man-made destruction, but this very area that has provided the wildlife with sanctuary is now in jeopardy, with what I'd like to consider the I-240 sister project, or Shelby Farms Pkwy.

Lastly, I would like to discuss the importance and bring to attention, the serious matter of littering along the proposed parkway. Currently, when I drive through Shelby Farms Park via Walnut Grove I see vast amounts of trash flying through the breeze. This has always been heartbreaking to witness, but also just a mere part of reality, since Walnut Grove is a busy roadway. At no time during the September 24th hearing, did anyone even mention how much litter such a roadway would produce. And because the roadway has been proposed to be constructed throughout the Lucius Birch Wetlands, it not only harms wildlife, but also puts the precious water aquifer at severe risk. After talking to Laura Adams (PR rep. of Shelby Farms), once the community hearing had concluded, she informed me that the litter I saw on Walnut Grove paled in comparison to the amounts of litter that could be found near the buffalo herd area, as well as Farm Rd, and Mullins Station Rd. She also explained that if they were fortunate enough to receive help from prison work release workers a couple times a month, they would be able to pick up only small amounts of the troublesome litter. While litter is an unfortunate problem with the park, most of the litter remains clear of the water aquifer and protected wetlands, that is so vital for the city. However, the proposed parkway will certainly ensure that the vital area in question, that has managed to survive decades upon decades, and keep us surviving as well, will soon be negatively affected by our negligent stewardship of funds and intelligent rationale.

I was born and raised in the Memphis, TN, and have lived here all 24 years of my life, and Shelby Farms has been an oasis of beauty, fun, creativity, and learning ever since I can remember. I am thankful for such a lovely park and all it has done, and continues to do for this area of the country. But I am also quite fond of the natural beauty, and our city's vital water source, and would love to see it remained unharmed for many more generations to come. Thank you for taking time to read and consider my opinion as a taxpaying citizen of Shelby County and Great state of Tennessee.

Best,
Justin Terry
6752 Meadow Oak Place
Memphis, TN 38120
(901) 494-6311

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 14, 2013 8:28 AM
To: 'bobby zinser'
Subject: RE: Shelby farms pkwy

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: bobby zinser [<mailto:bobbyzinser@bellsouth.net>]
Sent: Friday, October 11, 2013 9:07 PM
To: TDOT Comments
Subject: Shelby farms pkwy

To whom it may concern, I am not opposed to the pkwy going thru shelby farms as it is designed. I just wonder why some simple remedies were not tried at first to prevent spending a lot of money that isnt necessary. It will take a long time to complete this project and I have to go thru this area twice a day both in the heaviest traffic flows. Could this be tried first or at least put in place to ease traffic during construction.

First, AM west bound traffic can be eased by allowing the traffic signal at Walnut Grove and Farm rd to be green longer for the west bound Walnut Grove traffic during the hours of 7 - 8AM, also extend a merge lane from Farm rd to the ramp exiting Humphreys Blvd. That would allow the farm rd traffic wishing to head west bound a lengthy space to merge into the natural flow of traffic. There is not that much traffic going from Farm rd to East Bound Walnut Grove rd so there would not be much inconvenience to that traffic.

Second, PM east bound traffic could be eased by doing the same to the traffic light in the 5 - 6 oclock hour, extending also the turn lane from east bound Walnut Grove to Farm further west toward the Humphreys bridge, and lengthen the duration of the turn signal from Walnut Grove to Farm rd.

Third, I didnt know how to remedy the Mullins Station side of the park until someone wrote a letter to the Commercial Appeal recommending a round about at Walnut grove and Farm rd. I dont think that would work as the writer had recommended for Walnut Grove but it very well could work at the Farm rd/Mullins Station and Mullins Station/Whitten rd intersections.

Anyway, that is what I wanted to get off my chest, maybe it makes sense maybe it doesnt. I hope someone reads this and gives it some consideration.

Thank You for your time,
Bobby Zinser
2095 Kingsrow Pkwy
Cordova, TN 38016
901-832-4732
bobbyzinser@bellsouth.net

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:30 PM
To: 'Katherine Newsom'
Subject: RE: Shelby Farms Project

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Katherine Newsom [<mailto:khnewsom@gmail.com>]
Sent: Tuesday, October 15, 2013 1:01 PM
To: TDOT Comments
Subject: Shelby Farms Project

Hello,

I would just like to share that I agree with Shelby Farms' stance on the proposed construction.

As a native Memphian, Shelby Farms has played an essential role in my life. As a child, many afternoons were spent picnicing, exploring and staring in wonder at the bison. To me, Shelby Farms was far more magical than any theme park I had visited. But unlike me, many children in Memphis are unable to compare the park to other places traveled- Shelby Farms is their only "travel destination."

In high school, Shelby Farms was where my and many other cross country teams headed after the dismissal bell rang. What a joy it is to be on a trail and the only man made thing you hear is your feet hitting the path. Instead of spending our time getting into things we shouldn't, my friends and I would spend hours biking, roller blading, exploring trails or just throwing the frisbee around.

But my true appreciation for the park wasn't realized until I became an adult. It is easy to become overwhelmed by responsibilities, but luckily for me, it's just as easy to hop in the car and seek serenity at Shelby Farms. The park itself is beautiful, but what it does for the community is much more precious. Memphis is a city that has been known for violence, racism and poverty, but all of that disappears there. It is amazing to see people of all races, ages and socioeconomical situations interacting in a variety of ways.

There is a great future for Memphis and Shelby Farms. I understand that progress can't be stopped and also serves the community, but I ask that you serve us well and do your best to preserve the integrity of the park by adhering to:

- The Parkway design makes it easy for visitors to get to and around the Park
- That Walnut Grove won't be widened and that its speed limits will be reduced, and that Sycamore View will not be extended through the Park

- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park
- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park
- That the Parkway has underground utilities and no lighting
- That tractor-trailers won't be allowed on the Parkway
- That citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment

Thank you very much for your consideration and your cooperation with Shelby Farms Park.

-Katherine Newsom

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:25 AM
To: 'bill tee'
Subject: RE: Shelby Farms Proposed Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition

From: bill tee [<mailto:wotee@hotmail.com>]
Sent: Tuesday, October 15, 2013 5:42 PM
To: TDOT Comments
Subject: Shelby Farms Proposed Parkway

My feelings regarding the proposed Shelby Farms parkway is just put it further back on the burner. The park should be kept a park! .Only one Safe entrance is needed off Walnut Grove into the park. I know the thought is : you can't live without Farm road at all, but close it off and you will find that the nonpark visitor traffic will figure out a way to get where they're going, without cluttering up the park. This coment is from an oldtimer that has enjoyed the area since it was all penal farm in 1950 . I live real close, and go out there just about every day. Please don't put any proposed parkway in Shelby Farms. Thank's for considering my opinion.

Regards,
Bill Turbeville

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 8:48 AM
To: 'Margaret Chalfant'
Subject: RE: Shelby Farms Road

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Margaret Chalfant [<mailto:chalfantrn@bellsouth.net>]
Sent: Tuesday, October 15, 2013 8:29 AM
To: TDOT Comments
Subject: Shelby Farms Road

Suggest Farm Road and Mullins Station Road be widened. You already have an existing road, Farm Road – just widen it. This way there won't have to be another road cut thru Shelby Farms. It will be a shame for that park to be disturbed. It is the best thing Memphis has going – why ruin it. Whitten road certainly needs help. Please don't cut another road thru Shelby Farms. I travel both those roads twice a day and don't have a problem.

Margaret Chalfant

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:35 AM
To: 'Scott Burton'
Subject: RE: Shelby Farms Road Improvements

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

From: Scott Burton [<mailto:sdburton@bellsouth.net>]
Sent: Tuesday, October 15, 2013 7:50 PM
To: TDOT Comments
Subject: Shelby Farms Road Improvements

October 15, 2013

Dear TDOT:

I am a Memphis and Shelby County resident and a regular user of Shelby Farms Park ("the Park"). I am also an active member of Mid-South Trails Association (MSTA) that contributes significantly to the oversight and upkeep of unpaved, single-track walking/running/biking trails in the Park. I am concerned about the impact of the planned north/south road construction through the park and, in consultation with the Shelby Farms Park Conservancy, request the following regarding this plan.

I ask that it be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.

- That Walnut Grove Road widening is limited to only essential areas for traffic safety or improved pedestrian access to the Park.

- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway. As noted above, maintaining and improving connectivity between perimeter access points and the center of the Park is critical. Access via the northern Greenline and southern Greenway must be maintained and/or enhanced.

- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.

- That the Parkway enhances pedestrian and vehicular connectivity between the north, south,

east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.

- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future plans of the Park so as to further enhance its contributions to the quality of life in this area.
- That the Parkway has underground utilities and no lighting.
- That tractor-trailers won't be allowed on the Parkway. Walnut Grove Road is physically incompatible with the heavy loads carried by tractor-trailer trucks. Furthermore, the noise these trucks generate is incompatible with the setting of the Park. They must be prohibited.
- And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (e.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you for considering these requests.

Scott Burton
Memphis-Cordova

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:31 PM
To: 'Warren Riggs'
Subject: RE: Shelby Farms Road

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Warren Riggs [<mailto:rwarrenriggs@aol.com>]
Sent: Tuesday, October 15, 2013 1:16 PM
To: TDOT Comments
Subject: Shelby Farms Road

Quite a few people have stated any new road through Shelby Farms would only increase air pollution. If new connectors are not built it will ultimately result in a "parking lot" from Baptist Hospital to Germantown Pkwy. Will this not create more air pollution than a new road!

Warren Riggs
Cordova, TN

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:35 AM
To: 'darbw4@aol.com'
Subject: RE: Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

From: darbw4@aol.com [<mailto:darbw4@aol.com>]
Sent: Tuesday, October 15, 2013 8:51 PM
To: TDOT Comments
Subject: Shelby Farms

I agree with the requests of the Shelby Farms Park Conservancy.
David Winestone

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 9:22 AM
To: 'Claudia Gassert'
Subject: RE: Shelby Pkwy comments

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Claudia Gassert [mailto:CGassert@ilsmart.com]
Sent: Tuesday, October 15, 2013 9:20 AM
To: TDOT Comments
Subject: Shelby Pkwy comments

I am a concerned citizen and I live in the neighborhood of Shelby Farms , so I have a vested interest in the outcome.

I don't think that the amount of land that is being considered for use in this project is "minimal" at all. The proposed parkway is way too big and it will impact the area negatively for a long time.

First the tractor trailer issue. What is the final answer on that? I live in the small area that will be right in the middle of 1-40, Whitten Road (SF Pkwy), and Sycamore View. My home and neighborhood will be locked in between 3 major highways. I have no doubt the property values will plummet even more than Memphis values are now. That is not minimal damage to me. It will turn into a slum area surrounded by three major arteries. And we will have to hear the semi's rumbling through 24/7 from every direction. And please don't tell me that Sycamore View is not going to be expanded or whatever, I don't believe that at all.

I have no faith that this road will be built with the surrounding area in mind at all, nor do I believe it will be done without a major negative impact on the neighborhood that will be "highway locked". Let's face it, has any road construction here been done and finished without it being considered obsolete before it is even finished? How long was the 1-40 interchange open before it was obsolete? Days? Walnut grove is still under construction after many, many years. And both of those roads are not well organized at all. They are both a huge mess.

I have been using Shelby Farms for over 13 years and have been a member for a while too. I am a big fan and a supporter of the Farm. It could use a tunnel or small bridge at Farm road and Walnut grove for bicycles and runners to cross over. That is a bad area that was not well thought out. If you are turning left (east) on to Walnut Grove from Farm Road, it is almost impossible to see any cyclists from that angle. Add to that the cyclists do not want to heed the light nor pay attention, and you've got a potential wreck there. I ride and run, so I know the mind set of some people, and some cyclists are getting very rude and territorial. But that's a whole other topic. A tunnel or bridge would be the answer there.

And finally, when I bought my house out there I researched it and drove it in the hours I would be commuting to see what I had to deal with. And I deal with it. So I do not feel the least bit bad for anyone who lives in the Bartlett area or any other area and has to drive through traffic. They bought homes out there knowing where they had to drive. I do not feel that because they moved out there that we need to rearrange the world for them to accommodate their needs now. That's too damn bad in my book. You moved there, deal with it. I get up and on the road early to avoid traffic, so can they. We should not "pave paradise" and destroy the neighborhoods in the area quicker so someone doesn't have to sit in traffic.

Perhaps something smaller might be good idea from my perspective. My perspective comes from :

1309 Mill Creek Cove
Memphis, 38134

Check it out on a map and you will see where I am coming from.

Thank you,

Claudia T. Gassert
Business Analyst II
Inventory Locator Service, ® LLC
Office: 901-433-1446
cgassert@ilsmart.com
www.ilsmart.com

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:30 AM
To: 'William Brescia'
Subject: RE: Shelly farms park

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: William Brescia [<mailto:william.brescia@gmail.com>]
Sent: Monday, October 14, 2013 5:16 PM
To: TDOT Comments
Subject: Shelly farms park

the plans for the Parkway incorporate all possible planning to minimize harm to Shelby Farms Park (de minimis determination). I requeste guarantees that certain conditions will be met.

I ask to be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park
- That Walnut Grove won't be widened and that its speed limits will be reduced, and that Sycamore View will not be extended through the Park
- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park
- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park
- That the Parkway has underground utilities and no lighting
- That tractor-trailers won't be allowed on the Parkway
- That citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment

Bill Brescia
3579 Philwood Ave
Memphis.
Sent from my iPad

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:33 PM
To: 'Cooper Robinson'
Subject: RE: TDOT Road Comments

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Cooper Robinson [mailto:cooper.robinson@memphisboatcenter.com]
Sent: Tuesday, October 15, 2013 12:43 PM
To: TDOT Comments
Cc: John Heeren (John Heeren [johnhe@smpo.com])
Subject: FW: TDOT Road Comments

Gentlemen and Ladies at TDOT.

My friend John Heeren put a lot of time and thinking in making suggestions and requests to you concerning the planning for Shelby Farms Parkway.

I have read them and agree with each one. They are listed below.

I hope that citizen input into the decisions concerning this Parkway are welcomed and considered.

Cooper Robinson
cooper.robinson@memphisboatcenter.com
901-744-4444 (main)
901-744-4920 (direct/fax)



www.facebook.com/memphisboatcenter
www.youtube.com/memphisboatcenter

From: John Heeren [mailto:johnhe@smpo.com]
Sent: Tuesday, October 15, 2013 12:25 PM
To: jeff@barnesretirement.com; tcbhatcher@me.com; chrisirving@bellsouth.net; Cooper Robinson; nicholsdax@yahoo.com; glenn@gphillipsphoto.com; Hart Robinson; fainjim@comcast.net; ssmith@valproco.com; shayne@LSBPC.com; Clay Templeton; elizabethsheeren@gmail.com; tony@smpo.com
Subject: TDOT Road Comments

All,

Today is the deadline for citizen comments on the Shelby Farms Parkway plan. I sent the comment below to TDOT.comments@tn.gov yesterday. I'd appreciate if you would send this in as well (assuming that you support the noted positions). This may help to bring attention to issues related to the WRTs. If you can pass this message on, it would be great!

Please feel free to make any changes to my comments to reflect your own situation.

Thanks.

John H

October 14, 2013

Dear TDOT:

I am a Memphis and Shelby County resident and a regular user of Shelby Farms Park ("the Park"). In particular, I am an active member of Mid-South Trails Association (MSTA) that contributes significantly to the oversight and upkeep of unpaved, single-track walking/running/biking trails in the Park. I am concerned about the impact of the planned north/south road construction through the park and, in consultation with the Shelby Farms Park Conservancy, request the following regarding this plan.

I ask that it be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.
- That Walnut Grove Road won't be widened and that its speed limits will be reduced, and that Sycamore View Road will not be extended through the Park. I note that the current plan shows extension of Sycamore View Road through the Park in the future and I strongly object to this.
- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway. As noted above, maintaining and improving connectivity between perimeter access points and the center of the Park is critical. Access via the northern Greenline and southern Greenway must be maintained and/or enhanced.
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.

- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future plans of the Park so as to further enhance its contributions to the quality of life in this area.
- That the Parkway has underground utilities and no lighting.
- That tractor-trailers won't be allowed on the Parkway. Walnut Grove Road is physically incompatible with the heavy loads carried by tractor-trailer trucks. Furthermore, the noise these trucks generate is incompatible with the setting of the Park. They must be prohibited.
- And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (e.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you for considering these requests.

John Heeren
118 Pinchurst
Memphis, TN 38117

Paula Herrmann

From: TDOT Comments
Sent: Wednesday, October 16, 2013 7:22 AM
To: 'Richard Fast'
Subject: RE: Tennessee Department of Transportation - Proposed Kirby Parkway Project

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition

-----Original Message-----

From: Richard Fast [<mailto:crfast@gmail.com>]
Sent: Tuesday, October 15, 2013 4:15 PM
To: TDOT Comments
Subject: Tennessee Department of Transportation - Proposed Kirby Parkway Project

<http://www.tdot.state.tn.us/kirbyparkway/default.shtml>

To whom it may concern:

This project needs to happen. I live in Cordova and I work in South Memphis. I drive through this intersection on a daily basis and the traffic is the bane of my existence. I'm sure you've received plenty of negative comments from hippy midtowners who have never been in this area, much less driven through during rush hour. They want to save the park (Don't Pave Shelby Farms) but they don't realize that the usable public part of the park isn't even going to be touched. The fact is, they don't live here, drive here, ever visit here. On a daily basis, I see West bound traffic backed up to the Agricenter in the morning and East bound backed up through Christian Brothers High School in the afternoon. It takes an extra 20 minutes to move a few miles!

You can pretty much strike out, rip up, burn, or delete any public comment that isn't from a 38108 zip code. I live here. This is my back yard. I want this. We need this. If this doesn't happen the congestion we see today will only get worse and cause road rage. I see a lot of pissed off people in traffic on a daily basis. Especially in the lanes that merge. No one wants to lose their place in line or let somebody skip the line. People drive recklessly on the shoulder to get around the traffic.

While you're at it we need 3 lanes each way down walnut grove (Humphrey's blvd to Germantown pkwy). When grandma decides to go 40 mph in a 55 and not move out of the fast lane it just makes traffic worse.

I'm begging and pleading, please do this. The residents that actually use this road want it. The hipsters in midtown can ride their bikes down Madison Ave.

Richard Fast
8602 Griffin Park Dr
Cordova, TN 38018

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 12:15 PM
To: 'Weatherley Tanner'
Subject: RE: Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Weatherley Tanner [<mailto:wbtanner1982@gmail.com>]
Sent: Tuesday, October 15, 2013 11:13 AM
To: TDOT Comments
Subject: Shelby Farms

I believe a 4 lane road running through Shelby Farms would mar the integrity of the greatest treasure in the city. Inside Shelby Farms is the only place where I can completely forget I'm in Memphis and disappear into nature and serenity. Traffic coming through the park will ruin all this. Even though the traffic in the Shelby Farms area is more congested than in other parts of the city, it is still minimal compared to normal traffic in Atlanta or Los Angeles. Please don't jeopardize Shelby Farms and all those that adore it because of a little road congestion. Thank you.

Sincerely,
Weatherley Tanner
A native Memphian

Sent from my iPhone

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 10:18 AM
To: 'Tom Guleff'
Subject: RE: Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Tom Guleff [<mailto:tomguleff@gmail.com>]
Sent: Tuesday, October 15, 2013 10:13 AM
To: TDOT Comments
Subject: Shelby Farms

Please do not start the project : **KIRBY-WHITTEN PARKWAY.**

The traffic patterns are not that bad and is not increasing.

Please STOP project !!!!!

Tom Guleff
Memphis, TN

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:34 AM
To: 'David'
Subject: RE: Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: David [<mailto:dcalias1@yahoo.com>]
Sent: Tuesday, October 15, 2013 6:22 AM
To: TDOT Comments
Subject: Shelby Farms

Destroying an important area is not progress. Please do not alter the park. Keep traffic routed on existing major through ways.

David Street

Sent from David's mobile

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:33 AM
To: 'Henry Doggrell'
Subject: RE: Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Henry Doggrell [<mailto:hdoggrell@gtxinc.com>]
Sent: Tuesday, October 15, 2013 6:41 AM
To: TDOT Comments
Subject: Shelby Farms

Sycamore View can connect to the Parkway but not Farm Road. Let's move forward with the Parkway. Thanks. Henry Doggrell

Sent from my iPad

This electronic message, including any attachments, is confidential and proprietary and is solely for the intended recipient. If you are not the intended recipient, this message was sent to you in error and you are hereby advised that any review, disclosure, copying, distribution or use of this message, or any of the information included therein, is unauthorized and strictly prohibited. If you have received this electronic transmission in error, please immediately notify the sender by reply and permanently delete all copies of this message and its attachments.

