Major Roads (Freight) Committee

Wain Gaskins, Director, City Engineer
Dr. Martin Lipinski, EnSafe Professor of Civil Engineering & Director of Transportation Institute
Tom Fox, Planning and Capital Projects/Assistant General Manager
Rusty Bloodworth, Executive Vice President Boyle Investment Company
John Dudas, Belz Enterprises
Tom Word, MLGW
Stephen White
Jim Covington, Chamber of Commerce
Julie Ellis, Butler Snow Associates
Mike Oakes, Shelby County Engineer

Norfolk Southern Railroad Representatives

Ralph Gibson
Adrian Sinkler
Bill Barringer

Governmental Interests

City of Germantown

Sharon Goldsworthy, Mayor
Jerry Cook, Director of Development
Andy Pouncy, Assistant City Administrator
Josh Whitehead, Planning Division Director
Tim Gwatney
Patrick Lawton

Town of Collierville

Stan Joyner, Jr., Mayor
Jason Gambone, Development Director
Frank McPhail, Engineering
Jim Kuzdas, Town Planner
Jaime Groce, Chief Planner

City of Memphis

Mary Baker, Deputy Director of Planning

City of Piperton
Buck Chambers, Mayor
Steve Steinbach
Bob Conrad

Rossville
Dee Lenderman, Vice Mayor

Emergency Management
Bob Nations, Director

MATA
John Lancaster
Tom Fox, Planning and Capital Projects/Assistant General Manager

Fayette County
Rhea "Skip" Taylor, Mayor
John Pitner, Planning

Parks and Recreation
Clay Cottongim, Director

Memphis Parks and Recreation
Cynthia Buchanan, Director Park Services

Community and Schools

Community Development Council of Greater Memphis
Emily Trenholm, Executive Director

University Neighborhood Development Corporation
Steven Barlow, Executive Director

University of Memphis
Tony Poteet, Assistant Vice President Campus Planning and Design
Ken Mulvany, Campus Landscape Architect

Dr. Martin Lipinski, EnSafe Professor of Civil Engineering & Director of Transportation Institute

MLGW
Tom Word

Mid-South Fairgrounds Redevelopment
Robert Lipscomb, Director of Housing and Community Development

The Ridgeway Center Association of Owners
Shellie Moses

Center for Independent Living
Betty Anderson

MPO Bike/Ped Committee
Bob Rogers (Shelby County Health Department)

Memphis City Schools
Denise Sharpe

Shelby County Schools
Nedra Jones, Planning Specialist

Fayette County Alliance
Jack Erb
Nancy Boatwright, Planner

Business Community

Norfolk Southern Corporation
W. L. (Bill) Barringer, Director Grade Crossing Safety

Poag & McEwen
Dan Poag, President Saddle Creek Shopping Center

Clark & Clark
Nick Clark
Ben Clark

Fed Ex
Stephen White

Boyle Investment Company
Rusty Bloodworth, Executive Vice President

Belz
John Dudas

Oak Court Mall
Shane Dorton, Mall Manager

Henry Turley

Ralph Gibson – Attorney Representative NFS

Major Roads/Freight Committee

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting 1
July 21, 2009
Boyle Investment Company
5900 Poplar Avenue
Memphis, Tennessee 38119

AGENDA

I. Introduction of Project/Project Team

II. Topics and Questions

A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments:_____
_____
_____

B. Which crossings are most impacted by freight?
Comments:_____
_____
_____

C. Which crossings have an impact on future plans of the community?
Comments:_____
_____
_____

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments:_____
_____
_____

E. Emergency response issues.
Comments:_____
_____
_____

F. Safety improvements to existing crossings identified by the Tennessee Department of Transportation.
Comments:_____
_____
_____

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list, six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Major Roads Committee is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

Street	Rank	Comments
1. Semmes Street		
2. Highland Avenue		
3. Goodlett Street		
4. Perkins Extended		
5. Mendenhall Road		
6. White Station Road		
7. Estate Drive		
8. Massey Road		
9. Kirby Parkway		
10. West Street		
11. Germantown Road		
12. Poplar Pike		
13. Hacks Cross Road		
14. Forest Hill Irene Road		
15. Houston Levee Road		
16. Byhalia Road		

_____

Signature

We appreciate your efforts to assist in the Poplar/Southern Corridor Study. If you are unable to attend the Stakeholder's Meeting please complete the questionnaire and mail to us by August 4.

