Shelby Farms Parkway Advisory Team

* The Shelby Farms Parkway Advisory Team dedicates their efforts to create a great parkway and environment to the memory of Charlie Rond.

Laura Adams
Friends of Shelby Farms Park

Larry Brown
County Commission, Shelby Farms Advisory Committee

Brad Corey
Mid South Trails Association

John Dudas
Memphis Regional Chamber, Major Roads Committee

Gregg Elliott
North Community Representative FOR GREGG ELLIOTT

Randy Graves
Ducks Unlimited

Richard Hollis
Agricenter

Larry Jensen NOT IN ATTENDANCE
Memphis Tomorrow

Dan Johnson NOT IN ATTENDANCE
Commuter Through Shelby Farms

Keith Kirkland
Wolf River Conservancy

Marty Lipinski
University of Memphis, Traffic Engineering

Steve Reynolds BY BILL TUTTLE
Baptist Healthcare

Charlie Rond (Deceased)*
Don Richardson
Sierra Club

Ritchie Smith
Park Planner / Landscape Architect

Mark Stansbury
Shelby Farms Park Board

David Stevens
Accredo Health

Barry White
Brierwood Neighborhood Association

SHELBY FARMS PARKWAY ADVISORY TEAM

TEAM RECOMMENDATIONS

Team and Project Goals

The goals for the Shelby Farms Parkway Advisory Team were grouped into two categories: Team Goals and Project Goals. Team goals provided guiding principles for team deliberations and activities throughout the CSS process. Project goals were more specifically related to the characteristics of the proposed roadway and the Team's vision and expectations for the project.

Team Goals

- Achieve Community consensus and build public trust.
- Reach consensus for a context sensitive solution in a timely fashion.
- Adhere to a continuous and responsive public involvement process.
- Maintain the spirit of teamwork throughout the project.
- Create an atmosphere of good communication among the team, government, and the community.

Project Goals

- Create a road that enhances and embraces the park.
- Create a design concept that is socially, economically, and environmentally responsible.
- Create a safe and effective roadway design.
- Reduce corridor congestion.
- Produce an excellent design that enhances the quality of life in the community.
- Create the opportunity for non-vehicular traffic to enter and use the park.
- Create the opportunity for vehicular and non-vehicular crossing of the corridor including access for the physically challenged.

Chronology and Process

Six meetings of the Shelby Farms Parkway Advisory Team were held between February 2005 and February 2006. Two Public Workshops were held during the same time period.

The first team meeting (February 10, 2005) was a partnering meeting that concluded with the development of "Team and Project Goals" and outlining key steps in working toward the first public meeting/workshop.

The first Public Workshop (March 24, 2005) was a "blank page" concept. An aerial photograph of the study area was provided and the public was afforded the opportunity to provide their thoughts and concerns for constructing a north-south road through Shelby Farms.

The Team next met on April 28, 2005 to discuss the results from the Public Workshop. The Team discussed the purpose and need for the project, traffic forecasting activities, and similar projects. They concluded their meeting with a "brainstorming session" relating to design criteria and the range of alternatives to be considered. Team members developed sketches of potential alignments.

The Team met on August 18, 2005 to review and discuss five alternative concepts. Alternatives included 4 and 6 lane alternatives, 35, 40, 45, and 50 mph design speeds, and a range of median widths including an independent roadway design concept. Information from the August 18, 2005 meeting was used to develop two refined alternatives.

The Team met again on October 6, 2006. Following a "field walk through" and additional team discussions, these two alternatives were further refined for presentation at the second Public Workshop on November 15, 2005.

Both alternatives presented at the second Public Workshop were 4 lanes and included a curvilinear alignment along the western boundary of the study area. One was developed on the basis of a 40 mph design speed and the other using criteria for a 45 mph design speed. One alternative included a 40-foot common median and the other involved an independent roadway concept. At grade intersections were proposed at Sycamore View and Mullins Station. Two interchange configurations were proposed at Walnut Grove.