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:22 AM
To: 'Joan Knight'
Subject: RE: Shelby Farms
Attachments: Shelby farms.pdf

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Joan Knight [<mailto:joanmknight@mac.com>]
Sent: Monday, October 14, 2013 3:55 PM
To: TDOT Comments
Subject: Shelby Farms

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 9:00 AM
To: 'Eddie Settles'
Subject: RE: Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Eddie Settles [mailto:eddie_settles@comcast.net]
Sent: Tuesday, September 24, 2013 5:43 PM
To: TDOT Comments
Subject: Shelby Farms

It appears to me that the proposed roadway will "channelize" traffic leading to immediate pressure on Mullins Station and Walnut Grove from incremental traffic. The net result of that pressure will be to expand lanes on both Mullins Station and Walnut Grove. Such expansion will take either residential properties or park land on Mullins and only parkland on Walnut Grove. The net result will be ever more taking of park land. A better but not popular result would be to close Farm Road to all through traffic. That's the only option I see or have heard that will preserve the park long term.

Sent from my iPhone

Paula Herrmann

From: TDOT Comments
Sent: Thursday, September 26, 2013 8:57 AM
To: 'Jennifer Albright'
Subject: RE: Shelby Farms

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Jennifer Albright [mailto:jenalbr@bellsouth.net]
Sent: Friday, September 20, 2013 8:10 AM
To: TDOT Comments
Subject: Shelby Farms

Dear TDOT,
Shelby Farms is one of the best parts of Memphis. The city brags about having a huge urban park; where else can people see buffalo, deer, wildlife in the middle of a crowded city. Families, teams, and people like me come out at least weekly to utilize it. It is what is right and good in this city. Please don't ruin it with a highway!

Sincerely,
Jennifer G. Albright

Sent from my iPhone

Paula Herrmann

From: TDOT Comments
Sent: Monday, October 14, 2013 12:36 PM
To: 'Jim Keller'
Subject: RE: Shelby Farms ALternative

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Jim Keller [mailto:jkeller2b@bellsouth.net]
Sent: Monday, October 14, 2013 10:58 AM
To: TDOT Comments
Subject: Shelby Farms ALternative

Dear Commissioner:

Please consider the alternative approach as proposed by the Sierra Club of Memphis to improving the traffic flow through Shelby Farms park on Walnut Grove Road, Memphis, TN. This appears to be a sound alternative to destroying the park with a road through the middle of the park.

Thank you.

Jim Keller
Collierville, TN

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:31 AM
To: 'Lord, Julie'
Subject: RE: Shelby Farms Park & Kirby Whitten Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Lord, Julie [mailto:Julie.Lord@pfizer.com]
Sent: Monday, October 14, 2013 5:30 PM
To: TDOT Comments
Subject: Shelby Farms Park & Kirby Whitten Parkway

Dear TDOT Officials,

I am a frequent user of Shelby Farms Park in Memphis, and I want to ensure that the park is conserved in a manner that it can be enjoyed for generations to come. I'd like to add my name to those who are aligning with the Shelby Farms Park Conservancy to ask that the following considerations be met for any future planning of roads near the park, including Kirby-Whitten Parkway.

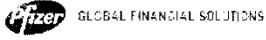
We asked to be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park
- That Walnut Grove won't be widened and that its speed limits will be reduced, and that Sycamore View will not be extended through the Park
- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park
- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park
- That the Parkway has underground utilities and no lighting
- That tractor-trailers won't be allowed on the Parkway
- That citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment

Thank-you for your considerations in this matter.
Julie Lord
Germantown, TN

Julie Lord
Global Lead, Business Process Management
Global Financial Solutions | Shared Services
Pfizer Inc. | 6730 Lenox Center Court | Memphis, TN | 38115 | USA
Phone: 901-215-1046 | Mobile: 901-359-1228

Make it Possible
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Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:31 PM
To: 'Hart Robinson'
Subject: RE: Shelby Farms Park

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Hart Robinson [mailto:hart.robinson@memphisboatcenter.com]
Sent: Tuesday, October 15, 2013 1:25 PM
To: TDOT Comments
Subject: Shelby Farms Park

Dear TDOT:

I truly hope this road project does not happen. I am the furthest thing from an environmentalist but see the value in the park we have. It's an asset we will never recover if we start to let it go. Great things have been happening at the park and I think it will continue provided we nurture conservation.

I am a Memphis and Shelby County resident and a regular user of Shelby Farms Park ("the Park"). In particular, I am an active cyclist and park user. I am concerned about the impact of the planned north/south road construction through the park and, in consultation with the Shelby Farms Park Conservancy, request the following regarding this plan.

IF it does have to happen I ask that it be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.
- That Walnut Grove Road won't be widened and that its speed limits will be reduced, and that Sycamore View Road will not be extended through the Park. I note that the current plan shows extension of Sycamore View Road through the Park in the future and I strongly object to this.

- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway. As noted above, maintaining and improving connectivity between perimeter access points and the center of the Park is critical. Access via the northern Greenline and southern Greenway must be maintained and/or enhanced.
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.
- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future plans of the Park so as to further enhance its contributions to the quality of life in this area.
- That the Parkway has underground utilities and no lighting.
- That tractor-trailers won't be allowed on the Parkway. Walnut Grove Road is physically incompatible with the heavy loads carried by tractor-trailer trucks. Furthermore, the noise these trucks generate is incompatible with the setting of the Park. They must be prohibited.
- And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (e.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you for considering these requests.

Hart Robinson
901-744-5555 (direct/fax)
901-744-4444(main)



www.facebook.com/memphisboatcenter

www.youtube.com/memphisboatcenter

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 8:48 AM
To: 'Rita Bartlett'
Subject: RE: Shelby Farms Park

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Rita Bartlett [mailto:rbartlett1001@comcast.net]
Sent: Tuesday, October 15, 2013 8:28 AM
To: TDOT Comments
Subject: Shelby Farms Park

My husband and I are in complete agreement with the Shelby Farms Park Conservancy's statement. Thank you, Rita and Robert Bartlett

"I feel animals, because they are powerless before us, are a test of our character. . .we can choose a path of cruelty and harm, or kindness and mercy." - Wayne Pacelle (HSUS)

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:32 AM
To: 'robt pugh'
Subject: RE: Shelby Farms Park plans

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

-----Original Message-----

From: robt pugh [<mailto:pughmemphis@gmail.com>]
Sent: Monday, October 14, 2013 10:06 PM
To: TDOT Comments
Subject: Shelby Farms Park plans

I propose the following:

1. That pedestrians, bicyclists, and human time, not auto time, be valued foremost.
2. That all auto and truck maximum speed limits on all roads that intersect the park be 25 mph. This includes Walnut Grove Rd, Farm Rd, and Mullins Station.
3. That no new roads be built
4. That the Memphis police are present to give speeding tickets for all who exceed the 25 mph speed limit. (I think the many drivers in a hurry will learn to use the expressways, Poplar Avenue, etc. as their alternatives to hurrying through the park.) Thanks for allowing suggestions.

Rlp

Robert L Pugh
4646 Poplar Ave, Suite 310
Memphis Tn 38117
901.405.2007

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 2:48 PM
To: 'William Hatcher, Jr.'
Subject: RE: Shelby Farms Park

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: William Hatcher, Jr. [<mailto:tcbhatcher@me.com>]
Sent: Tuesday, October 15, 2013 2:30 PM
To: TDOT Comments
Subject: Shelby Farms Park

Dear TDOT:

I am a Memphis and Shelby County resident and a regular user of Shelby Farms Park ("the Park"). In particular, I am an active member of Mid-South Trails Association (MSTA) that contributes significantly to the oversight and upkeep of unpaved, single-track walking/running/biking trails in the Park. I am concerned about the impact of the planned north/south road construction through the park and, in consultation with the Shelby Farms Park Conservancy, request the following regarding this plan.

I ask that it be guaranteed that:

- The Parkway design makes it easy for visitors to get to and around the Park. I am particularly concerned with connectivity between the corridor of woods trails along the Wolf River on the western and southern sides of the Park and the center of the Park near Patriot Lake.
- That Walnut Grove Road won't be widened and that its speed limits will be reduced, and that Sycamore View Road will not be extended through the Park. I note that the current plan shows extension of Sycamore View Road through the Park in the future and I strongly object to this.
- That the Parkway prioritizes bike, equestrian and pedestrian access and connectivity to the Shelby Farms Greenline and Wolf River Greenway. As noted above, maintaining and improving connectivity between perimeter access points and the center of the Park is critical. Access via the northern Greenline and southern Greenway must be maintained and/or enhanced.
- That the Parkway enhances bike and pedestrian access to and from neighborhoods around the Park.
- That the Parkway enhances pedestrian and vehicular connectivity between the north, south, east and west areas of the Park. Enabling pedestrians to safely and easily cross vehicle routes is absolutely critical. Whenever possible, pedestrian tunnels (bridges) should be used.

- That the Parkway doesn't harm our floodplain or aquifer and honors our natural environment.
- That the Parkway design complements the bold and aspirational vision for Shelby Farms Park. The Park increasingly is noted as a major benefit of living in Memphis and Shelby County. The Parkway must embrace the future plans of the Park so as to further enhance its contributions to the quality of life in this area.
- That the Parkway has underground utilities and no lighting.
- That tractor-trailers won't be allowed on the Parkway. Walnut Grove Road is physically incompatible with the heavy loads carried by tractor-trailer trucks. Furthermore, the noise these trucks generate is incompatible with the setting of the Park. They must be prohibited.
- And, finally, that citizens will be provided an easy to understand 3-D model of the Parkway in relation to the Park at a public meeting in the fall and will have full opportunity to comment. This is the best way to communicate the plans for the north/south Parkway to the public.

In addition, I request one specific revision to the existing plans. The current plans call for a paved pedestrian/bike trail extending from the north side of Walnut Grove Road just east of the Wolf River to the center of the Park (e.g., Patriot Lake). I request that an additional trail be included to connect the same point on Walnut Grove Road to the lower dirt trails that extend north and south along the Wolf River. Currently, a primitive dirt and gravel trail drops from the eastern edge of the Walnut Grove Road Wolf River bridge to Silo Road to connect with the noted Park trails.

Thank you for considering these requests.

William Hatcher, Jr.
413 Monroe Ave.
Memphis, TN 38103

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 3:47 PM
To: 'Bonnie'
Subject: RE: Shelby farms parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Bonnie [<mailto:joel3491@att.net>]
Sent: Tuesday, October 15, 2013 3:43 PM
To: TDOT Comments
Subject: Shelby farms parkway

I do not believe the Kirby whitten or parkway is needed.larger roads equates to more traffic always works out that way.i also do not think 20,000 more cars a day in the walnut grove I240 area is a good idea,this area is already busy enough.I believe more time and thought should be used in this matter to get it absolutely correct so we do not ruin or mar one of the remaining jewels of Memphis which is garnering national attention for doing the right things for recreation and biking walking.lets do it right,don't be in a hurry.

Joel Jeter
241Glen Gyle Cv.
Cordova,Tn. 38018
901-752-6085

Sent from my iPhone

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:29 PM
To: 'Sue Goodwin'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Sue Goodwin [<mailto:suegoodwin3@comcast.net>]
Sent: Tuesday, October 15, 2013 12:33 PM
To: TDOT Comments
Subject: Shelby Farms Parkway

As a concerned citizen, Shelby Farms member and twice daily user, I ask that the following be taken into consideration before making the final decision to build the parkway:

- 1) Implement improvements to Mullins Station intersections at Whitten and Appling Roads now.
 - a) The Appling intersection is especially critical. From my observations, Appling/Mullins Station promises a series of accidents waiting to happen caused by people trying to go left on Mullins Station by turning right and making a quick U-turn in the park entryway. Traffic on Whitten is destined to increase dramatically if/when Whitten is widened, possibly leading to similar bad choices.
 - b) Improve safety for pedestrians, cyclists and horse-back riders crossing Walnut Grove from one side of the park to the other safer with the proposed tunnel, reduced speed limit and/or optional light to stop all traffic for pedestrians/bikers, etc. Families with young children, young people unaccompanied by adults, etc., cross at this intersection with heart-stopping regularity.
- 2) Improve afternoon traffic flow on Walnut Grove as much as possible with an extension of the east-bound left turn lane. Such will help, but the turn-lane is not the only issue. Traffic is simply *heavy* on Walnut Grove. Morning west-bound traffic is almost as slow as afternoon east-bound.
- 3) Explore projections for traffic flow at the I40-I240 junction when the proposed construction is complete. Will the improvements alleviate the stop/go traffic slowdowns on roads coming into the junction? If so, the new junction may also ease some of the Farm Rd/Walnut Grove traffic thereby making a parkway across the park unnecessary.
- 4) Finally, is it possible to make Mullins Station east of Farm Road safer for cyclists/joggers/walkers, etc.? I realize (hope) that the Greenline extension will ultimately solve this, but at present more and more individuals are using this section of Mullins Station in early morning, before full light, dressed in dark clothes, with NO lights, NO reflector vest. (Note: early morning pedestrians, dressed in dark clothes with no reflector vests, walking along Shelby Oaks, where there is no sidewalk, toward Summer are equally hard to spot.)

All that said, I appreciate the work TDOT planners and the Conservancy have put into ensuring that impacts to the quality of life within the park are minimal. I also appreciate that the Parkway could (and should) alleviate traffic through the recreational area during rush hours. But I also think it possible that improvements to critical intersections and the new I-40/240 junction could encourage people to access I-40 to reach the City and enable us to leave the park intact.

Thank you for the opportunity to have a voice in the decision-making process.

Sue Goodwin
5303 McKans Cove
Memphis, TN 38120-1543
Tel: 901 682-9038
Cell: 901 413-7423
Email: suegoodwin3@comcast.net

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 1:28 PM
To: 'Sandy Smith'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Sandy Smith [<mailto:crazeenoodle@gmail.com>]
Sent: Tuesday, October 15, 2013 12:25 PM
To: TDOT Comments
Subject: Shelby Farms Parkway

I am aggressively opposed to the Kirby-Whitten Parkway. Please find a better option and conserve Shelby Farms Park. Shelby Farms Park is "4,500 acres of green space, a community treasure, unrivaled in size and potential anywhere else in the United States" and should remain as such for the Memphis community that enjoys the departure, nay, escape from dangerous traffic and toxic exhaust fumes.

Thank you for your consideration,

Sandy Smith
Memphis, TN 38117
901-573-9158

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 12:14 PM
To: 'Palmer, Chris'
Subject: RE: SHELBY FARMS PARKWAY

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Palmer, Chris [<mailto:CPalmer@ViningSparks.com>]
Sent: Tuesday, October 15, 2013 11:56 AM
To: TDOT Comments
Subject: SHELBY FARMS PARKWAY

PLEASE DO NOT CONTINUE WITH THE SHELBY FARMS PARKWAY PROJECT, THANKS
CHRIS PALMER

INTENDED FOR INSTITUTIONAL INVESTORS ONLY. The information included herein has been obtained from sources deemed reliable, but it is not in any way guaranteed, and it, together with any opinions expressed, is subject to change at any time. Any and all details offered in this publication are preliminary and are therefore subject to change at any time. This has been prepared for general information purposes only and does not consider the specific investment objectives, financial situation and particular needs of any individual or institution. This information is, by its very nature, incomplete and specifically lacks information critical to making final investment decisions. Investors should seek financial advice as to the appropriateness of investing in any securities or investment strategies mentioned or recommended. The accuracy of the financial projections is dependent on the occurrence of future events which cannot be assured; therefore, the actual results achieved during the projection period may vary from the projections. Interest rate swaps and derivatives are offered and sold via Vining Sparks Interest Rate Products, LLC. The firm may have positions, long or short, in any or all securities mentioned. Member FINRA/SIPC.

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 10:17 AM
To: 'JOHN M JR GREENE'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: JOHN M JR GREENE [<mailto:johngreenejr@bellsouth.net>]
Sent: Tuesday, October 15, 2013 10:06 AM
To: TDOT Comments
Cc: ACWharton@MemphisTn.gov
Subject: Shelby Farms Parkway

My wife and I strongly support the current plan for the Shelby Farms Parkway, and ask you to proceed with it as quickly as possible.. Thank you. Sallt and John M. Greene, Jr.

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 10:16 AM
To: 'Eric Smith'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtm> in early December to view the summary and comment disposition.

From: Eric Smith [<mailto:alaskansmith@gmail.com>]
Sent: Tuesday, October 15, 2013 10:05 AM
To: TDOT Comments
Subject: Shelby Farms Parkway

Not only should the Kirby-Whitten Parkway not be built, but all roads through Shelby Farms Park should be closed, dismantled and reclaimed by vegetation. Treat the park as a park, not a thoroughfare. We have enough roads in this city, but you know what we don't have enough of? Green space. Give those of us who like to ride our bikes and walk our dogs and paddle our boats a natural sanctuary that is free from exhaust and noise. Give Memphians a place where they can get some exercise without dodging traffic and risking their lives.

I highly oppose this project and would like to see Shelby Farms Park Conservancy be true stewards of the park by rejecting TDOT's plan and closing Farm Road entirely. TDOT can widen Walnut Grove and Mullins Stations roads, make people drive around the park and leave the trails, lakes and open fields unburdened by this disastrous project, which is obviously designed to appease the suburban whiners who would like more convenience on their commute to the city.

Thanks,
Eric Smith
4709 Chip Road
Memphis, TN 38117
901-573-9156

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 9:38 AM
To: 'Ronnie Smith'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Ronnie Smith [mailto:ronniesmith06@icloud.com]
Sent: Tuesday, October 15, 2013 9:37 AM
To: TDOT Comments
Subject: Shelby Farms Parkway

Shelby Farms is precious. It is a haven for thousands who enjoy its beauty. Please: Do no harm.

Ronnie. Smith

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 9:34 AM
To: 'Clayton Scott'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Clayton Scott [mailto:claytonwscott@yahoo.com]
Sent: Tuesday, October 15, 2013 9:26 AM
To: TDOT Comments
Subject: Shelby Farms Parkway

This was a letter I sent to Steve Chipman and Laura Adams. Wanted to send it in as a comment:

Steve and Laura,

I was in Iowa on business and could not attend the meeting Tuesday evening on the proposed Shelby Farms Parkway. But I wanted to give input on the matter.

I am a Shelby Farms Conservancy Member. My middle child will celebrate his 10th birthday riding horses this Saturday in the park, having a picnic lunch with his friends, and then playing on the playground. I am an avid triathlete / runner and many weeks I am in the park 7 days running or cycling greenlines, trails, paved paths, and roads. You will find few people in Shelby County who use and enjoy the park as much as I do.

That being said I am also a driver. I live in East Memphis, have a child that attends ECS near Macon and Appling Road, and work at Southwind near Hacks Cross and Winchester. If you draw a triangle around my life, Shelby Farms would be in the middle. And the traffic patterns in and around the park demand a new and more efficient way to navigate the park. This road needs to be built and needs to be built immediately.

Traffic in and around the park is a disaster. From 3 to 6pm and 7 to 9am there are stand stills all around and inside the park. Germantown Road is a disaster because so much traffic that could and would use Shelby Farms parkway is crawling down Germantown Parkway. Mullins Station and Appling is totally dangerous with a 15 minute wait to turn left from Appling on Mullins Stations in the mornings and many driving turning right and then illegally using Shelby Farms entrances to make u-turns. Walnut Grove heading east in the afternoon is a parking lot with the left lane blocked from people trying to turn onto Farm Road. There are many rear end collisions. Many kids are driving and riding through this area to area schools; it is not safe, for anyone. I run many afternoons and getting to and from the park is a problem. Citizens have a hard time even accessing the park at certain times because of the dysfunctional traffic patterns. A mom I know, former Shelby County Commissioner Mike Carpenter's wife, and their kids, were in a terrible accident on Farm Road just weeks ago. Does a family have to be killed before something is done?

I know roads can be designed to have minimal impact; I have seen it. And from everything I have read and seen the current plans do this. I spend time in Central Park whenever in NYC and there are roads that traverse the park almost unnoticeable because of the way they are designed. This can work.

I urge you Laura, if convinced the road is minimally evasive, to endorse the plan. And I urge you Steve, to move the project forward as quickly as possible.

Thank you for taking time to read my email and let me know if you have any questions, comments, or I can help in any way. I copied this email to Deputy Director of Engineering at the City of Memphis, Brad Davis, who I spoke with about this project a few weeks ago. I am very thankful for the service all of you provide to our community.

Clay Scott
4809 Normandy Lane
Memphis, TN 38117

Clay Scott
901-849-3653 cell
800-516-8982 office
claytonwscott@yahoo.com

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:35 AM
To: 'Clay Scott Personal'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

-----Original Message-----

From: Clay Scott Personal [<mailto:claytonwscott@yahoo.com>]
Sent: Monday, October 14, 2013 9:54 PM
To: TDOT Comments
Subject: Shelby Farms Parkway

I fully support the plans for Shelby Farms Parkway. Looks fantastic.