Mail surveys to: Dalhoff Thomas Daws
Poplar/Southern Corridor Study
6625 Lenox Park Dr. Suite 100
Memphis, TN 38115

Stakeholder Meeting #1

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting #1 – Major Roads/Freight Committee
July 21, 2009 7:30 AM
Boyle Investment Company
5900 Poplar Avenue
Memphis, Tennessee 38119

Attendees:

Debra Daws, Dalhoff Thomas Daws
Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
James Collins, Kimley-Horn and Assoc., Inc.
Martha Lott, MPO
Paul Morris, MPO
Brett Roler, MPO
Tim Moreland, MPO
Carlos McCloud, MPO
Sajid Hossain, MPO

Rusty Bloodworth, Boyle
Les Brinkley, Boyle
Dan Callahan, DeSoto County
Jim Covington, Chamber of Commerce
John Dudas, Belz Enterprises
Frank Dyer, Loeb Properties
Julie Ellis, Butler Snow Assoc.
Beth Flanagan, Memphis Medical Center
Rick McClanahan, City of Bartlett
Jim McDougal, DeSoto County
Mike Oakes, Shelby County
Tom Word, MLGW

Agenda:

I. Introduction of Project/Project Team

A. Introduction and project background – Debra Daws

B. Distribution of matrix ranking and data collection - Daws
   1. Matrix ranking is preliminary. Information from the stakeholder meetings, utility locations from MLGW, and information from the railroad will be incorporated into the matrix ranking system to determine the 6 crossings to be studied in more detail and then used to select the 2 representative crossings.
   2. The final 2 representative crossings selected would look at 2 different options for example: urban crossing vs. suburban crossing or adjacent retail land uses vs. residential land uses.

II. Topics and Questions

A. ***Question:*** Will the 2 representative crossings selected include grade-separated alternatives?
Answer: Yes, up to 4 alternative solutions for each of the 2 representative crossings will be evaluated including the do-nothing approach, safety improvements including signalization and signage, grade-separation, and an alternative based on input from the client, public, and stakeholders.

B. ***Comment:*** It is shocking that West Street is ranked #1 on the matrix, but it does make sense that Highland Avenue is ranked #2. – John Dudas
Response: This was our original reaction as well, some of the factors that lend West Street to be ranked # 1 include the approved Smart Growth Plan, close proximity to Germantown Methodist Hospital (Emergency Access), and congestion based on the Travel Demand Model for the projected daily traffic volumes for 2030 and the public questionnaires.

C. ***Question:*** Is the ranking system for the matrix the same one that is used for the Major Roads Committee? - Dudas
Answer: Yes, it is based on the same ranking criteria with several changes to make it more specific to the study. – James Collins

D. ***Comment:*** I would be very interested to see the data for peak hours of usage broken out in some of the categories. I think that this would show how much of the congestion/usage is concentrated and not spread throughout the day. This would help to interpret the rankings. – Rusty Bloodworth

E. ***Comment:*** One suggestion would be to look at the corridor in bands to see if a grade-separated crossing fell into each band. For example, a grade-separated crossing in Germantown would be great for that area, but it would not help to relieve congestion around the University and East Memphis. - Bloodworth

F. ***Comment:*** When compiling data for daily traffic it would be beneficial if you could break out the amount of traffic that was automobiles vs. trucks. A good place to look for route information relative to the crossings would be from Fex Ex Grounds/Shipping and Carrier Corp. This would also be beneficial when estimating the total average traffic for the year 2030. – Julie Ellis

Response: Unfortunately we are limited in funds for the study to include only the scope of services, which does not specifically look at a breakdown of truck traffic. We have not been successful with getting the O&D data and the most important aspect of the study is safety. – Martha Lott/Collins

G. ***Comment:*** Some of the arterial roads may be very difficult solutions for building grade-separated crossings. In an instance where a grade-separated crossing could not feasibly be constructed on an arterial road I would recommend looking at another road near the arterial to serve as a relief valve for the area. One example is the area between Perkins and Mendenhall. - Bloodworth
Response: This is a very good idea, if an arterial road does not work for grade-separation and it is in an area that calls for this alternative we are not going to throw out that area for the study. – Collins