The results of the November 15, 2006 meeting were reviewed at the next meeting of the Shelby Farms Parkway Advisory Team on January 11, 2006. The team discussed further opportunities for refinements to alternatives and discussed the development of "team recommendations." The Team met again on February 16, 2006. The focus of this meeting was to finalize the Team Recommendations presented herein.

Team Recommendations

Final team recommendations are grouped into three general categories: (1) Design Features, (2) Interchange Configuration at Walnut Grove, and (3) Other Considerations. It is the Team's vision that these recommendations provide a basic framework for advancing this project to final design with recognition that access and aesthetic elements will be added later per these recommendations and that refinements may be appropriate as additional information and engineering data becomes available.

Recommended Design Features

- 40 mph design speed
- 4 lanes (12-foot lane width)
- Stabilized grass shoulders where feasible
- Independent roadway concept
- Curvilinear alignment (recommended "plan view" to right)
- At-grade intersections at Sycamore View and at Mullins Station
- Grade separation at Walnut Grove
- Tractor Trailers will not be permitted

Interchange Configuration at Walnut Grove

- The recommended configuration for the interchange at Walnut Grove is a "trumpet" configuration that provides for free-flowing traffic for all movements through the interchange.
- The interchange will feature a separate dedicated exit lane from southbound Shelby Farms Parkway to westbound Humphreys Boulevard.
- The interchange will include a single lane exit from southbound Shelby Farms Parkway to westbound Walnut Grove in addition to the dedicated exit lane to Humphreys Boulevard.
- Curvature within the interchange will meet 35mph design criteria with the exception of the loop ramp which shall meet 25mph design criteria.
- With additional geotechnical information, shift the location of the interchange further to the south provided that geotechnical analyses indicate that construction of embankment material over the landfill is prudent and feasible.

Other Considerations

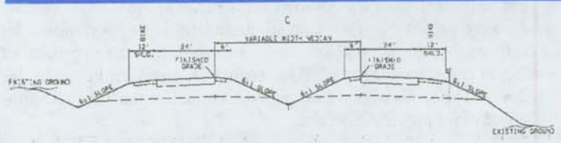
The Shelby County Government is involved in the development of a Master Plan for Shelby Farms. One of this project's goals is to "create a road that enhances and embraces the park." The Team's vision for the Shelby Farms Parkway is a road that blends into the natural and topographic setting of Shelby Farms. The Master Plan for Shelby Farms will provide a fundamental framework for future development and enhancement of Shelby Farms. As such, the Shelby Farms Parkway Advisory Team recognizes that connectivity, access, and aesthetic characteristics of the Shelby Farms Parkway must be consistent with the Master Plan for Shelby Farms and has thus deferred development of recommendations to the Shelby Farms Master Plan. More specific issues that should be considered in the development of the Master Plan include the following:

- Provisions for a "signature" entrance or entrances for Shelby Farms Park, including the bridge over Walnut Grove,
- Provisions for aesthetically appropriate materials (such as stone facing) and landscaping in the construction of the parkway,
- Provisions for safe, easy and convenient connectivity and non-vehicular access to Shelby Farms from surrounding residential areas and greenways on all sides of Shelby Farms,
- Provisions for multi-use paths for walkers, joggers, and recreational bicyclists,
- Provisions for equestrian trails to facilitate movement from one area of Shelby Farms to another,
- Provisions for safe, easy, and convenient connectivity within the park for pedestrians, bicycles and horses,
- Coordination and accommodation for rails to trails and/or future light rail in the vicinity of Mullins Station.
- Provisions for the continued involvement of the SFPAT in the final design,