Clay

Clayton W. Scott
901-849-3653 cell
800-516-8982 office
claytonwscott@yahoo.com
cscott@viningsparks.com

Sent from my iPhone

Paula Herrmann

From: TDOT Comments
Sent: Tuesday, October 15, 2013 7:25 AM
To: 'Laura Trezevant'
Subject: RE: Shelby Farms Parkway

Thank you very much for your interest in the proposed Kirby-Whitten (Shelby Farms) Parkway project. After the comment period ends on October 15, TDOT and its partners on this project will prepare a summary of the public hearing and will summarize and address all comments and questions received at the hearing and during the 21-day comment period following the hearing. The public comment summary and disposition is anticipated to be available for you to review no later than December 2, 2013. Please visit the website <http://www.tdot.state.tn.us/kirbyparkway/default.shtml> in early December to view the summary and comment disposition.

From: Laura Trezevant [<mailto:lt@tcbinc.biz>]
Sent: Monday, October 14, 2013 4:05 PM
To: TDOT Comments
Subject: Shelby Farms Parkway

It seems to me that Walnut Grove still needs widening, and that the new Parkway could tie to Sycamore View instead of Whitten, which would be less invasive to the Park. I travel through the park as frequently as I can to enjoy its beauty, but do see the need for better traffic flow in this growing area of the City.

Laura Trezevant
President
Trezevant Commercial Brokerage
901-624-7710 Office
901-624-7709 Fax
901-351-4680 Mobile

APPENDIX F

Sierra Club Form Letters Received



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

October 2, 2013

To Citizens of Memphis:

The Tennessee Department of Transportation (TDOT) has plans to build a parkway across Shelby Farms Park-- plans, BUT, not a final decision.

Please tell them to delay their decision!! Details how to send your message are below.

The Sierra Club has carefully researched the TDOT plans, and we are urging the delay for numerous reasons- (Please circle the reasons you think are important).

- 1) a less expensive, easy to implement alternative is available
- 2) estimated cost information is outdated
- 3) environmental issues have not been properly addressed
- 4) 42% error in their forecasted traffic
- 5) traffic volumes are not growing
- 6) the "advisory team's" previous agreement is no longer valid due to forecast and environment issues mentioned above
- 7) upcoming reconstruction of I-40/I-240 interchange will alleviate traffic diverting through the park
- 8) they claim it will have no impact on the park, but it will!

Details of these points will be on our website by October 3:
<http://ShelbyFarmsParkway.wordpress.com>

Thank you for giving this your careful consideration. AND please send your comments:

- by email to TDOT.comments@tn.gov.
- OR by regular mail- send this letter with your name, address and signature below to: Comments, Shelby Farms Parkway, TDOT, Suite 700, 505 Deaderick St, Nashville, TN 37243-0332 .

Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Lacy Maxwell*

Street *3969 Willow Cove #1*

Name: *Lacy Maxwell*

City, ST Zip
Memphis, TN, 38111



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: Michael Anderson

3969 #1
Street Willow Cove

Name: Michael Anderson

City, ST Zip
Memphis, TN, 38111



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:
Name: Catina Harney

Street 99 W Harmony Dr
Mason TN 38049

City, ST Zip Mason TN 38049



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

* Signed: *Charline B Easterling* * Street *777 Mt. Moriah Apt 15*
 * Name: *Charline B Easterling*
 * City, ST Zip *Memphis TN 38117*



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name:

Sergio Ortiz
Sergio Ortiz

Street

777 Mt. Airy #13

City, ST Zip

Memphis, TN. 38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Anna L. Flanigan*

Street 767 MT. MORIAN # 11

Name: ANNA L. FLANIGAN

City, ST Zip MEMPHIS, TN 38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Shelby Reese*
Name: *Shelby Reese*

Street *967 mt. Meriah*

City, ST Zip



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed
Name: Lisa Anderson

Street 777 Mt moriah #13

City, ST Zip Memphis, TN 38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Roberta Heffner* Street *767 Mt Moravia # 3*
 Name: *John Heffner* *Memphis, TN*
 City, ST Zip *38117*



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

October 2, 2013

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name:

JAY RODRIGUEZ

Street

767 Mt. Moriah Rd
Apt 7

City, ST Zip

Memphis, TN
38117

I have spoken w Mr Lynch
in person - I agree w
the route. (RD)



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

October 2, 2013

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Comments, Shelby Farms Parkway, TDOT, Suite 700, 505 Deaderick St, Nashville, TN 37243-0332 .

Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed *Patricia Smith*
Name: *Pat Smith*

Street *777 Mt. Moriah #5*
City, ST Zip *Memphs, TN 38117*



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Street 767 Mt. Morich #23

Name:

City, ST Zip Memphis TN 38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: Street 777 #41 apt moriad

Name: City, ST Zip mphoto TN 38117



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Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name: Steven Garcia

Street 1777 Mt. Moriah #15
City, ST Zip Mpho TN 38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name: Pete Holzclaw

Street 777 Mt. Moriah #4s

City, ST Zip mpha TN 38117



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Edna Waldrop* Street *TN Mt. Moriah #44*

Name: *Edna Waldrop* City, ST Zip *Memphis TN*

38117



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Tatum Parrish*

Street: *James A Parrish, Sr.*
James A. Parrish, Sr.

Name: ~~James A Parrish~~ *Tatum Parrish*

City, ST Zip

*77 1/2 mt. Moriah #35
Memph TN 38117*



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Carolyn Purvis*

Name: *Carolyn Purvis*

Street *777 Mt. Moriah #37*

City, ST Zip *38117*



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Ronald Watkins* Street *7777 Mt Moriah*
 Name: *Ronald Watkins* City, ST Zip *Mph TN 38117*



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Mozella Johnson*
 Name: *Mozella Johnson* Street *757-05*
 City, ST Zip *Memphis #5*
38117



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Muriel Brenell
Signed:

Street *757 Mt Morick #17*

Name: *Muriel Brenell*

City, ST Zip *Memphis TN 38117*



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Pattie Stacks*

Name: *PATTIE STACKS*

Street *757 rd moriel #19*
City, ST Zip *mpbs Jw 38117*



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: Mr Ewing

Name: * Clarence P. Ewing

Street 777 Mt. Moravia #3

City, ST Zip Memphis TN 38117



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P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Margaret H. Keith* Street *777 Mt Moriah Rd # 7*
Name: *MARGARET H. KEITH* *38117*
City, ST Zip *Memphis TN 38117*



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P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name:

Mostafa Family

Street

777 Mt. Moriah #9

City, ST Zip

Memphs TN. 38117



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: Street 777, Mount Motual # 11
 Name: ASIE Johnson
 City, ST Zip 38117



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Street 757 #11 Mt Morich 11

Name:

City, ST Zip Memphis TN 38117



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name:

Robert T. Crenshaw

Street

777 Mt - moved #22

City, ST Zip

Memph TN.
38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

October 2, 2013

To Citizens of Memphis:

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Georgia Brown*
Name: *Georgia Brown*

Street *767 Mt- Moriah #31*
City, ST Zip *Memphis TN 38117*



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Street 767 MT. MORIAN #29

Name:
CHARLES DARRELL JANES

City, ST Zip Memphis TN. 38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: Street 757 Mt. Moriah #22

Name: William Collins City, ST Zip Memphis, TN 38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name: Ester Maccon

Street

457- mt. moriah #20

City, ST Zip

Memphis TN
38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name:

Street

457 Mt. Moriah #19

City, ST Zip

Memphis TN.
38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Street

757 Mt. Moriah #2

Name:

Mary Hill

City, ST Zip

Memphis, TN
38117



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Anita Ride*

Name: *Anita Ride*

Street *757 Mt. Moriah #26*
City, ST Zip *mphs TN 38117*



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Sandra Walquist*
Name: *Sandra Walquist*

Street *757 Mt. Moriah #13*
City, ST Zip *Memphis TN 38117*



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Betty DeLeon*
Name: *BETTY DELEON*

Street *777, Mozart North*
11
City, ST Zip *38117*



Tennessee Chapter, Chickasaw Group
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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:
Name:

Street 777 Mt. Moriah #16
City, ST Zip Memphis, TN 38119



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Mildred I Smith*

Name: *Mildred I Smith*

Street *767 mt morial Rd apt 25*

City, ST Zip *Memphis Tenn 38119*



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:
Name: LANNY MURPHREE

Street 777 Mt. Moriah #16
City, ST Zip Memphis TN 38117



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed *Laura Caradine*

Street *4832 Bowen*

Name: *Laura Caradine*

City, ST Zip *Memphis TN 38128*



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P.O. Box 111094, Memphis, TN 38111

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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: Street 977 MA. Monica Rd. #26

Name:

Thurman B. Davidson City, ST Zip Memphis, Tenn. 38111



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Joan Drake

Name:

Joan Drake

Street

767 #15

City, ST Zip

mt morial
38117



Tennessee Chapter, Chickasaw Group
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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Catrina Hawley*
Name: *Catrina Harvup*

Street *99 W Harmony Dr*
City, ST Zip *Mason TN 38049*



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name: Charline Easterling

Street

777 Mt Moriah Apt 15

City, ST Zip

Memphis TN 38117



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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Debra Mobley* Street *767 mt memorial #10*
 Name: *Debra Mobley* City, ST Zip *Mem TN 38117*



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- 5) traffic volumes are not growing
- 6) the "advisory team's" previous agreement is no longer valid due to forecast and environment issues mentioned above
- 7) upcoming reconstruction of I-40/I-240 interchange will alleviate traffic diverting through the park
- 8) they claim it will have no impact on the park, but it will!

Details of these points will be on our website by October 3:

<http://ShelbyFarmsParkway.wordpress.com>

Thank you for giving this your careful consideration. AND please send your comments:

- by email to TDOT.comments@tn.gov.

- OR by regular mail- send this letter with your name, address and signature below to: Comments, Shelby Farms Parkway, TDOT, Suite 700, 505 Deaderick St, Nashville, TN 37243-0332 .

Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed:

Name:

Street

City, ST Zip



Tennessee Chapter, Chickasaw Group
P.O. Box 111094, Memphis, TN 38111

October 2, 2013

To Citizens of Memphis:

The Tennessee Department of Transportation (TDOT) has plans to build a parkway across Shelby Farms Park-- plans, BUT, not a final decision.

Please tell them to delay their decision!! Details how to send your message are below.

The Sierra Club has carefully researched the TDOT plans, and we are urging the delay for numerous reasons- [Please circle the reasons you think are important].

- 1) a less expensive, easy to implement alternative is available
- 2) estimated cost information is outdated
- 3) environmental issues have not been properly addressed
- 4) 42% error in their forecasted traffic
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Sincerely,

Dennis Lynch, Transportation Chair, Sierra Club Chickasaw Group (Memphis & West TN)

Signed: *Davis Robertson*

Name: *Davis Robertson*

Street *777 mt-merial #61*

City, ST Zip *mpho TN 38117*



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Signed:

Street 777 Mt. Morick #15

Name:

City, ST Zip mgh 20 38117

APPENDIX G

Public Hearing Transcript

TENNESSEE DEPARTMENT OF TRANSPORTATION
SHELBY COUNTY GOVERNMENT
CITY OF MEMPHIS
NEPA PUBLIC HEARING
KIRBY-WHITTEN PARKWAY
(SHELBY FARMS PARKWAY)
SEPTEMBER 24, 2013
5:00 P.M. TO 7:00 P.M.

AGRICENTER INTERNATIONAL
7777 WALNUT GROVE ROAD
MEMPHIS, TENNESSEE 38120

*Charlotte R. Jaquet, LCR, CCR
Associated Court Reporters
P.O. Box 222
Jackson, Tennessee 38302
731.424.6528*

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STEVE CHIPMAN: Good afternoon.
I would like to welcome you to the Kirby-Whitten Parkway/Shelby Farms Parkway NEPA Public Hearing. I want to thank you for coming out tonight and supporting this project and helping us with gathering comments.

Who can't hear me over here?
Raise your hand. Can you hear me now? Is that better. Thank you.

My name is Steve Chipman. I'm in project management for Tennessee Department of Transportation. Like I said, I'd like to thank you for coming out tonight. It's a good crowd. We were anticipating a good crowd tonight with all the advertisement and comments we received through emails and with all the publicity that's been going on. We just want to thank you for coming out and supporting the project.

This is a local program project that is managed by the City of Memphis, who will be responsible for developing the final design. Shelby County is responsible for

administering the Context Sensitive Solution process. The Tennessee Department of Transportation is responsible for administering the National Environmental Policy Act process, which you'll hear tonight referred to as NEPA, and also for the development of the Environmental Impact Statement, all the way through to the Record of Decision.

Representing the City tonight is John Cameron, City Engineer. Shelby County is Tom Needham, Public Works Chief Engineer, and Darren Sanders, Shelby County Engineer. The City also has other people represented here from their Right-of-Way Department and other areas of the city. From TDOT, tonight we have Jim Ozment, Director, Environmental. We also have Ann Epperson, Assistant Director of the Environmental Division. Margaret Slater, who manages the -- the NEPA Manager. She's over the large documents like what we're talking about tonight. Bob Allen, he's with us tonight. He's with Environmental. We've got Jane Jones, who is the Region 4

Project Development Director for TDOT; Larry Brasher, who works in our Design Department; and Eric Brown, who is also in our Design Department.

We have LaJeana Dodd, who is Assistant Manager of the Right-of-Way Department of TDOT. She's also working outside at the table. The right-of-way -- you'll see the right-of-way table. That's for people who are impacted residentially. There will be a tract more in the residential area. Any property owners on the project, you can stop by her table and she'll give you the information on the right-of-way acquisition and also answer questions about the process.

Also we have with us Pauline Crum, who is administrative assistant with the Project Management Office, and Karen Bullington, who is administrative assistant in the Design Office.

The consultant we have with Palmer Engineering, who is responsible for the development of the environmental

document, is David Lindeman. Chris Blevins and Terry York are working outside on displays.

Then we also have representatives from SSR Engineering, who have been helping with the development of preliminary plans just to help us with the development of the environmental document.

The purpose of tonight's meeting is to provide the public an update on the project since the last meeting in 2007, and give you an opportunity to make comments and ask questions on the proposed project and the de minimis. You'll hear more about that from David whenever he comes up to give a presentation.

Kirby-Whitten project. I didn't realize it until I got really involved in this project -- I haven't been involved in it. Some of you probably have been involved in it since the '80s, maybe the '60s. I didn't realize it until I started reading articles in the paper and reading information back in the data that we've got on this

project. I didn't realize that in 1980, the County transferred the former penal farm land to the Plough Development Board. Shelby County reserved a 1000-foot wide corridor through Shelby Farms for the future construction of Kirby Parkway. When the Conservancy was established in 2007, the north-south road easement contained express exception for the right-of-way for construction at Shelby Farms. I didn't realize that it was going on whenever I was just a freshman in high school. That's a long time. I was talking to one of the younger designers that worked for us, and he said he was in grade school or elementary school whenever he remembered seeing it. So the project has been around for a while.

Tonight, we would ask you to give your comments. There are three ways that you can give your comments. You can give it to the court reporter. We have two court reporters. One is out in the hallway and is available to take your comments at any time. The other court reporter will be here

recording the comments made here in this meeting. You can also fill out a comment card and mail it in, or you can drop it in the comment box before you leave, or you can go on our website and also submit a comment. The third opportunity would be that you can ask questions. Again, we just ask that you sign up and let us know if you want to ask questions or give a comment. We will limit to three minutes due to the crowd that we have and the number that we already have signed up. We try to ask that you respect that time of each other. We will have a clock keeper, and you will be given a notice whenever 30 minutes [sic] -- that you've got 30 minutes [sic] remaining. Either way you do it, they all carry equal weight. If you submit a comment or question, it has equal weight in the process.

The format for tonight's meeting will be that we'll follow what is used by the City and County. We have a Power Point presentation that David Lindeman will give. Then that will be followed by a question and

answer period. That's where you can ask your question or give a comment. Again, you must sign in to speak. These people will be allowed three minutes to speak; no sharing minutes. Our timekeeper will let you know when 30 seconds is remaining. We'll try to answer as many questions as we can as time allows.

Again, I just want to thank you for attending tonight's meeting. It shows us how important this project is to you, the community. We also appreciate your comments, because that's how we go about developing our projects is getting comments from folks. I'm going to go ahead and turn it over to David. When David is through, I'll be back to open up the question and answer period. Thank you.

DAVID LINDEMAN: Thank you very much, Steve. I also want to welcome everybody here tonight. I appreciate such a big crowd coming out. At tonight's meeting, we're going to update you on what happened since the December 2007 public hearing.

we're going to talk about some Section 4(f) considerations, some of which have come up since that last public hearing. The Conservancy is going to give their position on the project. Laura Adams is here to do that. I'm going to update you some on the design status on the project, where the preliminary design stands, and talk about some of the impacts that we have. Then we're going to answer your questions and solicit your input.

I do have several slides here. I'm going to go pretty quickly, because we have several people signed up to speak. I'm going to zoom through them pretty quick.

Public agencies. As Steve mentioned, TDOT is handling the NEPA process; City of Memphis the final design; Shelby County is overseeing the CSS process; and the FHWA is providing oversight for NEPA.

Corridor history. The project, at one time years ago, was a straight line from Kirby Parkway up to Whitten Road. That has changed with the advent of the Shelby

Farms Parkway Advisory Team that was formed in 2007. There were 17 members assigned to that team, and they represented various different interests: business, park and recreational, technical, commuter interests, somebody from the University of Memphis, and so on. They've met nine times to date. During those meetings, we've used a variety of tools: renderings, traffic simulations, and a survey of similar facilities also. The Advisory Team's recommendations came out in February of 2006. They were accepted by Mayor Wharton, who was mayor at that time. In those recommendations, you'll note that there was a recommendation to exclude tractor-trailer traffic from the Shelby Farms Parkway. We've learned since then that the FHWA policy will not allow us to exclude tractor-trailers on the parkway. However, there is a local effort -- literally it takes an act of Congress to change a law -- so that tractor-trailers can be excluded from this road. The local city and county governments are working to get that done.

The first time I came to Shelby Farms, this is the first thing I saw coming across the bridge, the Wolf River bridge. That's the old Wolf River bridge. It's a sign that showed "no bicycles," and essentially a sign saying no bicycles in the park. That really shocked me seeing that coming into the park area that there was a sign for no bicycles.

Quickly, as we got started on the project, we looked at the bridge that was being designed, had already been designed, and we looked at ways to separate a path across the bridge and create a separated bicycle and pedestrian coming into the park. So the bridge plans were changed at the very last minute before they were let, and that part is built separate with a protection from the through drivers. Nowadays, this is what you see most of the time in the park. There's lots of bicycles in there. Every time I come, I'm amazed at the amount of use that it gets from the bicycle use.

Project location. The project

starts down at Walnut Grove Road with a new interchange where Walnut Grove Road was shifted to the north slightly. The new interchange is built there, and then it crosses cross-country through a wooded area and then through some agricultural land up to where it crosses Mullins Station Road with an at-grade intersection, a signalized at-grade intersection, and then it goes up Whitten Road with a five-lane typical section.

The purpose and need of the project is to improve safety and reduction of crashes; decreasing the travel time through the park; improved system connectivity; improved vehicular, bicycle, and pedestrian access and circulation for Shelby Farms Park. There's the added benefit to provide the parkway users with the opportunity to view the natural beauty of Shelby Farms Park. The Team talked about should they sink the road down, cut it in so that you wouldn't see it from the park, and then decided they wanted the road at ground level so that people driving through Shelby Farms can see the

beauty of the park.

Environmental documentation. The Supplemental Draft EIS was approved in October of 2007. The Final EIS was approved by the FHWA in January of 2012.

Now, the thing we're here to talk about tonight mainly is section 4(f). What is Section 4(f)? I'll read this to you:

"The Federal Highway Administration (FHWA) may not approve the use of land from a significant publicly owned park or recreation area; wildlife and waterfowl refuge; or significant historic site unless a determination is made that:

(1) there is no feasible and prudent alternative to the use of land from the property; and

(2) the action includes all possible planning to minimize harm to the property resulting from such use."

Now, you can have a Section 4(f) de minimis determination if the impact does take land from section 4(f) resources, but it does not adversely affect the qualities,

activities, features, or attributes of that resource. Also, the agencies with jurisdiction -- which would be, in this case, the City, the County, and Shelby Farms Conservancy -- are informed of and have concurred with that de minimis finding. The public has to also be afforded an opportunity to comment, which is why we're here tonight, to get your comments on the 4(f) de minimis determination.