H. ***Question:*** Is the proposed intermodal facility in Fayette County part of the study and what will be the impacts?
Answer: The proposed location of the intermodal facility is not part of the study, but the direct impacts of the facility will affect study. We have asked this of the railroad as well as other questions and have not gotten any answers back. (Daws read aloud the questions that we have asked the railroad.) - Daws
Comment: Is the contact with the railroad local? Maybe our contact in Washington could be helpful. – Mike Oakes
Comment: The railroad contact has until Wednesday to respond. –Lott
Comment: Many of your answers could be in the Commercial Appeal today, Letters to the Editor. – Jim McDougal

I. ***Comment:*** We are using state funding to aid in the building of the intermodal facility if there is anything that we need from TDOT, now is the time to ask. – Bloodworth
Comment: MPO made suggestions to TDOT to make the entrance to the intermodal facility off of US-72 4-lanes. Recently received letter from TDOT stated that they were going to make the 2-3 mile road spur off of US-72 2-lanes with the possibility of 4-lanes. – Lott
Comment: Memphis cannot afford to build these grade-separated crossings is there funding available separate from the stimulus money?
Comment: Cities like Chicago are getting money to build state roads, monorails, and public highways. - Ellis

J. ***Question:*** How many trains are there per day? - Dudas

Answer: There are 35-45 trains per day and 370,000 vehicles that that cross over the at-grade crossings within the study area per day. This number includes trucks; we do not have a breakdown of cars vs. trucks usage. – Daws
Question: Does this include BNSF and NFS trains?
Answer: Yes
Question: Have you contacted BNSF? I have a contact with BNSF and will be glad to let them know about this study. – Ellis

K. ***Question:*** Is the construction of a grade-separated crossing feasible?
Answer: Yes, a grade-separated crossing would cost approximately 30 million to construct. - Collins

L. ***Question:*** Is there any discussion on light rail with this study? - Dudas
Answer: No, but rerouting the railroad to the outskirts of the city has been a topic brought up at the public meetings. This would allow the potential for light rail on the abandoned track through the city.

M. ***Question:*** What would you consider appropriate land uses to be adjacent to a railroad crossing? – Oakes
Answer: Mixed-Use with a residential and retail component.

N. ***Question:*** Do you have information on the engineering study that was done on Highland Avenue 20 years ago?
Answer: Yes

O. ***Question:*** Do you know if the railroad still owns the old spur lines, ROW that goes to the south? It would be important for the study to know where the ROW's are and who owns them. - Ellis
Answer: We have not looked into this, but that would be good information to find out.

P. ***Comment:*** The study will be complete in May 2010; we will be meeting with the ETC and TPB in August. - Daws

Q. ***Question:*** Have you talked with Poag & McEwen about the Highland Redevelopment Plan?
Answer: Yes, they will be a part of the upcoming stakeholders meetings.
Comment: It might be a good idea to have built in retail instead of retaining walls at a grade-separated crossing.

Comment: Also transit-oriented design, which typically only works with light-rail, does not work with rail using for freight movement.

R. ***Question:*** Will there be a Phase II to the study that maybe overlaps with Phase I that can look at some of the other issues/concerns that exist? – Dudas
Answer: Right now we will have to wait until this study is completed based on MPO's current financial situation. - Lott

S. ***Comment:*** We are still waiting on information from MLGW, which could change the rankings of the arterial roads based on the feasibility to relocate an existing 16" gas line, for example. - Daws
Comment: The cost of relocating a 16" gas line could actually be lower than the economic impacts of moving buildings, retail, restaurants etc.

T. ***Comment:*** Everything looks good with the general concept of the rankings. I would look in more detail at the difference between peak hour traffic data vs. 24-hour traffic data. – Bloodworth
Comment: Much of this data is available to us and we can look at the specifics of the traffic volume at different times of the day. We do know that Byhalia Road has a high volume of truck traffic from SR-57 and US-72. – Collins

U. **Comment:** I liked the concept that Rusty had about planning in bands along the corridor, strategically placing grade-separated crossings along the corridor. – Ellis

V. **Comment:** This is a study that the Freight Committee has been interested in for years. We appreciate Martha and MPO taking on this project. - Oakes

Major Roads/Freight Committee

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting 1
July 21, 2009
Boyle Investment Company
5900 Poplar Avenue
Memphis, Tennessee 38119