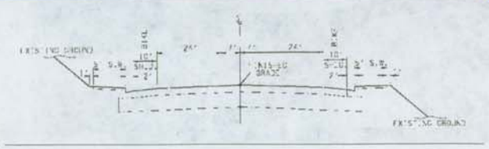
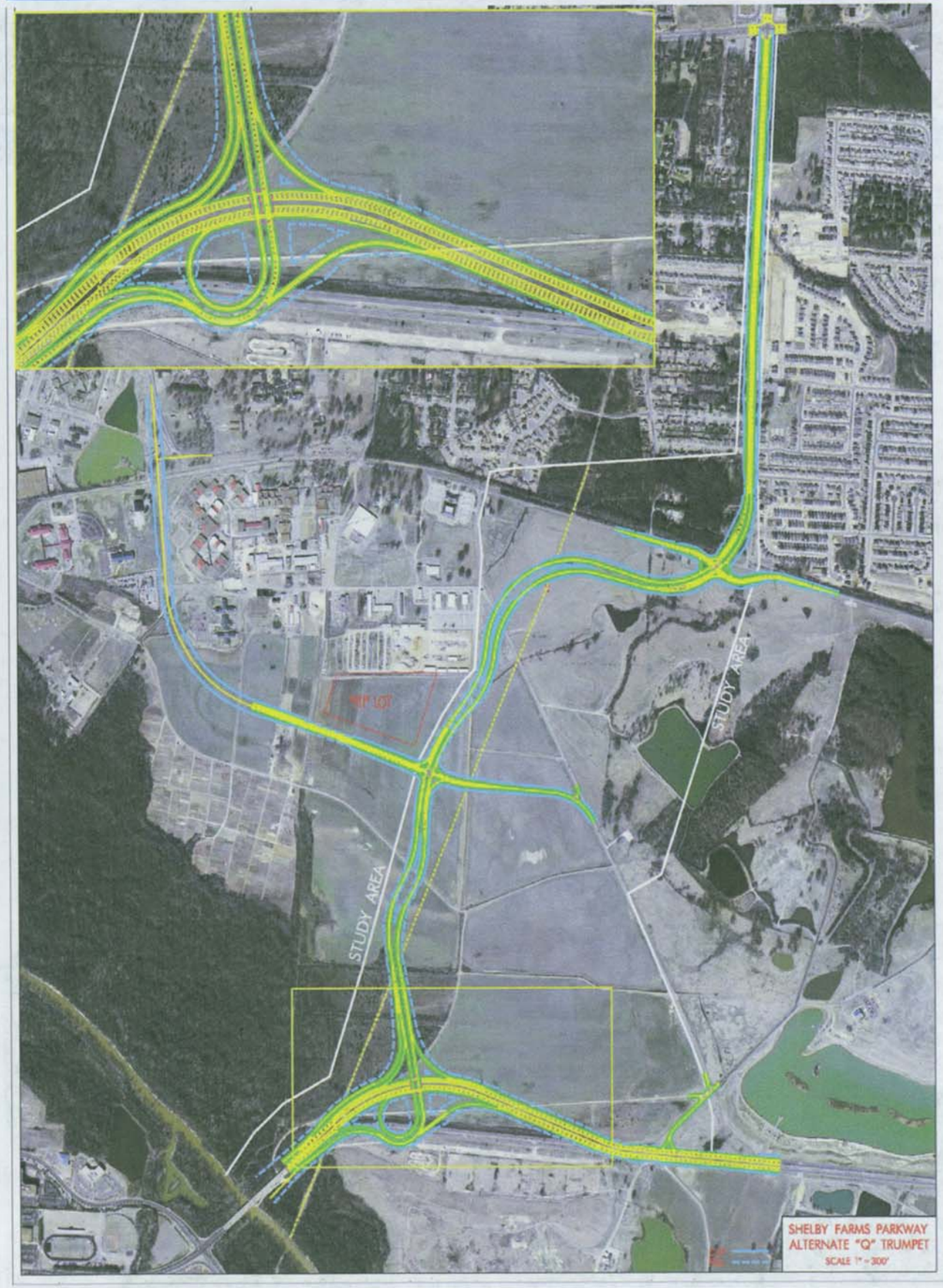
The Team also recommends that authorities from Shelby County, the City of Memphis, and TDOT provide adequate funding for the connectivity, access, and aesthetic features. The Team recommends that design and funding of such features be incorporated into this project included but not limited to access under the Wolf River Bridge north and south.

Typical Sections

Walnut Grove to Mullins Station



Mullins Station to Macon Road



Plan View