The Section 4(f) land on this project was developed when the conservation easement was signed in December of 2007. The blue area you see on the screen is the area of Shelby Farms Park. The brown area -- there's a little piece of the project that goes through Area 10 also, which is for county business. Section 4(f) comments were made on the original SFEIS. Responses to those comments were mailed out on August 7th. They were also emailed on August 13th and posted on the TDOT website on August 20, 2013, this year. Copies of those comments are available for reviewing at Benjamin Hooks

Library, Memphis Library in Cordova, the TDOT Region 4 office in Jackson, or at the Shelby Farms Park Visitors Center.

There are some new Section 4(f) impacts that have come out since the Supplemental EIS was finished. That was the Greenline Connector Trail, the Wolf River Greenway Trail Connector, and there's also the Greenline Trail that hasn't been constructed yet, but we know it's funded and it's intended to be built before the Shelby Farms Parkway is going to be built, so we're treating it as a Section 4(f) impact. So we're dealing with those three impacts tonight. The three displays are showing the mitigation for those impacts.

Other environmental considerations that came up after the Draft Supplemental EIS was completed are a landfill study and Memphis sands aquifer issues that came up with potential breach in the aquifer. The landfill study was completed in July of 2008. We brought in SpanTech, a firm to look at the issues with that landfill. What they

were looking at was the Team looked at the possibility of -- they wanted to look at the possibility of shifting the interchange to the south, putting the interchange over the landfill, and leaving Walnut Grove Road where it is. The costs for that were prohibitive. It was \$33 million. Essentially, you'd have to haul all of the hazmat material out of the landfill; I think it was to Illinois or to Alabama somewhere. The costs were astronomical. It was \$33 million to do that. So the Team decided to leave the road where it was and recommended to stay completely off the landfill. There's also some unknowns with the landfill. You don't know what you're getting into once you open it up. That was all presented to the Advisory Team, and they stuck with the recommendation.

The Memphis sands aquifer covers several states in the area. There was a report that came out in December of 2008 mapping an aquitard breach using shear-wave seismic reflection that referred to a potential breach in the aquifer that was

north of Walnut Grove Road in the area of the project. So we worked with the Groundwater Institute. They made some recommendations and those recommendations will be addressed in the final design. They will work with us on that.

At this point, I would ask Laura Adams to come up and give us the Conservancy's position on the project.

LAURA ADAMS: Hello, everybody. Thank you for coming out. I'm Executive Director of the Shelby Farms Park Conservancy. We're really pleased that you were able to make it tonight. I want to tell you just a little bit about ourselves before I talk about our position. The Shelby Farms Park Conservancy is a nonprofit that manages Shelby Farms Park and the Shelby Farms Greenline for the benefit of the citizens of Shelby County. We manage it by benefit of a management agreement that is held with Shelby County government. We were established in 2006 after the Context Sensitive Committee had finished their work and decided on the

alignment of the parkway. We quickly went to work with Shelby County government and the Land Trust for Tennessee out of Nashville to make sure that there was a land protection agreement for Shelby Farms. So we worked very closely with the entities and we were able to win, by unanimous agreement of the County Commission, a conservation easement for the park that protects the park from any kind of inappropriate development.

However, because at that time there had already been an agreement on alignment of the parkway by this group that came before us -- that was a group of environmentalists; it was commuters; it was businesses in the area; and it was people who recreated at the park -- where the alignment would be, it was included in our management agreement and conservation easement. The alignment was already set.

So we began our master plan really keeping that alignment in mind. At that time, in 2006 and 2007, there was a very strong community consensus that the

compromise, the alignment that was set by the Context Sensitive Committee, was a good compromise; that it was good for the park and that it was also good for the community.

That group also knew that there was going to be a conservancy and that there was going to be a master plan, but those things weren't in place yet. So that agreement in 2005 and 2006 anticipated a master plan, and they encharged the future conservancy to work on behalf of the citizens to make sure that if there was going to be a road through Shelby Farms, that it was going to consider the human element; that it would have provisions for bicycles, pedestrians, horses; that it wouldn't damage the environmental resources of the park. So that's really where we have felt like we have focused all of our attention and continue to focus our attention.

Our vision is to give rise to a celebrated 21st century park that defines and shapes a great city, and we take that very seriously. I want to show you a little bit

about our vision for Shelby Farms. I'll use the pointer. I might have to pick this up to be able to do this.

Shelby Farms, in its entirety, is 4,500 acres. Under the Conservancy's management, it's almost 32 acres of parkland, much of what is north of Walnut Grove Road and all of which is along the Wolf River, all the wonderful trails that are along Wolf River. What you're looking at here is our vision for the park. It's our master plan. There are small pieces of it that have already been implemented. The first things that we wanted to pay attention to was being able to get people to the park. I assume almost everybody here is a park user. You'll note that over the course of the last, maybe, even five years, the park has doubled or tripled as busy as it's ever been before; well over a million users a year.

One of the things you can attribute that to was the first thing that we really did in partnership with Shelby County government, and that was to build the Shelby

Farms Greenline, which is a pedestrian trail that goes all the way from Farm Road and Mullins Station Road to the Binghamton Community in the center of midtown Memphis. We wanted to do something really remarkable for our children and our families, so we built this spectacular new playground right here in the heart of the park that's called Woodland Discovery Playground. Then, in a further attempt to make sure that more people could get to the park without benefit of cars, we built a bridge across the Wolf River and a connector trail to connect people who wanted to come from the south and from the east and from the west on the Wolf River Greenway and into the park.

The next project that we're looking at what we call Heart of the Park, and it's a very large recreational and environmental improvement to the heart of the park at Patriot Lake. So you'll see ever since the beginning we've always shown the alignment that was agreed by this predecessor group in 2005-2006, and our job -- what we've

worked very hard at to date -- is to make sure that if -- there and again, if there is a road through Shelby Farms, that it does not damage the recreational or environmental features of the park.

So the City of Memphis, TDOT, and Shelby County government have requested that the Conservancy agree that the plans for Shelby Farms Parkway incorporate all possible planning to minimize harm to Shelby Farms Park; there again called de minimis determination. In order for us to make that decision, we requested that a number of conditions be met. We published these. We communicated widely with our 50,000 Facebook fans, our thousands of park members, users, posted it in the visitors center, every way that we could get out. We wanted to make sure that the public was heard on this, and we wanted people to understand these are the things that we most value: that there is easy park access and improved entrances, both pedestrian and vehicular; that there is bicycle and pedestrian connectivity not only

to the park but across the park. Right now, the road and the structure that's currently in Shelby Farms very much divides the park. It's very difficult to get across Farm Road. It's very difficult to get across Walnut Grove Road. So we wanted to make sure that those would be addressed. We wanted to make sure that there would be enhanced bicycle and pedestrian access from the neighborhoods that surround the park. We wanted to ensure that our precious floodplain and aquifer would be protected. We wanted to make sure that with any road that might go through Shelby Farms that it fit with our master plan for the park and didn't damage it. We wanted to make sure that if there were to be utilities, that there wouldn't be utility poles along the parkway, that any utilities would go underground and that there would be no lighting or lighting would be very minimized. We wanted to make sure -- and that's part of the reason that we're here today -- that there were 3D renderings so that the public had an opportunity to see what this would

look like, and we wanted to make sure that the people who owned the park, the citizens of Shelby County, were afforded an opportunity to comment. We wanted to make sure that Walnut Grove Road, in the foreseeable future, would not be widened east of the new parkway. We think that four lanes is wide enough for Walnut Grove Road. Walnut Grove Road serves as a divider of the park, and we wanted to make sure that it wasn't widened. Instead of that, we've worked with the City of Memphis and Shelby County to try to reach an agreement that instead of widening Walnut Grove Road, that there will be a new safe entrance for park users that would be just east of Patriot Lake. We wanted to make sure that Sycamore View would not be an additional road that would divide the park; that Sycamore View would not come down through the park and meet the new parkway. We wanted to make sure that there would be no tractor-trailer traffic.

You've already heard from David Lindeman that that is one that requires and

act of Congress, but we do have commitments from both the City and the County mayors that they would use all of their good offices to ensure that we will amend that and there would be no tractor-trailer traffic.

So at the time the Conservancy was created, the parkway alignment was set and, as a result, our master plan always incorporated the alignment in its design. As good citizens and stewards of the park, we've worked very hard and very collaboratively with all public agencies to ensure that the park's recreational and environmental assets are protected. As a result of the shared effort, if all of these agreements are in place and they are verifiable, we believe the parkway design includes features that benefit the park, including vehicular and non-vehicular access and circulation.

We've had our own engineers that have looked. You know from using the park that it's so busy today that it can be very difficult, even on a beautiful Saturday like this last weekend -- it can be very difficult

to get into the park or get around the park. Access and circulation is already a problem for people, just the people who want to come and enjoy the natural and recreational assets of the park. So we've worked with our engineers. We've worked collaboratively -- and you'll hear more about this from David Lindeman -- to ensure that there would be new bike and pedestrian trails that would go all along the parkway; to ensure that if the parkway is built that Farm Road would go away. It would no longer be used for through traffic. Instead, it would only be for internal park circulation. It would only be for people who wanted to use the park. In fact, part of Farm road would be converted into a new bike and pedestrian trail with no vehicular access at all.

Entrances to the park are very important, so we worked to ensure that there would be a good entrance. Still not fully designed, it would be off of the parkway. This really would be -- Farm road would only be for park traffic only, but there would be

pedestrian trails, tunnels for pedestrians, bikes, and horses to be able to circumnavigate all of the infrastructure. There would be a new park entrance that people could take from the eastern part of the park to improve circulation. That ends my presentation. I'll pass back over to David Lindeman.

DAVID LINDEMAN: Thank you very much, Laura. At this point, I'll talk to you about the design status for the project. The project is in what's called preliminary design. We cannot pass into final design until the Record of Decision has been reached on the project. So once the Record of Decision has been approved by the FHWA, then the project can move to final design. So right now, we're looking at what we call preliminary design.

I'm going to talk to you about the trail location and the mitigation for those trails. I do want to point out on the big maps you'll see several different colored lines on there. The dark blue lines on the

map, those lines are trails that are being built with the parkway. There are also some orange lines on the map. Those orange lines are being built with a transportation enhancement grant, separate from the parkway. What was shown on the SFEIS was a little bit different than what's out there now. It's kind of an evolving process. As the master plan gets updated, then those trails will move a little bit, depending on where Patriot Lake is shifted to and so on with the expansion of Patriot Lake. Those trails are shown in orange. Those are built with the separate transportation enhancement grant. Then you'll see some light blue trails. Those light blue trails are not funded, but they're in the master plan. So there are trails that hopefully be funded with future projects as funding becomes available.

As you can see on this map, the yellow lines are the trails that are going to be built with the parkway. From that, zooming up, there's a -- this is at the south end of the project. There's a tunnel that's

going to be built underneath the parkway to get people from trails on one side over to the other side. To take this a step further, in preliminary design, the firm working on the preliminary design has a landscape architect on their team, and they've looked at doing things with mitigation with trees and landscaping around those tunnels to try to beautify the road while it's built, as part of the project.

At the north end of the project, this is the tunnel that's going to be built along where -- this is the existing Farm Road here. The tunnel would be built there. The existing greenline trail connector is over here. It's going to be shifted over to this tunnel. Then there will be an opening between the two. This rendering down here shows that, that you'll have one tunnel you go through and then you'll have an open space and then another tunnel that you go through. Those are all shown on the graphics that we have out here.

Now, at the south end of the

project at Walnut Grove Road, the Wolf River bridge connector trail comes up and is a very dangerous crossing of Walnut Grove Road there. That cross will now be shifted to a tunnel that will go under Walnut Grove Road. Walnut Grove Road will actually hump over that tunnel to help people on the Wolf River connector trail come up and go through that tunnel and then come back and pass through the park.

The north end of the project, the greenline has been mentioned a few times here. The greenline is this area right here. It will be built in a straight line along the Rails to Trails project before the Shelby Farms Parkway is built. We're anticipating it will be built first. When the parkway comes along, that trail will be reconnected down to an at-grade intersection where the signal will be, and it will be safer for bicyclists and pedestrians to cross at the signalized intersection. Now, that is also being designed so that it doesn't preclude the possibility, with future funding, that

that greenline trail can be built with a bridge over the parkway. So the parkway is being set down so that there can be a future bridge going over it as funding becomes available for it.

A conceptual plan for the project from Mullins Station Road, you can see some of the graphics with the landscaping that's involved there. This section of the project is an urban section. It's a five-lane section. We've got five-foot sidewalks on the outside. There's a six-foot bicycle path on the road, and then a five-foot sidewalk out here with an eight-foot buffer between the two.

The conceptual plan for the park going through Shelby Farms starting down here at the interchange, that has two 12-foot lanes in each direction. It's a four-lane road. Those are bifurcated on several alignments. There's a 13-foot multi-use trail out here. There's a 13-foot multi-use trail out here, and then there's an area for plantings outside of it. I also want to

mention there's a reinforced grass shoulder on there. The parkway will not have two lanes plus a paved shoulder. It will have a reinforced grass shoulder. It won't be a paved shoulder. Walnut Grove interchange is a little bit of a different design. It's shown on the maps. We can help you with those individually later on.

Now, procedures for submitting comments here. You can talk to the court reporters, as Steve mentioned earlier. You can turn in your comment cards either tonight or you can turn in the comment card with written statements. You can mail them in or you can send something by email at TDOT.comments@tn.gov. All this stuff is on your handout, so there's no need to write any of this down. You can also mail them into the address on there. Again, it's on your handout and your comment card.

Contacts for the project are Steve Chipman, whom you met earlier, and Brad Davis with the City of Memphis, who, unfortunately, couldn't be here tonight.

There's a website listed there. Again, that's on your handouts also. At this point, we're going to go to the question and answer. I'll turn it back over to Steve and he can emcee. He'll call people up one at a time.

STEVE CHIPMAN: I'm going to call out five names at a time. The first person will approach the mic. If you want to come down and be in line, I'm going to call five people at one time. It's very important when you come down to speak in the mic, the first thing you do is give your name and address, so that the court reporter can record that for the record. If we have a question or comment when we go back and look at them, we know who said it and know how to get in contact with them. Just give your name and address, contact information. Right now, I don't have any other -- I've been given these two sheets for sign-in. We've got a total of 34. So it's very important that you limit. Remember it's limited to three minutes and respect that time. We've got Ann, who will let you know whenever you're down to your

remaining 30 minutes -- thirty seconds. I was just seeing if you were alert. That's all I was doing. Thirty seconds. If any more sign their names out there, they'll make sure to get it to me. I may have trouble reading some of the names. I apologize if I mispronounce your name. I may have to give your name and address to kind of tell who it is. I've got Scott Banbury, Lyle Tudor, Robin Boyd, Steven Sondheim, and Billy Carodine. In that order, Scott, if you will please, like I said, give your name and address for the court reporter to get it.

SCOTT BANBURY: My name is Scott Banbury. I live at 1051 Stonewall Street. I am the Conservation Chair of the Tennessee Chapter of the Sierra Club. I've been involved in this project since I first moved to Memphis. It's a project that, as has been pointed out, has never really gone away. Hopefully we're coming to a resolution here that is to the satisfaction of the people of Memphis that serves our interest. I'd like to point out we've submitted substantive

comments about environmental issues; concerns that we have with our aquifer; concerns that we have with storm water flow that's going to be discharged into the wolf River; and we've very concerned about the documentation of the need for this project. This all started a long time ago. There were different road patterns afoot in this area. People do suffer a little bit from some traffic problems early in the morning during commute and in the late afternoon on their way home, but we feel that there are ways of minimizing those traffic concerns that don't require a project of this scale. It may be the best interest to the public and the users of this park to look for ways of actually minimizing through traffic; encouraging people to use other facilities that we have with the improvements being made, the 40/240 interchange, which is going to allow traffic to flow much more smoothly there. We're concerned that by bringing more traffic in the park we're actually going to encourage a need to expand other facilities like walnut

Grove. We don't think this has been adequately addressed, and we would really like to have some guarantees that all of the efforts to mitigate the impact of this road, in terms of protecting connectivity of our trails, is guaranteed. The cost estimates for this project, I believe are old and not really, you know, accurate. Guarantees are in order before a determination of de minimis is given here. Thank you.

STEVE CHIPMAN: Thank you.

LYLE TUDOR: My name is Lyle Tudor. I live at 289 Stafford Circle here in Cordova. I first became involved with this project about 1995. The club that I belong to had a meeting, called the first meeting in Shelby County about this road through Shelby Farms. We had about 250 people that turned out, and basically the proposal that was being made at that time was this Kirby-Whitten proposal that you're doing right now. So in all that time, the State of Tennessee has never come up with anything more intelligent than the Kirby-Whitten program.

The thing that's amazing to me is we have a very simple solution to the traffic through Shelby Farms. Everybody wants to concentrate on doing something scenic and this, that, and the other. The roads are one thing. The trails and all that are something else. All they have to do is finish up the Mullins Station corridor. If you look at Trinity Road and all that, preliminary work has already been done. Why has it not been used? The same thing with Sycamore View. The information that was put out by a fellow named Chad Box some years ago is what this lady has alluded to. It took an act of Congress to change putting Sycamore View through that wetland down there. But I just happened, at that time, to have friends that worked with the Corps of Engineers. They told me that that absolutely was not true, that area was due for a re-evaluation and it had to be requested by somebody that was either on City Council or County Commission at the time. Nobody ever made that request. As far as Walnut Grove, not a thing needs to

be done with that. If you hook Sycamore View into Humphreys Boulevard, you've got a continuous road all the way from north of Bartlett all the way to Germantown, which is what the people of Bartlett originally requested by having this road through Shelby Farms in the first place. It's amazing to me a lot of people say, well, the Sycamore View cutoff over there would tear up the wetlands, but it would do nothing more than using the Kirby-Whitten program that they're talking about right here. So I would encourage everybody that's here, if you really love your farm, you will call your city councilman, county commissioner, congressman, whoever. This is a waste of money, a waste of time for solving a problem and will not be a solution when it's finished.

ROBIN BOYD: My name is Robin Boyd, 1177 Hayne Road, Memphis 38119. TDOT and Shelby County representatives, citizens of Memphis and surrounding communities, thank you for the opportunity to voice my concern. Believers in Memphis and the Shelby Farms

Conservancy have embarked on a quest to achieve a world class urban park in and for our community. Our duty as hikers, bicyclists, equestrians, parents, grandparents, sons and daughters, concerned citizens, is to protect the park from an ill-founded plan by those whose singular interest are an easier drive to work, fast food, or a strip mall. The current TDOT Kirby-Whitten Parkway proposal is not an acceptable solution, as it is a consequence of outdated traffic modeling projections, debatable environmental impact studies, and marginal pedestrian safety solutions. Planners have already defaulted on the requirement to prohibit commercial truck traffic. Construction of the proposed parkway will irreplaceably compromise the promise of the vision of Shelby Farms Park. We stopped I-40 at Overton Park. It is our heritage to challenge or stop the parkway at Shelby Farms so that many more will benefit. "Government of the people, by the people, and for the people." Abraham Lincoln.

STEVEN SONDEHEIM: My name is Steven Sondheim. I live at 271 North Rose Road. I happen to be the guy that wrote the op ed in Saturday's Commercial that lays out some of the reasons why I think this needs to go back to the drawing board. I have a couple of questions that I would like answered here, if possible, and some comments. So I'll just list them. One of the questions is, I think a number of new factors and alternatives have come up in the meantime since 2005-6. I want to know what the process is for getting those looked at before we jump to a plan that might have serious problems. So I'd like, if it's possible, to answer that so that those of us who have those alternative plans could get them looked at. Another question I have is the old cost estimates of \$24 million probably are more like \$40 million. I would like a reprocess of that. Prices have gone up. There's more to this plan. I would like to see what it is we're going to be paying for. Memphis is going to pay for 20 percent

of that. Let's see. I want to know why the problems with Farm Road that have existed for 30 years have never been addressed. For example, we and our traffic engineer -- you'll hear from him in a minute, Walter Kulash -- have learned that if we just fix the left-hand turn lane going from Humphreys to Farm, where you take a left into Farm, holds 20 cars. Traffic -- there's 40 cars that need to turn there between 5:10 and 5:40. Those extra 20 cars hang out in the through lane, and that is the primary and only reason for the tie-up at that light. why all our traffic engineers -- I don't necessarily mean this current one -- haven't addressed that is beyond me. In a way -- and I'm going to bring an indictment here -- they have caused the public consternation with all the traffic problems. I would like this group, for us, to define de minimis a little bit better, because as commenters we don't know whether to say the park will be affected or the environment will be affected and if there are questions about what is a park.

The last thing I'll say is there's no question that the park will be affected. Five hundred acres of recreational land will be cut in half. You can't tell me that that's not going to be affected. Thank you.