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By DD

AGENDA

I. Introduction of Project/Project Team

II. Topics and Questions

A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments: (see attached)

B. Which crossings are most impacted by freight?
Comments: Mendenhall, Byhalia, Perkins-Jennings

C. Which crossings have an impact on future plans of the community?
Comments: Kirby, Houston Levee, Highland Germantown, Byhalia

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments: Perkins, Massey, Estate, Forest Hill

E. Emergency response issues.
Comments: Need evenly spaced grade separated roads for uninterrupted N-S access

F. Safety improvements to existing crossings identified by the Tennessee Department of Transportation.
Comments: Better gates which do not allow "sneaking around", Hover at intersections rather than on trains, Better signalization to Poplar traffic

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list, six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Major Roads Committee is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

Street	Rank	Comments
1. Semmes Street	12	
2. Highland Avenue	2	— Most important N-S street between E Parkway and White Station
3. Goodlett Street	8	
4. Perkins Extended	7	
5. Mendenhall Road	> 1	— Major N-S connectors
6. White Station Road		
7. Estate Drive	11	
8. Massey Road	13	
9. Kirby Parkway	3	— Major congestion area when Shelby Farms Pkwy completed this will be very significant connector
10. West Street	> 4	
11. Germantown Road		
12. Poplar Pike	14	
13. Hacks Cross Road	10	
14. Forest Hill Irene Road	5	
15. Houston Levee Road	6	
16. Byhalia Road	9	

Signature John Dudas

We appreciate your efforts to assist in the Poplar/Southern Corridor Study. If you are unable to attend the Stakeholder's Meeting please complete the questionnaire and mail to us by August 4.

Mail surveys to: Dalhoff Thomas Daws
Poplar/Southern Corridor Study
6625 Lenox Park Dr. Suite 100
Memphis, TN 38115

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting 1
July 21, 2009
Boyle Investment Company
5900 Poplar Avenue
Memphis, Tennessee 38119

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JUL 27 2009
By DD

AGENDA

I. **Introduction of Project/Project Team**

II. **Topics and Questions**

A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments: DATA LOOKS GOOD

B. Which crossings are most impacted by freight?
Comments: HIGHLAND, SUMMER, WHITESTATION, KIRBY PKWY, HOUSTON LEVEE

C. Which crossings have an impact on future plans of the community?
Comments: BYHALIA, HOUSTON, LEVEE

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments:

E. Emergency response issues.
Comments: BANDS ON CANNONS NEED TO ESTABLISHED TO INSURE ADEQUATE SPACING OF CROSSINGS

F. Safety improvements to existing crossings identified by the Tennessee Department of Transportation.
Comments:

MEMPHIS URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list, six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Major Roads Committee is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

Street	Rank	Comments
1. Semmes Street	16	
2. Highland Avenue	7	LARGE VOL. ROAD TO BUILD
3. Goodlett Street	2	LARGE VOL. BUILDABLE
4. Perkins Extended	12	
5. Mendenhall Road	4	LARGE VOL. GOOD SPACING
6. White Station Road	8	
7. Estate Drive	14	
8. Massey Road	13	
9. Kirby Parkway	1	MOST ACCIDENTS & VOLUME
10. West Street	3	LARGE VOL. HIGHLAND
11. Germantown Road	15	
12. Poplar Pike	9	
13. Hacks Cross Road	11	
14. Forest Hill Irene Road	6	STRATEGIC SPACING
15. Houston Levee Road	10	
16. Byhalia Road	5	VOLUME

Signature

We appreciate your efforts to assist in the Poplar/Southern Corridor Study. If you are unable to attend the Stakeholder's Meeting please complete the questionnaire and mail to us by August 4.