STEVE CHIPMAN: Just a minute, Billy. In answer to that question, Steven, you asked -- you asked us three questions. You've got two requests. The questions are looking at -- what's the process for looking at alternatives and why problems with Farm Road for years have never been addressed and why traffic engineers have not addressed it. John Cameron is going to address those three questions.

JOHN CAMERON: I actually heard four questions, one of which being there might be new options to look at. I think as part of this process that we're going through right now, this would be the time to bring forward those questions. We are taking the comments over the next 21 days, so I encourage those options to be submitted. I know a number of options have been looked at

in the past, but I think now is a good time to present those new options. The cost estimate is an old cost estimate. We are getting ready to get into the final design process once we get past the environmental process. We are going to do a new cost estimate as we get into final design and start sharpening our pencil on it. It has been a few years since that cost estimate was done, so just from inflation, probably the costs have gone up. I won't argue that.

The Farm Road issues we've been looking at over the years; the timing of the signal at Farm Road. I think the turn lane has been extended once. We have not extended it since that time, but that's something that certainly we can look at. I heard a question about the definition of de minimis. I think that was defined in one of the slides earlier, David.

DAVID LINDEMAN: I guess to give you a simple answer on de minimis is that it's de minimis if it doesn't have an adverse effect to the use of that property that it

goes through. It can go through the property, but if it's not affecting the use of the property or if it can be mitigated, then it is a de minimis impact.

STEVE CHIPMAN: Okay. Billy.

BILLY CARODINE: My name is Billy Carodine. My email is billycarodine@yahoo.com. I guess you guys have got some pictures up. If I can say just before my question that -- well, let me go with the parkway -- how many number of acres does it take up? That's a question. How many acres of the parkway take up the new proposed highway? Hold up the sign, please. Hold it. Yeah, 128 acres. How could this not be an impact on the park? If you all can explain that a little further, how it not will be an impact on the park. It seems to be -- my question seems to be a question that -- how could you really answer that? How many acres in the park? This is a park that's supposed to be one of the great parks of America that we're violating with this road. It's a large park. It takes up a big

part of the county area. It's a great big beautiful park. So why would we violate the park with all this acreage that's taken. It's a park. That's all I need to say about it.

DAVID LINDEMAN: I guess how you measure the footprint of the parkway through Shelby Farms is a little bit difficult to define exactly at this point. We can get a number for that and put it in the disposition of these comments and show what essentially the right-of-way would be for that. I want to clarify that there is a Section 4(f) impact. There is a 4(f) impact, but it's been ruled that this is a de minimis 4(f) impact because there's not recreational resources that the roadway is going through. The trails that it crosses are being mitigated as 4(f) impact.

BILLY CARODINE: The park is not just recreation.

DAVID LINDEMAN: I understand.

STEVE CHIPMAN: The next five.

BILLY CARODINE: The park

represents a spiritual notion, you know.

STEVE CHIPMAN: I think your time is up. Sorry. The next five: Anne Thompson, Andrea Cowart, Rick Richardson, Maxine Strawder.

ANDREA COWART: My name is Andrea Cowart. I live at 3608 Coleman Avenue.

STEVE CHIPMAN: I have Anne Thompson. Okay.

ANDREA COWART: 38112, Memphis. One question is if you put the parkway through, how is it going to affect individuals that like to use Bargers Row? My second question is, there was a statement made that Kirby-Whitten Road would be built below grade. It was changed that the road would be made above ground to see the beauty of the park. This area is in the part of the 100-year floodplain, and if we all remember when we had the last big flood when the Mississippi overflowed, it backflowed into Wolf River, which flooded the Shelby Farms area and Agricenter area. It cut off access to those individuals that farm in the

Agricenter area. Thank you.

STEVE CHIPMAN: Thank you.

Before you start, if you will, if you could just be respectful to everybody on cheering or calling out. If you will, just kind of keep it low. Sometimes it makes people feel it might dampen their want to give a comment or question. Just please be respectful to each person and time. Give you name and contact information, please.

MAXINE STRAWDER: Maxine

Strawder, 400 South Highland, Memphis 38111. I have questions, but I'm going to quote what you said first. You say that a member advisory team was appointed, charged with developing recommendations to build something. My question is where or who or what persons were charged with considering whether to build something? The second questions is -- if you can tell me who those persons are, I would appreciate knowing that. I have my pen all ready. Second, where are reports of deliberations of other solutions to traffic issues so that we could consider

those? Finally, when does the public have the opportunity to offer opinions about those alternatives, which you have not presented here tonight. Perhaps you presented them someplace else. If so, please let me know. I deplore this rush to build without opportunity to comment on alternatives which have taken consideration, costs, and other aspects. I'm a citizen. I do not wish to be presented with your plan and how you're going to develop it. I am interested in what are the deliberations. Thank you.

DAVID LINDEMAN: I guess as far as other alternatives, the group was charged with looking at a build alternative through the park. They also --

MAXINE STRAWDER: What was that body called?

DAVID LINDEMAN: What's that?

MAXINE STRAWDER: I don't hear well. What was the body or bodies or persons called, charged with the alternatives? You've presented us with a rush to build. I want to know who are the persons or bodies

designated to come up with the alternatives.
Those reports, where are they?

DAVID LINDEMAN: The Shelby Farms
Parkway Advisory Team was charged with coming
up with the alternatives.

MAXINE STRAWDER: Not so fast.
I'm writing.

DAVID LINDEMAN: I will say I
don't have the 17 names committed to memory.
Some of them are in this room tonight. Some
of them are here tonight.

MAXINE STRAWDER: My question is
the body or persons charged with coming up
with alternatives to build. What's that
name?

DAVID LINDEMAN: The Shelby Farms
Parkway Advisory Team.

MAXINE STRAWDER: No, no, no.
You state here that the advisory team was
appointed and charged to develop a
recommendation to build.

DAVID LINDEMAN: That's correct.

MAXINE STRAWDER: No, no, no.
That's not what I'm talking about.

DAVID LINDEMAN: When we started this process, the project had been going on for a while. The decision was -- the task given to that team was to look at a build alternative. Now, the environmental documentation also looks at a no-build alternative.

MAXINE STRAWDER: What's that?

DAVID LINDEMAN: The no-build alternative is still on the table. The ROD has not been signed, so the no-build alternative is still on the table until the ROD is signed.

MAXINE STRAWDER: When do we meet on that?

DAVID LINDEMAN: That's what we're here to get your comments on tonight.

MAXINE STRAWDER: So what you're telling me is my question is being answered that at some future date, the alternative will be presented and we can have comment on that?

DAVID LINDEMAN: The no-build alternative is in the Supplemental Final

Environmental Impact Statement, yes.

MAXINE STRAWDER: That's a yes?

DAVID LINDEMAN: So you can
comment on that, sure.

MAXINE STRAWDER: I'll trust you.

DAVID LINDEMAN: Thank you.

RICK RICHARDSON: Rick

Richardson, Shelby Farms Equestrian Alliance
president, 3895 Austin Peay Highway, 38128.

I would like to comment on this lady that
just spoke. I think a no-build road is the
way to go. But if you insist on building a
road, in your presentation so far, you keep
showing me paved trails. I represent the
horse community. I don't want to ride on
paved trails. I want to ride on a hardened
trail, which is not pavement or concrete.
You talk about horses going through access
tunnels to get to one side of the park or the
other side of the park. I can't get anybody
to give me dimensions of those tunnels.
According to your illustration, it looks like
they're about eight feet or maybe ten feet in
height, and I can't ride my horse into an

eight- or ten-foot tunnel. I need at least a 14 feet minimum. I'm also working as a consultant with the Shelby County Sheriff's Department on putting together a mounted patrol unit. If they put together a mounted patrol unit specifically to patrol the park, how are they going to get from one side of the park to the other if the tunnels aren't sufficient enough for them to get through on horseback? So those are my main questions. That's all I have.

STEVE CHIPMAN: Thank you. The next five that I have are John Dudas, Ken Plunk, Walter Kulash, Art Wolff, and John Pierce. Again, I'd please ask that you refrain from cheering or hollering out, please. Go ahead, John.

JOHN DUDAS: Good evening. My name is John Dudas. I reside at 7333 Poplar Pike. I have the privilege of serving on the Shelby Farms Parkway Advisory Team as mentioned in 2005 and 2006. This committee was made up of a diverse group of dedicated individuals representing the neighborhoods

and businesses in the area, as well as various civic, environmental preservation, and other local organizations. I believe many of the Team members are here today. This Team met at least six times during this period to develop goals for Shelby Farms Parkway. They reviewed preliminary plans and looked at traffic data and other information related to the parkway project. Two public workshops attended by the Advisory Team members were held during this same period. The comments from the workshops were reviewed by the Team and incorporated into the process of developing recommendations for the proposed parkway.

Many advisory groups function as rubber stamps for the sponsoring organization. The Shelby Farms Parkway Advisory Team was no rubber stamp. The members of the Team were fully engaged in requesting information, suggesting alternatives, questioning preliminary conclusions, and challenging data and assertions. The Team was managed in a

professional manner, which provided each Team member the opportunity to participate in the process and make his or her ideas known. I believe that all the Team members will agree that our opinions were heard and respected.

What started as a six-lane road evolved into a four-lane slow-moving curvilinear designed parkway with generous medians for landscaping and open space. The Team insisted that extensive pedestrian and bike trails providing connectivity throughout Shelby Farms Park should be developed. Safety concerns played a major role in the design of the project through the provision of an interchange at Walnut Grove, which is expected to eliminate the dangerous interactions between the east-west traffic on Walnut Grove and the north-south traffic on the existing Farm Road.

Every effort was made by the Advisory Team to minimize the impact of the proposed parkway on Shelby Farms Park. Among the goals that were adopted by the Team in February of 2006 were the following: First,

create a road that enhances and embraces the park. Second, create a design concept that is socially, economically, and environmentally responsible. Third, produce an excellent design that enhances the quality of life in the community.

I believe the current plan for Shelby Farms Parkway accomplishes these goals. Also, the parkway will provide a new gateway entrance for Shelby Farms itself. In fact, without the new parkway, Shelby Farms Park may not be able to reach its full potential as a great urban park. I urge the adoption of the de minimis finding today. Thank you.

STEVE CHIPMAN: Thank you.

KEN PLUNK: I'm Ken Plunk, P.O. Box 383228, Germantown, Tennessee 38183. I'd like to share with the group a lesson that I learned some 30-odd years ago. A group of myself and my friends took an annual fishing trip usually to a faraway spot. One year, we decided to fly to Honduras and fish at a lake called Lake Yojoa, which is in the mountains

in the center of Honduras. Now, at that particular point in time, a new road had been built from the east coast to the west coast of Honduras; a two-lane asphalt road. The east coast is on the Caribbean; the west coast is on the Pacific Ocean. So we flew into Honduras and took a van for the 70-mile trip to Lake Yojoa in the mountains. When we arrived, we found a village surrounding the lake; interesting village. Most of the adults in the village had never been into the city that we flew into which was 70 miles away, less than the distance from here to Jackson, Tennessee. There was no money, no currency. The village continued to use the barter system. But when the new road came through, in our visit we saw some interesting developments taking place. The children learn fast. The children were building shelters, lean-tos, on the edge of this two-lane asphalt road which had very sparse traffic. Occasionally a bob truck hauling freight from coast to coast would come through, and the young children would jump

out of the lean-to and try to wave down the vehicle to sell them bananas and pineapples. So, ironically, the little children had a few coins rattling in their pockets, but no place to spend it. The adults had none. Roads or lack of roads bring unintended consequences. I believe that one of the unintended consequences of no road is that the tax-paying citizens that commute to work on Farm Road each and every working day are delayed getting home to their family and loved ones simply because the road is incapable of handling the traffic. There's been enough study. There's been enough conversation. It's time to build the road. Thank you.

WALTER KULASH: I'm Walter Kulash, K-u-l-a-s-h. Post office box 252, Little Switzerland, North Carolina 29759. I'm an independent public interest traffic planner advising the Sierra Club. A number of comments tonight have already raised the issue of are there prudent and feasible alternatives to the currently-standing plan. My analysis says that there is indeed such an

alternative and it consists of making simple overdo improvements to the Walnut Grove Road-Farm Road intersection that will fix the existing problem there. Let's be clear about these terms.

Simple improvements. We're talking about things that are done, normal traffic engineering measures that are done on intersections throughout the Memphis area.

Overdo. I mean we're talking about improvements that at other locations that were not under the cloud of uncertainty about a major project such as the parkway would have been done long ago, but were not here because of the in-process planning.

By "fix," I mean restoring to a level traffic surface typical of signalized intersections in the greater Memphis area. Or to put it in simple terms, intersections that will not be reported with the traffic problem reporter in the morning and evening. Just to give you an idea of what we mean by simple traffic engineering improvements, three of them are widening -- or, rather,

lengthening the auxiliary lanes that are already out there. For example, the eastbound left-hand lane on Walnut Grove Road, the source of recurring congestion and accidents daily, to extend that from about 500 feet to 900 feet would virtually eliminate the spillover and solve -- be a major factor in solving the evening congestion. Adding an auxiliary lane, in other words an additional third lane westbound from Farm Road intersection to beginning of the Humphreys Boulevard interchange would accomplish two enormous benefits for the intersection. It would permit the very heavy morning peak hour southbound movement from Farm Road south down to continue to merge and weave into the westbound traffic without any congestion whatsoever, thereby solving the morning problem. These kinds of improvements will so support the park goals, such as minimizing the right-of-way and bringing it down to less than two acres from the 129 acres, reducing traffic through the park from around 36,000

to 18,000. I suggest strongly that we revisit the plan with these kinds of alternatives in mind. Thank you.

STEVE CHIPMAN: Thank you.

ART WOLFF: I'm Arthur Wolff, 5445 Shady Grove Terrace, Memphis, Tennessee. I've been involved in Shelby County Farms Park about 40 years. I've been involved in this road three decades, probably. There are some things that I feel I must tell you. One, you have to know that the gentleman that spoke two people before me, Mr. John Dudas, is employed by Belz Investment Company. I've got to say this. That's one of the people who have pushed this road and wanted an expressway for 30 years. That's got to be stopped. Another gentleman here made a wonderful -- I think it was Mr. Dudas again. He made a wonderful statements about the advisory committee. Let me tell you, I sat in on those meetings. I'm saying there are a lot of fine people in there, but what happened, fellow citizens, they were not given all the information. They were

supposed to make a decision for all of us, and they were not given all the information. There were environmental problems, like the very drinking water you feed yourself and your children and your grandchildren, that still haven't really been answered. You tell us they'll be answered in the construction phase. That's after we get something to say about it. Those need to be answered before you go any further. The environmental problems, whether we're going to have flooding because of that road. You dare not go ahead. You dare not. Now, Mr. Walter Kulash who is here is a gentleman of great character. I've known him for years. He is a man who speaks the truth, who had experience not in just designing roads, but in designing roads through parks. He came in and talked to us a few weeks ago. He walked out there and watched the traffic at Farm Road and Walnut Grove Road. Let me tell you, fellow citizens, if you go out tomorrow morning or tomorrow evening and you hit traffic jams, it could have been corrected 25

or 30 years ago with practically no expense. It can be done now. You should get angry at the people who have not fixed this road. If you go tomorrow and you sit there, it's their fault, the people who are doing that and the people who want to push the building of this road. I'm going to conclude with saying we have to have a pause. We cannot go forward with the road that you people are pushing. You have to let us study an alternative. We have people like Walter Kulash who know what they're talking about, good honorable men give us their opinions. Listen to them. And I say don't go forward with this road. Talk to us. Let us consider all the other issues and the fact that more roads will be built to carry the traffic out of that whole area that want to go through there. They'll have other roads to go to. Wait. Now, I'm telling you, if you don't, we'll end up in a lawsuit or something. Sit and talk to us is all we want.

JOHN PIERCE: I'm John Pierce,
8464 Bazemore Road, Cordova, Tennessee. I

drive the road usually at least once or twice a day. Twenty-five years ago, of course there was no traffic problem. We have a bad traffic problem now. Please proceed with your plans. They're badly needed. As for the Sierra Club, it was even opposed to the Golden Gate Bridge. Thank you.

STEVE CHIPMAN: The next five will be Dennis Lynel, Bernard Danzie, Carey Frisch, Tim Waters, and Rory Gleadhill, and Rodger Aitken.

BERNARD DANZIE: My name is Bernard Danzie, 5581 Bayberry Cove, Memphis, Tennessee. I would remind you that many years ago Interstate 40 was to go through Overton Park and some ways of handling that was done and look what a jewel we have now and how it's been preserved. I would also tell you that the Commercial Appeal had a story not too long ago that said tourists come to Memphis because of our greenway, because of Shelby Farms and all that we have to offer there. It seems to me that Central Park in the middle of Manhattan has no roads

going through it, and they certainly have more traffic than we do. So there has got to be an alternative. I would also -- I don't think you've addressed a couple of questions that have been asked. What happens if there's a better interchange at Walnut Grove and Farm Road and a better interchange coming out of the park on Farm Road? Is there any alternative to that? What if you put that kind of thing there; what would happen?

STEVE CHIPMAN: Is that the end of your comments?

DAVID LINDEMAN: The Advisory Team did look at alternative interchanges at the south end of the project, and they ended up selecting the one that is shown on the plan tonight. That was the interchange. It was a difficult decision. There were some flyover bridges. They also looked at at-grade intersections. They looked at different alternatives, and they ended up choosing the one that we have tonight.

BERNARD DANZIE: Why wouldn't an interchange at Farm and Walnut Grove -- why

wouldn't that work?

DAVID LINDEMAN: The Team preferred to move the parkway as far west as possible. So where Farm Road is, it's more in the center of the park. Going north from there would be a lot closer to recreational areas. The Team wanted to be as far west and as far away from the recreational areas as possible.

BERNARD DANZIE: Do I have time for one more comment? It seems to me that Walnut Grove Road really cuts the park in two, and now you're going to put some more roads in. That's just going to cut it more and sectionalize it. You lose the integrity of the park. Thank you.

TIM WATERS: I'm Tim Waters, 957 Dove Hollow Drive, Cordova. I've lived in Cordova for 25 years. I travel downtown every day. I've seen my commute deteriorate over those 25 years, which is good. That means there's more people in Memphis. There's more people using these roads. But everybody talks about the problems on Walnut

Grove. Well, somebody needs to look at Germantown Road. We need an alternate north-south passageway to Germantown Road. You know, I would never get on Germantown if this parkway existed, and I intend to use it. All the people that say they need testimony to whether traffic is still a problem. Traffic is still a problem. Roads can be non-intrusive. I went to Biltmore this past summer, and there's an interstate that passes through Biltmore Estates. You know, it can be done. A road can be non-intrusive. That's all I've got. Thank you.

STEVE CHIPMAN: Thank you.

CAREY FRISCH: Good evening. My name is Carey Frisch. I live at 6697 Hickory Jack Avenue, Memphis, Tennessee. I live the first street off of Whitten Road. I've lived there since 1998. It's been one year after another of being more and more miserable with the amount of traffic congestion in that area. I just want to point out, though, that some of the folks here are recommending that perhaps alternatives should be studied a bit

more. One thought that kept coming to my mind is increasing the left-hand turn lane by Walnut Grove onto Farm Road is not going to solve the problem, 500 feet to 900 feet, because all you're doing is adding more traffic that's going to queue up at the intersection of Farm Road and Mullins Station. There's a three-way stop there. So you could have a long, long left-hand turn lane along Walnut Grove onto Farm Road, and those cars will just be stuck. The two main problems we have with this whole -- that currently exist are the three-way stop at Mullins Station and Farm Road and the three-way stop at Mullins Station and Whitten Road. The only way that's going to be resolved is with a new parkway. Based on my life of making the commute from Whitten Road into the city of Memphis every day down Farm Road, which is the only travel route I have, is just senseless. I can tell you one personal experience that really terrified me more than anything in my life. Three years ago, I had open-heart surgery, and a few months after

that I had a problem in the morning with an arrhythmia and had to call 9-1-1 and had to get to Baptist fast. Well, there's nothing worse than being in the back of an ambulance stuck in traffic and you can't breathe, trying to get to a hospital that really is not that far away. God forbid someone would have an even more urgent need than I did. It's safety and life that I'm really concerned about. I think we ought to proceed with this project. I have one question. Does anyone know what the groundbreaking date might be for this project?

STEVE CHIPMAN: Not at this time.

CAREY FRISCH: Not at this time.

Okay. Thank you.

STEVE CHIPMAN: Thank you.

RORY GLEADHILL: My name is Rory Gleadhill, and I live at 303 Stonewall Street in Memphis, Tennessee. I have a slightly different perspective. I don't live around here or use the park. But what I'm experienced with, I lived in California for a long time on the southern California coast.

I just feel that for us to destroy 128 acres of our park --

STEVE CHIPMAN: Can you speak up?

RORY GLEADHILL: For us to destroy 128 acres of our park and separate another 150 acres from the rest of the park, it's like taking away part of the park and throwing it away. I just don't think it's appropriate. I think recreation is vital and it becomes more valuable to our future generations. I want this plan to be reconsidered before we destroy our children's future. Thank you.

RODGER AITKEN: My name is Rodger Aitken. I live at 3637 Kipling Avenue. I've only been here 44 years. I'm kind of getting used to that neighborhood. I was born in Memphis in 1944 and have lived here 69 years. I have three children, nine grandchildren, and 9.8 great grandchildren. All of us enjoy this park. I'm a frequent user of this park. I'm also a registered professional engineer, and I have attended multiple meetings on the efforts put into this design, which is well

thought out, professionally done, and well thought out and long overdo. Thank you.

STEVE CHIPMAN: The next five is Zach Miller, Drake Danley, Nathan Lubin, Barry Roberson, and Alice Gleadhill.

ZACH MILLER: Zach Miller, 1988 walker, Memphis. A couple of questions I would have is, you know, why can't they just fix Farm Road. You know, that would take care of a lot of stuff right now. Number two, has anybody thought of the -- you know, the wildlife can't read, so they don't know to stay in the natural preserves. How is this going to affect the wildlife between Germantown Road and through Walnut Grove. And, number two, I mean, while we appreciate the conservatory, you know, that's a lot more concrete you're adding. A lot of us take after the horse people. A lot of us runners, you know, we don't run on concrete. I think the whole idea of the park is to keep it natural. You know, if they want to enjoy the park by driving through it, they need to get out and walk it. I think that, you know,

you've got naturalists and you've got, you know, hikers and you've got cyclists that like that nature part of it. I think you're really -- that's not what this is about. Thank you.

DAVID LINDEMAN: I guess first on the wildlife, the project doesn't go through any of the natural area. You're correct, there could be wildlife that leaves the natural area. We don't know of any known migration patterns out there to look for to try to compensate for. So we don't have any known issues with wildlife to take care of.

ZACH MILLER: The bobcats migrate. There's two or three that migrates off of summer and back to Germantown Parkway. You've got a whole bunch of deer out there that come through the park. You see them in the afternoons in the bean field. That's what we're talking about.

STEVE CHIPMAN: Okay. Thank you.

AUDIENCE MEMBER: Bobcats and coyotes.

STEVE CHIPMAN: If you're going

to give comments, the court reporter has got to get them. You need to sign up if you're going to make comments. Drake.

DRAKE DANLEY: My name is Drake Danley. I live at 2288 Evelyn Avenue, 38104. I've been coming to these meetings for the Shelby Farms Parkway for close to 20 years now, and I've never bothered to get up and say anything. I've always felt it was a bit of a conflict of interest. Like Mr. Aitken, I'm also a registered professional engineer. I do roadway design for a living. I'd just like to urge the members of the Conservancy and the design team and TDOT, the City, the County and everyone, just pick a date and make a decision. You are never ever going to satisfy all the people that have so many divergent needs here. Whenever you address each position, 20 more will crop up. You know that; we all know that. Pick a date, make a decision. Either build the road and move forward or don't build it and let's take the money that's programmed for it and address some other transportation needs in

the community. Having said that, I feel confident that two or three years from now I'll see you all here again at another hearing. Thank you.

ALICE GLEADHILL: Hi. My name is Alice Gleadhill and I live at 303 Stonewall. I have lived in Memphis for three years, and I've been fortunate enough to live close to Overton Park. There, I play frisbee with my friends or bike ride with my family quite often. When I heard of the court case in 1971, I was completely shocked that it was even a possibility to build a road through such an important area. I don't visit Shelby Farms as often. I have many friends who enjoy this land as much as I enjoy Overton. I really hope our community does not build a road through Shelby Farms. I believe it would be detrimental to our city. I would appreciate if this project would be reconsidered. Thank you.

NATHAN LUBIN: I'm Nathan Lubin, 7735 Macon Road, 38018. Steve, I would like to have from you, and each of the members of

the table, a yes or no tonight about whether or not you would be willing to sign off on an enforceable commitment regarding the Conservancy's requirements. Thank you.

STEVE CHIPMAN: Repeat that one more time.

NATHAN LUBIN: I would like to hear from you and the other members at the table on whether or not you would agree to signing off on an enforceable commitment regarding the Conservancy's requirements, the requirements that Laura so ably listed earlier.

JOHN CAMERON: Yes, sir. I think you will find the vast majority of those items in the environmental document, what are called the green pages, the commitment pages, those are commitments that need to be followed through on. There are a couple of items that are not in there, one being the tractor-trailer prohibition. That is because FHWA will not allow us to do that with the federal funding coming to the project. We are pursuing that separately. We are also

pursuing the approach to change the widening project on Walnut Grove Road to an access management project. That cannot take place unless the traffic signal at Farm Road goes away. So if the grade separated intersection, the interchange, is put in place, we will be pursuing downgrading that Walnut Grove project to an access management project.

NATHAN LUBIN: I'm sorry, I didn't hear. Was that a yes or was that a no? I really would like a comment from each one there; a simple yes or no. You're asking us to say yes or no for the road. We're asking you for a yes or no. As far as our representative of the Conservancy, is that yes or no as far as the requirements?

JOHN CAMERON: I understand. I cannot sign a binding document saying yes, but it is our full intention to follow through on all the requests of Shelby Farms Park Conservancy.

NATHAN LUBIN: Who is it that would need to sign the document?

JOHN CAMERON: As I said, with the tractor-trailer, we've got to go to Congress on that. I don't know that that commitment can be made to ban tractor-trailers.

NATHAN LUBIN: We're being asked to sign onto the road; I understand that. We're also asking an enforceable commitment to what we need to have to be able to endorse this road.

TOM NEEDHAM: Those items that Shelby County has committed to, we can sign a commitment to do that, one of which was remove Sycamore View from consideration. At the last MPO meeting, the MPO voted to remove Sycamore view from the long-range transportation plan. So the first commitment for that has already taken place. So we will move forward with the commitments and promises we made to the Conservancy for this project.

STEVE CHIPMAN: On behalf of the Tennessee Department of Transportation, this is not a state project. This is a city

project. We're only administering the NEPA documents. So whatever commitments they make will be carried through the document through the project.

NATHAN LUBIN: So do we understand that the City and the County say that they are standing behind commitments of the -- what we're asking for from the Conservancy, and if that's not done, then TDOT will not proceed?

STEVE CHIPMAN: No. Well --

NATHAN LUBIN: I'm sorry. That's a question; yes or no.

STEVE CHIPMAN: If they don't -- if you don't sign this document, if you don't sign the de minimis, then we look at the options that we have.

NATHAN LUBIN: I'm sorry, sir. Is that yes or no? If the City and County say that they cannot comply with what the Conservancy requires and they don't want to do it, does that mean TDOT is no also?

STEVE CHIPMAN: Are you telling me the Conservancy --

NATHAN LUBIN: I'm asking you, sir.

STEVE CHIPMAN: I know. I'm answering your question. You're telling me if they don't sign the commitments -- are you saying that if they don't sign a commitment letter, then the Conservancy is not signing the de minimis?

NATHAN LUBIN: No. I asked you a question. If the City and County do not sign on, does that mean that TDOT will not proceed?

STEVE CHIPMAN: No. We're just looking for the Conservancy to sign off on the de minimis. That's what we're required to have.

NATHAN LUBIN: If the Conservancy does not sign, then TDOT does not go forward; is that correct?

STEVE CHIPMAN: The project will not move forward if they -- because if they don't sign the de minimis -- we need them to sign the de minimis for the project to move forward.

NATHAN LUBIN: I'm sorry. Say that again.

STEVE CHIPMAN: We need for the Conservancy to sign the de minimis for the project to move forward.

NATHAN LUBIN: So that means it will not go forward if the Conservancy --

STEVE CHIPMAN: We look at the options that we have available without the signing of the document.

NATHAN LUBIN: I'm sorry. Then you look at other options?

STEVE CHIPMAN: Whatever is on the table at the time. It could be no-build.

NATHAN LUBIN: Steve, wait a minute. I'm not as quick as you. If the Conservancy does not sign on, will you all --

STEVE CHIPMAN: Your time is up. What we're talking about is the Conservancy signs the document on the de minimis. If the City and County wants to make the commitment, TDOT is just administering the document.

BARRY ROBERSON: My name is Barry Roberson, 2263 Jefferson, Memphis. I guess a

lot of great points have been made. I'd like to remind everybody again that I-40 did not go through Overton Park; yet, people still reached their destinations and life goes on. I guess I have a question, Laura, for you. If we don't get this act of Congress to ban trucks going through the park, will the Conservancy sign off on this?

LAURA ADAMS: Honestly, I'm not sure how long that will take. The commitment that we have is from both mayors to use all of their good offices to get that legislation done. I know that those conversations have already begun. I don't know right now the time table that that's going to take.

BARRY ROBERSON: Would you wait until you know for sure?

LAURA ADAMS: we'll wait until we are confident that all the requests that we have made would be honored.

BARRY ROBERSON: That's a scary thought, having Mack trucks going through Shelby Farms. That's a scary proposition. Thanks for your time.

LAURA ADAMS: Yeah. We would not support that.

STEVE CHIPMAN: The next five is Jenna Richardson, John Vergos, K. G. Elliott, and Forrest Taylor.

JOHN VERGOS: I'll go ahead and speak since the first person doesn't appear to be here. My name is John Vergos, 671 West Drive, Memphis, 38112. I was the original chairman in 1971 of the Penal Farm for Public Use Committee, which was the committee that prevented the sale of Shelby Farms at that time. It was one vote away from being sold by the County Commission. I was chairman until I was succeeded by Lucius Burch and had the privilege of working with him at every meeting and was copied in on every note, every road issue, every point about Shelby Farms that occurred until his death. I can tell you at that time what stopped the sale of Shelby Farms was not legal, was not TDOT, was not any of this; it was the people rising up and lobbying the County Commission and every elected official they could to stop the

project. As a matter of fact, this February will be 40 years since the County Commission voted to not sell Shelby Farms. I would urge two quick things. Number one, I think that people need to understand what de minimis means is what the Shelby Farms Conservation Board says it is. It's truly in their hands, and it's truly in the hands of the City Council and the County Commission. So it is those people that must be lobbied and urged not to sign off on this project. I would say in my opinion -- I will not get into groundwater and all these other issues. When you hear grade separation, what that really means is a big cloverleaf. That's a big cloverleaf right as you cross walnut Grove. I have asked, at least on my part, from any number of people why -- if you're going eastbound on walnut Grove, instead of looping over, why you cannot go under walnut Grove where everything is at grade. I don't think there has been a satisfactory answer to that. If there's not been a satisfactory answer to that, I don't know that you're going to get a

satisfactory answer to any of the questions that have caused people to be here to speak out against it. But I would urge people, you're not going to resolve this issue here at this forum. You're going to resolve this issue by urging the Shelby Farms Conservation Board, the Memphis City Council, and the County Commission not to approve this project. Thank you.

STEVE CHIPMAN: Thank you. K. G. Elliott? Forrest Taylor? Moving on to Dexter Muller, Felecia Robinson, Pepper Marcus, and Bruce C. Taylor.

DEXTER MULLER: Thank you. My name is Dexter Muller. I'm Senior Vice President at the Greater Memphis Chamber of Commerce. I wanted to say that we endorse the plan that was unanimously approved by the Shelby Farms Parkway Advisory Team in 2006 and encourage TDOT to proceed with the project. We believe that the project is essential, not only for the community's benefit but also for the development of the park. The project design, first of all, in

our view, is a very high standard that hasn't been used in other places around the county. TDOT facilitated this with consultants through this team of stakeholders that represented a lot of different interests. Historically, there were 18 lanes that were supposed to -- that were on the transportation plan to go through the park. Eighteen lanes, three major roads of six lanes each. That's been reduced from 18 down to four. And in addition to the four lanes or being reduced to the four lanes, it's also curvilinear design, which will discourage speeds on it, as well as a slow speed will be designated and enforced. In addition to that, the actual cross-section of the roadway has a lot of aesthetic features with landscaping, fencing, and bike lanes that connect all portions of the park. The location of the project, as was noted earlier, was also moved as far to the west as possible to be able to allow the maximum use of the park properties. So just in closing, we do think it benefits the park as well.

This park is worthy. It's a world-class asset. It's worthy of a grand entrance and not what Farm Road looks like. We believe that that can be accomplished with this new roadway. And also the capacity just to allow visitors to use the other parts of the park on Saturdays when there is no work traffic going through it and other days when it would be used by the visitors. So we encourage you to proceed with the project as soon as practical. Thank you.

STEVE CHIPMAN: Felecia Robinson, Pepper Marcus, and Bruce Taylor.

PEPPER MARCUS: I guess I'll get up ahead of schedule. The others didn't show up. I'm Pepper Marcus, Overton Park Forest Preservation Association, P.O. Box 659, Memphis, 38111. Okay. My next birthday, I'll be 80 years old. I'm losing my memory, but I can still read this. I'm going to go ahead and read it. We're concerned about a remnant of restored native prairie grassland on the north side of the park parallel to Mullins Station Road and also to two

adjoining fields in back of the Operations Center where Farm Road meets Mullins Station Road. Now, these are native natural areas which really have not been considered. The proposed road is going to go right through this area and virtually destroy its characteristics. These are the only tiny remnants of natural grassland left in the midsouth. I might add that true restoration takes about 100 years, even with artificial seeding. Now, there's six species of endangered grassland birds using this area of the park, particularly the two fields in back of the Operations Center. These birds can be found in Shelby County. They include the Grasshopper Sparrow, the Field Sparrow, the Shrike, the Dickcissel, the LeConte's Sparrow, and even the Eastern Meadowlark, which used to be very common, can't even be found now in Shelby County except in this area. We feel that Shelby County -- Shelby Farms, rather, under the direction of Laura Adams, has done an excellent job preserving this rare ecology and these threatened

species. I might add that Laura is leading some groundbreaking research on control of invasive privet which threatens the park. A story needs to be written about that, by the way. Now, this area or these species are being threatened by TDOT. Now, the rarity of this natural grassland ecology is capable of drawing worldwide environmental and academic attention. But the biggest threat to these environmental jewels is the proposed road by TDOT which goes right through the middle of the natural grassland area and would virtually eliminate some endangered species of animal and bird life from the county and from the midsouth area. You know, we have an environmental desert around Memphis. It's all agricultural land now. The problems with park land is that the group did not consider the native grassland area.

STEVE CHIPMAN: Pepper, your time is up.

PEPPER MARCUS: Okay. Arkansas has done tremendous work on controlling this and we should emulate this.

STEVE CHIPMAN: Thank you for your comment.

PEPPER MARCUS: One last comment.

STEVE CHIPMAN: No, that's it.

PEPPER MARCUS: You said the environmental work has not been finished yet. You just said that a little while ago. It hasn't even been started yet, sir.

STEVE CHIPMAN: Thank you.

PEPPER MARCUS: We wish you would get off the back of this community.

STEVE CHIPMAN: Okay. Thank you, Pepper. The next I have is Ritchie Smith, Joe Ozegovich, Frankie Ditto, Mark Simms, Anne Forbus, and Nichi Spillman.

RITCHIE SMITH: I'm Ritchie Smith, 65 Union Avenue, 38103. I'm a landscape architect and was one of the members, one of the 17 members of the parkway team. When we started, there were such diverse interests from people who would be pleased to have a six- or eight-lane expressway similar to some of the other proposals over the years to no-build

proponents. When we finished after two years, it's hard to boil this down in three minutes, but I feel like a four-lane low-speed parkway that's built of the land and not imposed on it could be an asset in many ways to the park, not just as a grand entrance, but could indicate how a well-designed roadway can enhance the land and your experience with it. Going back a hundred years, the landscape architect George Kessler designed the Memphis park and parkway system. He designed two parkways, North Parkway and East Parkway along Overton Park. I think most people agree that's one of the signature features of our community. It's been part of our character, part of our history, part of the value of midtown. Those parkways did not split the park; they go along the edge of it. Going back to the parkway team's efforts, there were discussions about enhancing Farm Road. You could argue that that would be a considerable improvement over what's there now. Farm Road is a gash through the land. It's a straight-

line shot. The more you enhance that, you're reinforcing a scar on the land. It's also a little bit east. I think moving the parkway -- all 17 members wanted to move this parkway as far west as possible, not unlike the Overton Park scenario. So you'd have a beautiful parkway more or less on the edge of a park, not through the center of it. Our firm actually designed the Shelby Farms Greenline. We're working on the four-and-a-half mile extension. We've had a 35-year history of park and greenway design, so this is our world. I think with proper design and attention to detail, this could be a really first-class parkway and we would support that. Thank you.

STEVE CHIPMAN: Thank you.

MARK SIMMS: Mark Simms, 5822 Chadwell, Millington, Tennessee. I'm here for Shelby Farms BMX. I've looked at all these plans. I've looked at your slides, and I have not seen nothing about how it's going to impact Shelby Farms BMX. Let me say -- before I go forward, let me say thank you to

Shelby Farms for allowing us to have a BMX track there. It's a great facility. We try to improve it. It's back and forth with finances. It's still there. It's been there for 20 years, I believe, or more. But I've heard rumors about we're going to lose it. We've got to change our entrance to -- you know, the ramp area is going to be safe for kids. I'm more concerned about the safety of the kids being able to -- you know, during construction if there's temporary easements, to security. Once you build that big hill, now your track is not going to be visible from the road. Is it going to get vandalized? Is it going to get broke into? I mean, with all these improvements to the bicycle path, I know -- I know it's ugly. I mean, shoot, we run on a bare budget like a lot of people. Has anybody considered any kind of improvements to try to help that part of the park?

DAVID LINDEMAN: I guess as far as improvements to the BMX track, that won't be part of the project. Your entrance will

move. You won't be entering across from Farm Road. You'll be going down to the Catch'em Lake entrance, and there will be a new road that's built down from there that will tie into the road going down to the BMX track. As far as visibility, you're still going to be plenty visible from Walnut Grove Road.

MARK SIMMS: I didn't know how big the ramp would be.

DAVID LINDEMAN: No, it shouldn't block your view of the road.

MARK SIMMS: The fence in front of the track is half a fence. I didn't know how it was going to impact the kids during construction. I don't know what kind of temporary easement you're going to have, you know, construction easements.

DAVID LINDEMAN: There shouldn't be any easements on the BMX track. In order to stay away from the landfill, we stayed completely away from where the BMX track is.

MARK SIMMS: I don't blame you.

STEVE CHIPMAN: Joe Ozegovich,
6851 Forrest Circle, Bartlett, Tennessee

38135. I think my question was answered. Are bike lanes going to be afforded from the north in Bartlett down to the park on Whitten?

DAVID LINDEMAN: Yes.

JOE OZEGOVICH: One other question. I noticed in the presentation that there wasn't a tunnel. There was a street light that was going to east to west on Whitten -- east to west on Mullins Station. Why not a tunnel there?

DAVID LINDEMAN: We didn't look at a tunnel there because it's going to be down and it's going to be in a cut already, and we'd have to cut down even further to get underneath it. It's going to be a cut. Mullins Station is up a little bit there. Where we're cutting through, to put a tunnel beneath that wouldn't work very well. It's initially going to be an at-grade intersection with protected signal, but the City and County are looking at the potential for getting funding to build the greenline and an overpass over the top of the parkway.

The parkway is being designed down so that that overpass can work with it.

JOE OZEGOVICH: I can just see a lot of accidents. If it's going to be a parkway, it's going to be a lot of traffic. If there's a lot of traffic, then the cars and the bikes won't mix too well.

DAVID LINDEMAN: I understand. I can tell you that they are looking at that, looking into that possibility.

JOE OZEGOVICH: You answered my questions. I just wanted to comment thank you very much. Shelby Farms has seen a great improvement in the last two years. The charging stations just made a world of difference for me. I really appreciate all the efforts that you have all made. The bike lanes, the greenline. Everything tied in and has just been wonderful. So keep up the good work, and whatever decision you make on this, we'll see. I really like what I see. Thank you.

STEVE CHIPMAN: Thank you.
Frankie Ditto? Anne Forbus? Nichi Spillman?

The next one would be Dennis Lynch and Rafi Mohammed.