Mail surveys to: Dalhoff Thomas Daws
Poplar/Southern Corridor Study
6625 Lenox Park Dr. Suite 100
Memphis, TN 38115

MEMPHIS URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

POPLAR SOUTHERN / CORRIDOR STUDY

Major Roads/Freight Committee

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Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting 1
July 21, 2009
Boyle Investment Company
5900 Poplar Avenue
Memphis, Tennessee 38119

AGENDA

I. Introduction of Project/Project Team

II. Topics and Questions

A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments: Basically Agree w/ listing

B. Which crossings are most impacted by freight?
Comments: Semmes, all others to a lesser degree

C. Which crossings have an impact on future plans of the community?
Comments: Highland to Collierville

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments: Semmes, Goodlett, Estate, Massey, Germantown Road, Poplar Pike, Hacks Cross, Forest Hill

E. Emergency response issues.
Comments: West St, Germantown Road most effected

F. Safety improvements to existing crossings identified by the Tennessee Department of Transportation.
Comments:

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list, six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Major Roads Committee is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

	Street	Rank	Comments
16	~~1~~ Semmes Street	–	upgrade
1.	~~2~~ Highland Avenue	–	most egregious traffic hazard location - grade sep
10	~~3~~ Goodlett Street	–	upgrade
5.	~~4~~ Perkins Extended	–	E. Mem backup } grade separations
2.	~~5~~ Mendenhall Road	–	E. Mem backup } grade separations
4.	~~6~~ White Station Road	–	E Mem backup } grade separations
15.	~~7~~ Estate Drive	–	upgrade
14	~~8~~ Massey Road	–	upgrade
6.	~~9~~ Kirby Parkway	–	in my opinion upgrade
3.	~~10~~ West Street	–	affects Methodist Hospital - grade separation
7.	~~11~~ Germantown Road	–	high density location - will be difficult to have grade separation
11	~~12~~ Poplar Pike	–	upgrade
12	~~13~~ Hacks Cross Road	–	upgrade
13	~~14~~ Forest Hill Irene Road	–	upgrade
8.	~~15~~ Houston Levee Road	–	growth area needs relief - grade separation
9.	~~16~~ Byhalia Road	–	upgrade

DALHOFF ■ THOMAS ■ DAWS
6625 Lenox Park Drive | Suite 100 | Memphis, TN 38115
www.dtdstudio.com | dtdstudio.blogspot.com | p 901.766.1600 | f 901.766.1606

Stephen D. White, member Major Roads Comm.
Signature

We appreciate your efforts to assist in the Poplar/Southern Corridor Study. If you are unable to attend the Stakeholder's Meeting please complete the questionnaire and mail to us by August 4.

Mail surveys to: Dalhoff Thomas Daws
Poplar/Southern Corridor Study
6625 Lenox Park Dr. Suite 100
Memphis, TN 38115

MEMPHIS URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

POPLAR SOUTHERN / CORRIDOR STUDY
MEETING ATTENDEES

Meeting #2

MEETING SIGN-IN SHEET

Meeting Date:	July 31, 2009 Norfolk Southern Railroad Meeting	**Place/Room:**	Dalhoff Thomas Daws

Name	Address	Phone	E-Mail
Kate Hendrix	6625 Lenox Park Drive Suite 100 Memphis TN 38115	766-1600	kateh@dtdstudio.com
Ralph Gibson	65 Union Ave. Ste. 1010 Memphis, TN 38103	843-2466	ralph@bartonmangibson.com
Adrian Sinkler	110 Franklin Road Roanoke VA 24042 Box 36	540-529-3046	Adrian.Sinkler@NSCorp.C
Bill Barringer	" " Box 36	540-981-5295	William.Barringer@nsco
Kenneth Monroe	3175 Lenox Park Blvd. Suite 201 Memphis TN 38119	901-374-9109	Kenny.Monroe@Kimley-Horn.com
Prakati Srivastava	1075 Mullins Station Memphis TN 38134	901-379-7863	Prakati.Srivastava@shelbycountytn.gov
Carlos B. McCloud	" "	901-379-7851	carlos.mccloud@shelbycountytn.gov
James Collins	3175 Lenox Park Blvd, Suite 200 Memphis, TN 38115	901-374-9109	james.collins@kimley-horn.com
Brett Morgan	6625 Lenox Park Dr. Suite 100, Mphis TN 38115	766-1600	brettm@dtdstudio.com

Meeting #2

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
NFS Railroad Meeting #2
July 31, 2009 11:30 AM
Dalhoff Thomas Daws
6625 Lenox Park Drive
Memphis, Tennessee 38115

Attendees:

Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
James Collins, Kimley-Horn and Assoc., Inc.
Kenny Monroe, Kimley-Horn and Assoc., Inc.
Carlos McCloud, MPO
Pragati Srivastava, MPO
Ralph Gibson, NFS Railroad
Bill Barringer, NFS Railroad
Adrian Sinkler, NFS Railroad