DENNIS LYNCH: My name is Dennis Lynch. I'm the Sierra Club, Tennessee Chapter, transportation chair. I live at 347 North McLean, a stone's throw from Overton Park. I've been in that neighborhood since 1978. I am so glad they did not build Interstate 40 through there. My career has been all about transportation planning in Boston and in Memphis. I've worked for FedEx for 20 years. I have a question. Why was the Farm Road fix not considered? Okay. Another point I want to make is that it was stated that FHWA has approved the plan. That is not true. It's misleading. I think TDOT needs to change their communication about that. FHWA has approved the form of the plan. They have not approved the plan. That needs to be changed on the website and other places. It's very misleading. Many people have said they heard that FHWA has already approved it. They need to stop saying that. They need to be clear when they say things.

95

Regarding the CSS team, advisory team agreement, okay, there are a number of things that have changed since that agreement was created, and people need to recognize that an old agreement which is seven years old now does not have to exist into the future when many things have changed. I want to talk about some of the things that have changed. There was a traffic forecast that called for the 2010 volume on walnut Grove near the Agricenter. It had 56,202 vehicles per day in 2010. The traffic counts were only 39,472. That's a 42.5 percent error. I don't think we should be making claims with that much -- you know, on a road with that much of an error. Secondly, Shelby County population has not grown the way it was expected. Actually the plan calls for 19 percent growth between 2010 and 2020. I don't think we're going to hit that. Thirdly, traffic counts around the park showed declines since 2004 in six of the locations that are in the immediate vicinity of the park, and two of them show no change

at all. With the recommended improvement to the Farm Road-Walnut Grove Road intersection and traffic going down, we don't need to spend more than \$24 million on a road. Let's see. There are five environmental issues in the vicinity of the interchange and the highway. Not all of them were available or presented at the time of the advisory team. And any decision that was based on incomplete information is not a valid decision. Okay. There's no reflection of economic and social justice issues here. Can anyone who rides a bus actually come to this public meeting? Is that considered? All right. Another thing, more roads mean more congestion. As soon as you put in more lanes of traffic through the park, there will be more cars. That will be congested. The problem will exist. It will grow. De minimis is 128 acres. That is three times larger than any other de minimis of any other situation --

STEVE CHIPMAN: Your time is up.

DENNIS LYNCH: I have a bunch of other items. I will send them in by email.

STEVE CHIPMAN: Okay.

DENNIS LYNCH: The Farm Road fix, not general Farm Road, but the specific Farm Road improvement that we've recommended here has not been considered.

STEVE CHIPMAN: Okay. We'll comment on it.

DAVID LINDEMAN: I guess to answer your question, there were not considerations of doing interim improvements as part of the project. The project was to look at a new parkway going from the bridge at -- coming over from Humphreys Boulevard up to Whitten Road. So it was a continuation of a project that had been ongoing.

DENNIS LYNCH: Well, the so-called no-build alternative should have perhaps been considered. It's like the lady said early on, a plan to build a road was the strategy of the advisory team, and the no-build was never really given serious consideration.

STEVE CHIPMAN: Okay. That's all the names I had on the list. That concludes

our question and answer period and our presentation. We'll be around for a little while longer. If you have any questions, you can ask the individuals. We have two court reporters. If you still want to give comments to the court reporters, you've got the option to give it tonight. You can mail comments or drop them in the comment box. Thank you again for coming out. We appreciate it. Your comments are very important and valuable to our process. Have a safe trip home.

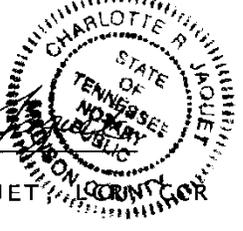
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I, CHARLOTTE R. JAQUET, LCR, CCR,
being a notary public and being duly licensed
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hereby certify that the preceding is a true
and accurate transcription from the NEPA
Public Hearing as set forth on page one of
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WITNESS MY HAND AND SEAL, AT
OFFICE, on this the 11th day of October,
2013.



CHARLOTTE R. JAQUET, LCRINTCOR



Tennessee LCR #005 Expires: 6/30/2014
Notary Public Commission Expires: 10/21/2015.

PUBLIC COMMENT SECTION

1
2 MR. TIMOTHY J. HERNDON: For goodress 17:07:11
3 sake, build something. The traffic congestion is 17:07:13
4 unbelievable. There are no more south roads between 17:07:17
5 Interstate 240 and Germantown. 17:07:21

6 That's a three to four mile stretch. A 17:07:25
7 roadway is essential in this area, a north, south 17:07:30
8 roadway is essential in this area to relieve 17:07:34
9 congestion. Thank you. Address is 2716 Kenwood, 17:07:36
10 Memphis, Tennessee, 38134. 17:07:36

11 MR. WILLIAM R. McCLANAHAN: I just want 17:18:46
12 to go on record to say I support this project. I 17:18:47
13 think it's a great project. I specifically like the 17:18:51
14 way they have the tunnels for the pedestrian walkways 17:18:54
15 that will run up and down, underneath the roadway. 17:18:57

16 I want to go on record and say I support the 17:19:01
17 project. And hopefully it will be built very 17:19:04
18 quickly. I think that's all I have to say. 17:19:14

19 MR. ROBERT COCHRAN: I think the design 17:20:10
20 is very sensitive to the needs of both pedestrians, 17:20:12
21 park lovers and motorists. I think this is a good 17:20:15
22 design. And we need to increase the level of safety 17:20:18
23 in the area. And going forward on the environmental 17:20:23
24 concerns, it looked like it had been addressed in the 17:20:27
25 presentation. 17:20:28

1	MR. McENANY: As I cyclist, I'm great	17:46:08
2	with all of the new trails. And as someone that's a	17:46:11
3	natural type person, I see the great impact in the	17:46:19
4	agricultural land.	17:46:26
5	I am concerned about how they are going to	17:46:27
6	handle the overpass or traffic intersection at	17:46:30
7	Mullins Station and the new parkway. And how that	17:46:36
8	they are going to handle the new urban area	17:46:42
9	through -- from Mullins Station to Macon Road. And	17:46:46
10	is that going to be a five lane with a center for the	17:46:52
11	residents to come out onto.	17:46:58
12	Besides that, I like the plan. Address is	17:47:00
13	345 Winding River Circle, Number 205. And I'm on the	17:47:00
14	sheet with the email. It's Memphis, 38120.	17:47:00
15	MR. JASON COLE: I support the project	17:51:23
16	for the new road to be built, as it will free up	17:51:31
17	traffic that currently is stalled on Interstate 240	17:51:36
18	during rush hour traffic on weekdays. Thank you.	17:51:39
19	Address is 2241 Lake Hill Court, Memphis, 38016.	17:51:39
20	MR. KEVIN RANEY: 4857 Normandy, Memphis,	17:51:39
21	38117. I like the design. I wish they would build	18:27:57
22	it and get done with all of this stuff. There is a	18:28:00
23	lot of shortsighted people not seeing the big	18:28:04
24	picture. And traffic at the Farm Road and Walnut	18:28:07
25	Grove intersection causes more grief than does a	18:28:11

1 parkway ultimately cost. Thank you.

18:28:16

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C E R T I F I C A T E

STATE OF TENNESSEE
COUNTY OF SHELBY

I, JULIE T. WHITE, Licensed Court Reporter,
with offices in Memphis, Tennessee, hereby certify
that I reported the foregoing **Tennessee Department of
Transportation Design Public Meeting** by machine
shorthand to the best of my skills and abilities, and
thereafter the same was reduced to typewritten form
by me.

I further certify that I am not related to
any of the parties named herein, nor their counsel,
and have no interest, financial or otherwise, in the
outcome of the proceedings.

*I further certify that in order for this
document to be considered a true and correct copy, it
must bear my original signature and that any
unauthorized reproduction in whole or in part and/or
transfer of this document is not authorized, will not
be considered authentic, and will be in violation of
Tennessee Code Annotated 39-14-104, Theft of
Services.*

Julie T. White

JULIE T. WHITE, LCR
Elite Reporting Services
Licensed Court Reporter (Tennessee)
Notary Public State of Tennessee



My Notary Commission Expires: 4/1/2017
LCR #302 - Expires: 6/30/2014

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



Name	Address	Telephone	Email
1. Barry Sanford	1658 KAMALI AVE		
2. Deborah Massie	125 N. MAIN, RM 568		deborah.massie@memphista.gov
3. Randall Tatum	125 N. main Em 1e1e8	901-516-4210	Randall.Tatum@memphista.gov
4. Laura Adams	500 N. Pipe Lake Dr.	901-767-7275	lwadams@shelbyfarmsparkway.com
5. Kyle Tada	2595 FORTERON RD	901-428-8567	lyletada@comcast.net
6. Scott Bamberg	1051 STONEWALL ST		sbambury@gmail.com
7. Robin Boyd	1177 NAYNE RD	901-305-6340	boyd.robin.1@gmail.com
8. Earl Matthews	1591 DORSET DR	901-684-1769	
9. Lanni Ingram	296 Shadow Grove Cr	901-932-1693	lanniingram@bellsouth.net
10. Jon Andrews	500 N. Pine Lake Dr. 38104	901-767-7275	jandrews@shelbyfarmsparkway.com
11. Mack Fomest	7193 Grubbs Rd	901-319-3662	clackat77@gmail.com
12. Steven Smith	Cardoan TN 38018	901-701-7793	STEVENSONDFE@aol.com
13. Billy Carodine	271 N' Rose 38117		billy carodine@yahoo.com
14. Tim Dorman	1153 Parkland Rd	901-315-8909	dormanj@comcast.net
15. Carlton Osborne	38111 Memphis TN	901-751-2021	CARLTON.OSBORNE@MEMPHIS.TN.GOV
16. Lydia Budge	142 Walnut Cr Mem 38028	901-636-6338	
17. Jeanin Knight	175 N. Main 38103	901-761-6196	janbridge@yahoo.com
18. Prachi Srivastava	6643 London 38120	901-688-6186	jeaninknight.comcast.com
19. Mike Magness	6655 London 38120	976-7190	prachisr@venter.com
20. Ken Plunk	125 N Main Memphis	901-763-0709	MLMagness@comcast.net
	6625 Prince Edward Place 38120	901-634-6690	patken@bellsouth.net
	P.O. Box 383228, G Tom 38183		

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing
 Memphis, Tennessee



5:00 to 7:00 PM, Tuesday, September 24, 2013
 Agricenter International
 Sign-in Sheet



Name	Address	Telephone	Email
21. John Dudas	7333 Poplar Pike 3813D	901 260 7684	john.dudas@bell.com
22. Jim Moisan	5395 EAST MAXIMA COVE 38120	901-830-3352	rescue701@AOL.com
23. John Pierce	8464 Bazemore Rd	901 754-0566	john.pierce123@bellsouth.net
24. Mark Kirby	7196 Gropetree Trail	901-374-3529	ybrk@bellsouth.net
25. Sue A. Williams	1678 Overton Park Ave 38112	214-0524	Z4cmv@juno.com
26. Calvin Goodale	8484 E ASKERSUND CV 38018	753-8066	
27. Ashraf Elsayed	764 Island Drive	901 849-6728	A.elsayed@geotechnology.com
28. Nancy Reed	1030 Whitten Rd Bartlett 38134	901-372-2763	
29. TIM WATERS	957 Dove Hollow GORDON		
30. William Brewer	6793 Shorey Ln.	901-377-6864	tkamcs@comcast.net
31. Steve Hopp	111 Myran Circle	901 755-2297	WRBREWER@gmail.com
32. Rodger A. Hiken	3637 Kipling 38128	901-830-4446	computeras4@comcast.net
33. Ronnie Johnson	6378 Limewood	901-	rodger.hiken@navy.mil
34. Jana Nomell	1816 W. Riverdale Rd 38138	335-0200	jane.nomell@gmail.com
35. Alice Leadhill	303 Stonewall St 38112	999-212-0379	aleadhill6@gmail.com
36. Scott Springer	28 S. Ashlawn Rd. 38112	901-564-4871	springerscott@gmail.com
37. Allison Andrews	649 Ashlawn St Memphis TN 38111	9018328963	mndrews1@memphis.edu
38. Bert M. Wall	5745 Shady Lane Memphis 38120	901-685-9706	BertWall@comcast.net
39. Syd Lerner	2039 Quail Creek Cove	901 219-1059	SYDLERNER@comcast.net
40. Carolyn Simonson	224 Pinchurst St.	901-378-4821	carolynsimonson@hotmail.com

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



Name	Address	Telephone	Email
41. Margaret Carlson	608 ROCKY POINT Rd.	901-428-8464	—
42. Andrew Jones	6161 Frances wood Dr 38135	901-385-2644	
43. CLARA RUIZ	1998 CRANBERRY DC	901-634-4597	
44. Arthur May	2557 Maclin Dr 38119	901-246-7332	
45. JANDER Cummings	2209 Burlingame Dr 38016	901-827-1975	SE Cummings@earthlink.net
46. Cory McEnany	345 Winding River Cir 205	901-337-4778	Corymcenany@yahoo.com
47. Bill Boyd	CITY COUNCIL	576-6786	bill.boyd@memphistn.gov
48. Helen Oaker	1452 Phillips Rd	388-7248	
49. Debbie Henderson	6724 Hickory Jack 38134	901-371-0657	dhenderson@eachfood.com
50. Gini In	8778 Cherry Springs Dr 38016	901-844-3573	
51. FRANKIE L. DITTO	2277 Padeste CV 38134	901-373-5744	
52. Susan Davis	6260 Quince Rd 38119	901-767-0973	
53. Cliff Hunt	4710 Woodmere Court 38117	901-761-3129	
54. Mark Carlson	6901 BrsApps Vnuey	901-233-0998	M. Carlson@ME.com
55. ANNE FORBUS	1304 TRAIL RIDGE	901-603-3097	anneforbus@bellsouth.net
56. John Sproat	7323 winterbrook lane	901-384-6727	afm71@att.net
57. LAURIE PRATT	"	"	"
58. Carol Ross-Spuy	3028 Tuxey Aves Lane	901-757-4433	
59. Toni Leggett	1952 S. Bend Dr. Cordova, TN	901-486-7691	
60. Chris Leggett	1952 S. Bend Dr Cordova	901-517-2312	

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet

Name	Address	Telephone	Email
61. Alicia Cobbs			alicia.cobbs@gmail.com
62. Macky Sneed	5487 Valleybrook Cv.		msneed@sneedcompanies.com
63. Rony Grubnik	303 Snowmass		rgrubnik@yahoo.com
64. Glenda Harper	8634 Kettering		glenda.harper44@yahoo.com
65. Kate Basa	6030 London		katebasa@aol.com
66. Eric Norcross	2080 Redchase cv.		enorcross@volsatmemphis.com
67. Richard Hennis	6562 MARY HOLLOW CV		
68. Jerry Lynch	320 SUMMERFIELD CV		brothr.david@hotmail.com
69. David Spoth	8321 Timbercreek		laburke@memphis.edu
70. Laurie Burke	7197 Grape tree trail		AK6598@yahoo.com
71. Dennis Thatcher	772 BREEZE WAY		laurieb@att.net
72. Lauren Taylor	1744 FOXREST AVENUE		laurientaylor6@hotmail.com
73. Brian Lewis	1318 Campus Pastel Station		blenis1@memphis.edu
74. Stephen Overholser	1655 Vera Cruz St		weeve102@aol.com
75. Jeff Carue	5692 Dunwoody		jeff.carue@gmail.com
76. Mike Ward	36 S. Fernway 38117		Mike.Ward@crue-leike.com
77. KG Ellis	6990 Parkbrook Lane 3808		elliott.gregg@gmail.com
78. Michael Huffman	4859 Mockingbird 58117		mhafloran@memphis.edu
79. Alex Gallegos	81651 Valmont Cir		memphisjeep94@yahoo.com
80. Ken Smithoff, Jr	8144 Planters Grove Cove		KSm-theftegmail.com

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



Name	Address	Telephone	Email
81. Whitney West	1075 Poplar Ave suite 104	901-829-4177	whitneywest@whitneywest.com
82. Frank McNeil	4194 Hildebrand Ave 38117	901-457-2340	frankmck@bellsouth.net
83. NATHAN LUBIN	7735 MACOM RD 38018	901-485-4478	ALVIN@LUBENTINC.COM
84. MONTY LIPINSKI	774 E Snowden Cr. 38107	901-619-4449	mlipinski@memphis.edu
85. Laura Baggesser	195 S Rembert St	206-354-6644	baggesser@gmail.com
86. Burk Renner	6428 Briergate Dr 38134	901-222-8587	flumber@comcast.net
87. Josh Artz	570 Burrows Concrety	901-289-5812	jcartz@gmail.com
88. Bruce C Taylor	130 Ely Chase Blvd	901-259-2211	
89. Meghan Kihni	199 S Humes Rd	901-246-4250	meghanke@gmail.com
90. RITA TYER	8778 CAREY SPRING	901-517-7158	
91. JEANNE COVICH	6834 Forrest Circle	901-262-4885	JOZEBON@VICIFURY.COM
92. Betty Mancini	3314 Patriok Henry Memphis	901-310-4689	betty.mancini@gmail.com
93. Bernadette VanWarmer	3237 Landon Lane, MT 38119	901-270-1522	bvanwarmer@shudlaw.com
94. John Freeman	1624 Goodhope - 38104	901-596-8876	johnfreeman@att.net
95. Kai Fisher	1231 CORDOVA GREEN DR 38018	901-361-4371	Kaifisher@att.net
96. MARK SIMMS	5802 CHADWELL	901-491-6841	MSIMMS@MLGLW.ORG
97. Bryan Massey	4524 Princeton Rd, 38117	(901) 412-9050	bryan_massey@yahoo.com
98. DeAngelo Peaves	4242 Rhodes Ave	(901) 281-4100	
99. Jason Cole	2241 Lake Hill Ct 38016		
100. Sherad Cannon	6707 Bishops Tracey Cv 38135	901-371-3518	S.Cannon@memphis.com

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



Name	Address	Telephone	Email
101. Elvin Carlson	458 Myson	485-1931	
102. Highland	Chey Hall	576 6949	
103. Jordan	958 Hawkview	757-1739	JJORDANI@gmail.com
104. Margaret Dugotini	1485 Westmeadow	382-8163	DAEPTSTANDM@gmail.com
105. Rico			INSIDEAR@aol.com
106. Tim Gafford	376 BOOTH AVE COLLETSVILLE, TN.		timgafford@comcast.net
107. Joe Sevier	6681 Strongnae DR. Barrett TN		
108. GT BILLMEIER JR	6465 MASSEY LN 38740	767-5311	billmeier@comcast.net
109. Lance Willinger II	2099 Young Ave	901-220-3123	lwllinger@memphis.edu
110. CAREY FRISCH	6697 Hickory Jack Ave	901-337-6813	CNFRISCH@GMAIL.COM
111. Greegen Kooper	111 Myson Circle	901 755 2249	compifarms4u@gmail.com
112. Jason Kyle	1002 Stable Run Dr	901	wjky1e1@yahoo.com
113. Vincent IRA Caramihoro	5578 Southwood DR	685-1760	shamen.vincejt@att.net
114. Benn Holden	4585 Mebane Rd. Dokaumont	826-0683	bholden@shelbyfarmspark.org
115. Caleb Tinkle	5686 Quince Rd #11 3819	289-5691	ctinkle@shelbyfarmspark.org
116. Sarah Pierce	195 S Pembert st	253-680-9447	S-pierce85@yahoo.com
117. Bryan Roberson	673 N. Mclean Memphis TN		bryanr@breakawaymemphis.com
118. Karen Wilkerson	9021 Forest Meadow Dr. 38125	4##	karen@uga.edu
119. Rick McClannan	29 KOMPANOMY CIR 38111	385-6459	Rmclannan@cityofmemphisth.org
120. RUSSELL BROODWORTH	2212 KIRBY RD 38119	766 4204	russellbloodworth@gmail.com

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



Memphis, Tennessee

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Sign-in Sheet

Name	Address	Telephone	Email
121. JOHN MINERVINI	168 GROVE PARK CIR.	505-986-9661	JOHN.MINERVINI@GMAIL.COM
122. Wendy Dicks	1219 Thanton Cove	901-212-4218	wleggett@dr-beauty.com
123. Zach Miller	1988 US 66 - 1982	901-336-3503	zmill@yahoocom
124. JAMES JACOBS	7684 APPLE VALLEY RD 6500W 38128	901-754-0854	
125. Mary Denson	336.3 Crenshaw Rd		
126. Jon Still	8634 RIVERCHASE DR. GRTN	901/754-5559	jcms11@comcast.net
127. Ellen Rouse	1169 Myson Circle, Cordova, TN	901/757-5944	ellen.rouse@gmail.com
128. KENNY MONROE	1214 EAYNE RD, BRIGHTON TN	901-374-9109	KENNY.MONROE@KENLEYHORN.COM
129. Lorraine Titus	1084 HUNTER LAKE RD Cordova TN	901 378 4669	
130. ANDREA COURSET	3608 COLLETTA AVE 38122	9013156822	messalcs3@gmail.com
131. MAXINE STANDER			MSTRANDE@MEMPHIS.EDU
132. RONALD PALMER	457 S. SARGARD,		
133. Debra Crutfield	5703 NORRICK AVE	685-6234	
134. Charles E. Kellor	1047 Whitten Rd	382-2390	buyers@von@hofpa.l.com THE TUNNIGLS WILL NOT BE SURE. They will attract crime.
135. Calvin + Audrey Goodale			
136. James Colvin	6675 Lanier Rd. Suite 117	374-9109	james.colvin@kimley-horn.com
137. Marion Quinten	1930 W. Oak Shadows Creke		mquinten@gmail.com
138. Larry Anderson	4737 SHAW 61074	273-2344	LJANDER@COMMNET.COM
139. John Baker	693 E. Parkway S. Memphis TN	901-598-3114	
140. Eddie Settles	PO Box 17489, Memphis 38187	615 542-4775	eddie.settles@comcast.net

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

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Sign-in Sheet



Name	Address	Telephone	Email
141. Cordarius Dickson	7094 Rose Trail Drive	901-907-0823	cdickson2@memphis.edu
142. James W. Dron	1014 Murray Hill Ln	747-3004	
143. Linda Morris	1088 Links View Ln E	291-2314	
144. Rita Hilgenheld	" " "	" "	
145. Andy Miller	4499 Genivore Ln	901-568-4500	
146. Dan Payne	8078 Cavershamwood Ln	901-753-1578	DEPAYNE@MEMPHIS.EDU
147. Susan Mallory	633 Rocky Pointe	901-7561876	
148. Stan Hopper	2023 Kings Cross Ln	901-487-0588	
149. Patrick Faulkner	153 Valhalla Cove	901-828-4182	pf Faulkner23@gmail.com
150. Alan Coker	196 Walnut Bend Cv.	901-267-8802	Blake Coker @mail.com
151. Doug Berry	8931 E Glendale Ct	901-759-0907	
152. Kelly Brubaker	5250 Sycamore Villa Lane	901-761-2985	
153. William Finkbeiner	4589 Searing Rd.		
154. Warren Goodson	4821 Americanway suite 100	901-363-4453	wgoodson@whyparter.com
155. John Dugas	7333 Poplar Pike 38138	901-260-7244	JDUGAS.DHDATA@ISOL2.COM
156. Jessica Grammer	1954 Crump Avenue 38107	901-734-5731	jessgrammer@gmail.com
157. Josh Shumaker	8289 Cordova Rd 38103	901-729-2871	jshumaker@m99dv.org
158. Ethan Kolb	6849 N. Kogler Dr. 38018	901-372-3277	
159. Nicki Spillman	1304 Trail Ridge Ln 38016	901-503-9816	nichispillman@yahoo.com
160. Freddy Blaw	2415 Cedar Dale Dr. 6 Town 38439	901-501-3280	

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Sign-in Sheet



Name	Address	Telephone	Email
161. Charles Boone	3501 Chambers Chapel Rd	901-484-3500	chelsboone@yahoo.com
162. Hunter Oberheim	2038 Carr Ave Npho	901-485-6389	hunterofy@gmail.com
163. Dexter Miller	22 N. FRONT ST.	901-543-3543	dmlbr@mpphischamber.com
164. Becky West	6075 Poplar Suite 104	901-682-3939	beckwest@westrogers.com
165. Ron Meadows	8925 Fern Valley Cove	901-756-3861	mendowsetn@ymail.com
166. J. Kitchie Smith	05 Union Ave, Ste. 1140 9103	525-1198	ritchie@rsaladesign.com
167. Andre Remire de Lynea	347 N. Michoud Blvd. 38112	901-274-6088	LRLYNCH@outmail.com
168. Nabil Bayakly	8835 East Dowlond Dr 38228		
169. LA NE PUESER	353 Shelly Lane		
170. Charles Flanigan Jr	7179 Devine Bartlett, TN	38113 901-301-2607	journeymenracing@gmail.com
171. Janice Whittle	6741 Whitten Pine Dr	38134 838-1887	
172. DAVID MILLER	1640 DELMONT RD.	901-757-1171	MRRENTAL@LIVE.COM
173. Louis Glazer	5396 North Apple	901-390-6860	hs12ho@aol.com
174. Paul Matthews	1411 Saddleback Tr Cordova 38016	901-486-7005	paul.matthews@gmail.com
175. Mike Kennedy	12004 Campbell St.	701-867-2597	
176. Mary Madhuska	8553 Zwaning Carbor Grove Cove	755-9437	maduska@bellsouth.net
177. Andrew Reese	265 S. Perkins Rd	674-9587	areese1997@icloud.com
178.			
179.			
180.			

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

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Sign-in Sheet



Name	Address	Telephone	Email
201. Anne Thompson	461 N. Mendenhall Rd. 3917	685-5614	
202. Walter Kulasz	Little Switzerland NC	407 491 9889	walterkulasz@bellsouth.net
203. ARTUR & WACFF	5445 Stacy Beaver Farm	901 857-9706	ARTUR@A11NE.com
204. ROGGER DICKS	1219 THORNTON CV	493-0128	rdicks@bellsouth.net
205. Stefan Edwards	6519 Oak Park Drive	901-485-0410	stefanieedwards@yahoo
206. Don Jaguet	PO Box 333 Jackson TN	731-574-1273	djaguet@chartr.net
207. Anne Norton	8599 Briar Fox Cv Cordova	901-338-8428	anorton@bellsouth.net
208. Ossie Boddie	4980 Barrington Cv Memphis	901-653-8466	ossieboddie@hotmail.com
209. Claude Hatches	4242 Kirby-Whitten Hwy	901 377 1943	N/A
210. Carlton Dagnell	6852 Gamin Lane	901-430-6913	
211. Rebecca Dailby	1910 Mignon Ave - 38107		rdailby@shelbyfarmsparkway.org
212. Rick Kohnersson	3895 Austin Parkway 38128	901 213-1150	RICK@RICK76@STHOMAS.ORG
213. Rita Broadway	3363 Carrington Rd		rbroadway@memphis.edu
214. Grayson LaFord	5629 Ashley Sq S		
215. Brad Comey	P.O. Box 22343		bradco@midsouthtrailers.com
216. Scott McCormick	1356 RAINSONG CV S 38016		SCOTT@MCCORMICK@BELLSOUTH.COM
217. BRANDON FINLEY	2210 PARMIGAN TRAIL		BF1433@yahoo.com
218. AL NELSON	3188 VATES ST 38134		ALNELSON@MAIL.COM
219. DRAKE DANLEY	2288 EVELYN 38104	901-361-2123	drakedanley@gmail.com
220. Lynne Witherington	6570 Heronswood Dr 38119		

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



Name	Address	Telephone	Email
221. Ed James	5071 Ameron CV 38117	901-340-2296	
222. Bruce Lehigh	8655 Broackensbury Cove 38016	791-1986	
223. Andrea Brantner	6812 Robin Pointe CV 38119	901-210-4537	
224. Zhiyong Guo	2444 Monte Carlo Dr 38139	901-374-9199	
225. MARGARET SWINEN	595 KINSMAN RD 38120	901-683-5079	MAGSKINMAIL@ATT.NET
226. Greg Siskind	1851 Oak Run Cove 38138	737-8570	gsiskind@visa.law.com
227. Wesley Mueller	3085 Sandy Cr. Dr. 38138	901-754-4512	
228. Dee Billmeyer	6465 Manana Ln 38120		
229. Justin Matheny	6909 Century Oaks Dr 38018		jheny001@hotmsil.com
230. Barbara Hill	8718 cherry Springs Dr 38016	901-386-7597	hill1403@bellsouth.net
231. John B. Chenoweth	416 Rosser Rd. Mphs 38120	901-336-3627	
232. Gary W. Varcon	10355 Memphis Hwy. 38016	901-358-9686	
233. Cosyn Hyneman	2409 Autumn Ave 38112	491-4244	
234. BARRY ROBERSON	2263 JEFFERSON ST 38104	483-4072	barry@breakoutymemphis.com
235. NICK DWYER	989 WELLSVILLE CV 38117	389-2012	ALLK071582@AOL.COM
236. Jenna Richardson	8000 Dena CV 38018	258-7003	
237. Timothy J. Hearn	2714 Keenwood 38134	901-377-7758	
238. Jeremy Turner	6632 Shurey Ln Cordova 38018	901-495-1412	jtturner85@hotmail.com
239. Curtis Watson	2201 Durham Dr.	901-859-2116	cbwrtson@at.memphis.edu
240. Phillip Walker	5113 Mt. Lebanon CV Bartlett TN	901-387-3000	

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



Name	Address	Telephone	Email
241. Bernard Dening	5561 Barberly ev	901-682-5000	rodlingb@aol.com
242. Alexander Smith	21 Pima St. 38104	731-607-8270	a-smith13@hotmail.com
243. Barbara R. Hyde	17 W. Pentotoc 38103	901-685-3411	bhyde@hydefoundation.org
244. Charles Buckett	238 Clatter Ln 38110	901-688-0006	cbuckett@att.net
245. Tara Vonlogemuth	8495 Buckhurst Rd 38016	901-590-9590	Tara@tenngreen.com
246. Martha Waldron	1014 Murray Hill Ln 38120	901-747-3004	martha.waldron@gmail.com
247. Matt Peeney	6921 Tiffany Oaks Cv.	901-626-0787	matt.peeney@gmail.com
248. Vincent Laws	1066 Lane Cove	901-239-5922	VincentLaws VincentLaws@att.net
249. Chris Thomas	2245 Don Valley	38133	
250. CHARLES DOWDA	4708 Casann	4976291	
251. DARRIS WARE	4057 KAYE	901-484-2374	
252. Jackie Ethington	507 Rooty P. Road	501-218-7257	
253. Wain Gaskins	4561 Peppercorn Dr 38002	901-754-6389	JVEthington507@yahoo.com
254. Sue Goodwin	5303 McKans Cove 38120	901-664-0185	
255. Brenda Jones	6821 Showboat Ln, Combs 38018	901-682-7038	suegoodwin3@comcast.net
256. Mary Catherine Bradley	397 Enguier Ct #304 38018	901-213-9923	mrs.jones1951@gmail.com
257. Thomas C. Stephens	7681 Willow Vista Ct 38016	901-581-3757	MCAT9210@yahoo.com
258. ANDRE DEAN	9130 GAYNS PARK CV 38018	(901) 601-8379	
259. Sharon Day	7928 Gayle 38138	901-543-3500	ADEAN30@AOL.COM
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Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



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Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



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Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International



Sign-in to Speak during the Comment Period*

*Three (3) Minute Limitation per Person (Time is Non-Transferrable)

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✓ 18. ROPY GREATHILL	303 STONEWALL ST VENTURA	901 726 8172	rgreathill@yahoo.com
✓ 19. Rodger A. Tiken	3637 Kipling 38128	901-830-4146	rodger.a.tiken@navy.mil

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



Memphis, Tennessee
5:00 to 7:00 PM, Tuesday, September 24, 2013
Agricenter International



Sign-in to Speak during the Comment Period*

*Three (3) Minute Limitation per Person (Time is Non-Transferrable)

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13. PEPPER MARCUS	556 MELEY	N/A	None
14. Bruce C Taylor	130 Tug Cluse Cove	901-759-224	
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MAKE COMMUNITY

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International



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Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



Memphis, Tennessee
5:00 to 7:00 PM, Tuesday, September 24, 2013
Agricenter International



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16. PAC Wharton	City of Memphis		
17. Tom Standley	City of Memphis		
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APPENDIX H

Articles

**TIGERS ROUT
RED WOLVES 31-7**
Freshman Warford sparks Memphis
victory over Arkansas State.
SPORTS, 1D

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SUNDAY

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Shelby Farms project faces public hearing

■ Proposed parkway still stirs opposition

By Tom Charlter
charlter@commercialappeal.com
901-529-2572

Bitter experience taught Ken Rowland that if he wants to avoid traffic congestion through Shelby Farms Park on his commute to his job Downtown, he'd better leave his Cordova home by 6:15 a.m.

"If you leave after that, you're going to sit at Farm Road," said Rowland, 65.
During the morning and evening rush hours, the traffic signal

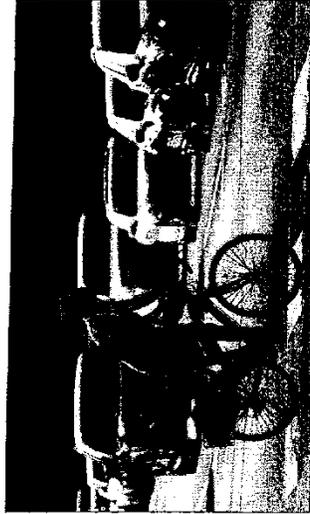
at Farm Road and Walnut Grove forms a chokepoint that can back up vehicles a mile or more on both roads. It's a dilemma that transportation officials have tried to solve with road proposals that have been studied, shelved, modified and re-studied over the past quarter-century without the first shovelful of dirt being turned.

On Tuesday, the latest incarnation of the road alternately known as Kirby Parkway, Kirby-Whitten Parkway and Shelby Farms Parkway will be the subject of a public

hearing hosted by the Tennessee Department of Transportation. The event is scheduled for 5-7 p.m. at Agricenter International, 7777 Walnut Grove.

Designed eight years ago through a process led by a committee that included environmentalists, neighborhood groups and park supporters, the project entails a gently curving, landscaped parkway running north along the western edge of Shelby Farms from Walnut Grove to Whitten at Mullins Station, essentially replacing Farm Road as the main north-south route through

See HEARING, 2A



MARK WEBER/THE COMMERCIAL APPEAL
A cyclist crosses Walnut Grove into Shelby Farms Park as traffic backs up during rush hour last week.

HEARING from 1A

the 4,500-acre park. The divided four-lane parkway, with a speed limit of 35 mph, would be connected to Walnut Grove with a grade-separated interchange.

The project would cost \$20 million to \$25 million, with the federal government picking up 80 percent of it. Memphis officials, who are overseeing the project, say the funding is secured.

The hearing, the first in nearly six years on the project, will include a presentation and question-and-answer period. It also will focus on the Federal Highway Administration's intent to file a "de minimis" determination signifying that the project will cause only negligible impacts to one of the largest urban parks in the nation.

Officials with Shelby Farms Park Conservancy,

the nonprofit group overseeing the park, so far have declined to sign off on the de minimis determination, saying they want assurances that, among other things, bicycle and pedestrian access won't be impeded.

Rush-hour traffic through the park has been a problem for decades. During 2012, the average daily traffic count for Walnut Grove at a point west of the park near Interstate 240 was 64,489 — roughly what it was five years ago — and on the eastern side of the park the average 40,649 cars and trucks traveling on Walnut Grove each day last year was similar to volumes recorded during the 1990s.

The origins of the project date to 1969, when it was included on the major roads plan for the area. It has drawn bitter opposition almost from the beginning, leading to contentious hearings during the 1980s and 1990s.

As an indication of

how difficult it has been to quell opposition, one of the groups that signed off on the current parkway design — the Sierra Club — is now leading a drive to halt the project.

Dennis M. Lynch, transportation chairman for Sierra's state chapter, said one of the conditions on which the 2005 agreement was based — that tractor-trailers not be allowed on the parkway — apparently cannot be enforced because federally funded projects must allow trucks. He also said the committee directing the design work did not have access to information about some environmental issues, including concerns about potential groundwater and surface water contamination.

Lynch said local and state officials didn't evaluate other options to the parkway project, as required by a federal law restricting the construction of roads through parks. He also disputed the de mini-

mis determination, noting that the project could consume 128 acres of the park. "A hundred and twenty-eight acres doesn't sound like minimal impact to me," he said.

Saying traffic trends don't justify such large-scale construction, Lynch favors a much more modest project that would widen Farm Road and improve the intersection with Walnut Grove. Some of the congestion could be alleviated simply by lengthening the eastbound left-turn lane on Walnut Grove, he said, and by providing a larger turning radius for motorists entering Walnut Grove from Farm Road.

But that kind of proposal runs counter to goals expressed by Shelby Farms officials, who say they don't want Farm Road maintained as a commuter route through the heart of the park.

Laura Adams, executive director of the park conservancy and a member

of the committee overseeing the 2005 design, said Shelby Farms supporters "did see real advantages to getting that through traffic out of the middle of the park" and moved west onto the proposed parkway.

"Farm Road right now really divides the park," she said.

City engineer John Cameron said some roadwork will be needed through Shelby Farms even if the planned project isn't built. Walnut Grove might have to be widened instead.

"If we don't get the interchange, we're probably going to back up and look at what we can do to Walnut Grove," he said.

But not all commuters think the current traffic problems demand an asphalt solution. "I think I'd rather have a little bit of traffic than to start messing with Shelby Farms," said Kelly Cook, 51, who lives in Cordova and works in Midtown.

Shelby Farms Parkway Hearings Continue

LOGISTICS

BILLDRIES

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Tennessee transportation officials return Tuesday, Sept. 24, to the topic of a parkway through Shelby Farms Park.

The public hearing at Agri-center International, 7777 Walnut Grove Road, at 5 p.m. is the latest in a long series of hearings and meetings on the controversial road, most of them with different technical purposes.

The meeting Tuesday is to "give notice of the Federal Highway Administration's intent to file a Determination of Section 4(f) de minimis use related minor project impacts to the Shelby Farms Park," according to the formal

notice of the hearing.

De minimis is a Latin term meaning about minimal things.

The project's formal name is the "Kirby Parkway project"

SHELBY CONTINUED ON P7

SHELBY CONTINUED FROM P1

because it is an extension of Kirby Parkway. But supporters and critics, and those in between, also refer to the project as the Shelby Farms Parkway.

Among the critics is the Chickasaw Group of the Sierra Club, the Memphis chapter of the environmental group.

Dennis Lynch, state chairman of the Tennessee chapter and transportation committee chairman of the Chickasaw group, says the state's plan isn't "minimal" at all and takes up 128 acres of parkland.

"That's more than three times the 'de minimus' amount that was used in any other roadway projects across the whole country," Lynch said last week.

The Chickasaw Group is advocating handling the traffic with an enhanced Walnut Grove-Farm Roads intersection that would add auxiliary lanes to Walnut Grove.

When the idea surfaced at a Sierra Club hearing in August 2012, city engineer John Cameron said without a parkway, Walnut Grove at Farm Road would have to be the width of Walnut Grove to the west as it passes by Baptist Memorial Hospital and

Christian Brothers High School.

"We don't want to make it an area that people are going to avoid," Cameron said at the time.

In its current proposed configuration, the parkway would begin where Walnut Grove crosses the Wolf River with an interchange north of what is now the part of Walnut Grove and land on both sides of the current road at about the old Shelby County landfill property.

The parkway would take a few turns north as Walnut Grove takes a more northward bend than its current trajectory before rejoining today's alignment of the rest of Walnut Grove east of the Farm Road entrance into Shelby Farms Park.

The parkway first moves north through a wooded area before the north and south lanes are divided into the parkway configuration across parkland. On that land the proposed extension of Sycamore View Road would intersect with the Shelby Farms Parkway as Sycamore View joins up with Farm Road.

After the intersection with the proposed Sycamore View extension, the parkway then moves east gradually, skirting to the east of

what is known as "Area 10" - the set of state and local government buildings including the Shelby County Corrections Center. From there it takes a sharper turn to the east to join Mullins Station Road.

What becomes Whitten Road on the northern side of Mullins Station then takes a straight north-south line through the residential area to join up with Macon Road.

The extension of the Shelby Farms Greenline, which runs parallel to Sycamore View at this point, would cross the extension of Whitten Road.

While the Sycamore View extension is on the latest state map of the proposed parkway, Shelby Farms Park Conservancy leaders have said one of the 10 guarantees they want to support the current proposal is that Sycamore View will not be extended through the park.

Conservancy executive director Laura Adams also will be at Tuesday's hearing. At previous hearings she has said city, county and state leaders involved in the road project have asked the conservancy to agree to the plans for the parkway.

The conservancy asked for the guarantees as an acknowledgement that as the

proposal has remained a proposal, the park has changed and grown in its uses and its attractions.

The first "draft environmental impact statement" on a general plan for a roadway through the park was issued 25 years ago.

The first public meeting in the Tennessee Department of Transportation files was in 1984 when Lamar Alexander was still serving his first term as governor and construction was just starting on the Agri-center building where Tuesday's meeting will be held.

In 2002, during his first term as governor, Phil Bredesen put the parkway project on a priority list of 15 long-standing controversial road projects that had not made it out of the maze of hearings, impact statements and other studies. The Shelby Farms Parkway Advisory Team held eight team meetings between April 2005 and July 2008.

Meanwhile, the Tennessee Department of Transportation approved a plan in October 2007 after it held two public meetings in March and November of 2005. The department distinguishes those meetings from the last public hearing it held on the matter in December 2007.