Discussion Items:

I. **Existing Areas of Additional Width in R.O.W. that may Serve to Allow for Grade Separation**

A. Sources for Questions:
   1. Dave Wyatt – Director of Public Works in Atlanta
   2. Real Estate Department – Look on website for contact
B. Presumptive R.O.W.
   1. Where a Railroad Charter exists there is a Presumptive R.O.W. 100' each side of the track centerline for a total of 200'
   2. The best place to build a grade-separated crossing would be at a crossing with a Presumptive R.O.W. – no costs associated with using the land for legitimate railroad purposes.
   3. R.O.W. cannot be lost by adverse possession or prescription.

II. **Increase in Trains with Fayette County Intermodal Facility**

A. Austell, GA – Good Case Study show how the number of trains increased with building of intermodal facility
B. Completion of Crescent Corridor is 2012 – Railroad is investing for the future, continuing its capital campaign projects.

III. Track Charts

A. Discussion of how to read track chart.
B. Distribution of the track chart legend.
C. Train speeds for the Crescent Corridor have recently been updated – (shown on track chart). Track chart speed for train vs. FRA data is different at some of the crossings.

IV. Records of Traffic Impacts – accident reports

A. FRA accident reports dated back to 1975
B. Within the study are looking at accidents within the last ten years, more accurate account because of improvements made.

V. Planning Level Unit Costs for Typical Rail Improvements

A. Unable to find anything on Norfolk Southern website.
B. Need to have unit costs for actual prices for improvements at crossing, bridges etc.
C. Bill Barringer to cotact Dave Wyatt to get unit costs associated with rail improvements

VI. Other Discussion

A. Ralph Gibson invited to attend the Business Community Stakeholder Meeting – discussion of ROW's etc.
B. If need anything else send Bill Barringer or Adrian Sinkler an email.
C. After study, NFS will follow-up with education on railroad safety.

Business Community
www.poplarsoutherncorridorstudy.com

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting 2
August 12, 2009
Germantown Economic and Community
Development Department - Blue Room
1920 S. Germantown Road
Germantown, Tennessee 38138

AGENDA

I. Introduction of Project/Project Team

II. Topics and Questions

A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments:_____
_____
_____

B. Which crossings most impact traffic flow in your community?
Comments:_____
_____
_____

C. Which crossings have an impact on future plans of the community?
Comments:_____
_____
_____

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments:_____
_____
_____

E. How does the railroad impact emergency response in your community?
Comments:_____
_____
_____

F. In regards to the railroad, what would be the single most important improvement that could be made to benefit your community?
Comments:_____
_____
_____

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Stakeholders is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

Street	Rank	Comments
1. Semmes Street		
2. Highland Avenue		
3. Goodlett Street		
4. Perkins Extended		
5. Mendenhall Road		
6. White Station Road		
7. Estate Drive		
8. Massey Road		
9. Kirby Parkway		
10. West Street		
11. Germantown Road		
12. Poplar Pike		
13. Hacks Cross Road		
14. Forest Hill Irene Road		
15. Houston Levee Road		
16. Byhalia Road		

_____
Signature

We appreciate your efforts to assist in the Poplar/Southern Corridor Study. If you are unable to attend the Stakeholder's Meeting please complete the ranking survey and mail to us by August 21.

Mail surveys to: Dalhoff Thomas Daws
Poplar/Southern Corridor Study
6625 Lenox Park Dr. Suite 100
Memphis, TN 38115

MEMPHIS URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

POPLAR SOUTHERN / CORRIDOR STUDY
MEETING ATTENDEES

Business Community
Stakeholder Meeting #2

MEETING SIGN-IN SHEET

Meeting Date:	August 12, 2009 / 9:00 – 10:15am Stakeholder Meeting #2	**Place/Room:**	Dalhoff Thomas Daws

Name	Address	Phone	E-Mail
EVERETT GIBSON	65 UNION AVE STE 1010 MEMPHIS 38104	843-2463	everett@gatewaygibson.com
Rusty Bloodworth	5900 POPLAR MEMPHIS, TN 38119	766-4204	reb@boyle.com
Kate Hendrix	Dalhoff Thomas Daws	766-1606	
Brett Morgan	Dalhoff Thomas Daws	766-1606	
Debra Daws	Dalhoff Thomas Daws	766-1600	
Kenny Monroe	KHA		
James Collins	KHA		
Paul Morris	MPO		
Sajid Hossain	MPO		
Brett Rolen	MPO		

Stakeholder Meeting #2

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting #2 – Business Community
August 12, 2009 9:00 AM
Germantown Economic and Community
Development Department – Blue Room
1920 S. Germantown Road
Germantown, Tennessee 38138

Attendees:

Debra Daws, Dalhoff Thomas Daws
Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
James Collins, Kimley-Horn and Assoc., Inc.
Kenny Monroe, Kimley-Horn and Assoc., Inc.
Paul Morris, MPO
Brett Roler, MPO
Sajid Hossain, MPO
Rusty Bloodworth, Boyle
Everett Gibson, Norfolk Southern

Agenda:

I. Project Overview

A. Introduction and project background – Debra Daws

B. Distribution of matrix ranking and data collection - Daws
   1. Matrix ranking is preliminary. Information from the stakeholder meetings will be incorporated into the matrix ranking system to determine the six crossings to be studied in more detail and then used to select the two representative crossings.
   2. Up to four alternative solutions for each of the two representative crossings will be evaluated including the do-nothing approach, safety improvements including signalization and signage, grade-separation, and an alternative based on input from the client, public, and stakeholders.

II. Topics and Questions

A. ***Comment:*** The railroad produces an externality that we know is negative between neighborhoods to the north and south. It is important

to keep focused on the geographic implications of the railroad. The area that runs west from Perkins Road to just past Kirby Parkway is the largest concentration of Class A Corporate Office in the region. This office community is stretched along the Poplar Corridor, which unfortunately corresponds with the Railroad Corridor. What originally drove us to worry about the corridor was the friction and delay as we saw an increase in railroad activity over the years and the psychological wall that it created between the residents to the north and the residents to the south. The area to the north of the railroad has typically better property values in part to the access it has with Poplar Avenue and Walnut Grove Road. It would be helpful to have another grade separation besides Ridgeway Road within the I-240 loop or Sub-Area 2. This would compete with the need for grade-separation at Highland Avenue, but I do not believe that grade-separation at that road would have as big of an impact. The next area I would look at would be Germantown and then Collierville last. Ideally we need grade separation every two miles down the corridor. On the matrix, Kirby Parkway and Mendenhall Road are ranked close together, it would be nice to see a grade separation at Kirby Parkway because I live in this area, but Mendenhall Road makes more sense. – Rusty Bloodworth

B. ***Comment:*** The Meridian Speedway will bypass Memphis, but now there is an increase in route because of the proposed intermodal facility in Fayette County. My own thought is we will see longer intermodal trains because of the intermodal facility. The recent drop in the number of trains is due to the economy; this is a very cyclical business. – Everett Gibson

C. ***Comment:*** In Collierville you see residential to the north and businesses to the south, which is the reverse of East Memphis. However, you could say that East Memphis also has the residential to the north as well. Collierville has a challenge with the Old Towne area; this area is likely to become a vibrant area. – Bloodworth

D. ***Comment:*** Byhalia Road is more suited for grade-separation in Collierville. When we evaluate which roads will be studied in more detail, we will look at the connectivity as well. Ideally it needs to be a road that provides access from I-40 to the Mississippi State Line. – Daws

E. ***Comment:*** Kirby Road has one of the longest north south connectivity in the region. Byhalia Road has the connectivity to the south, but not to the north; although, it does get you to Wolf River Boulevard to the north. - Bloodworth

F. ***Comment:*** We will also have to look where the hospitals are located and the connectivity to hospitals. – Daws

G. ***Comment:*** At the intersection of Byhalia Road with the railroad there is industrial land use at one corner and retail uses at the northeast and southeast corners that would be impacted. At this intersection would look at the connection of Rowlett Street. It is unnecessary to have the access of Rowlett by the Pepsi Corporation. You could move Rowlett and tie it back into Byhalia Road further south. – Daws

H. ***Question:*** What is the minimum elevation for a grade-separated crossing? – Brett Morgan
Answer: 26 –28 ft. – Kenny Monroe
Response: Byhalia Road would be a good selection for grade-separation, because the intersection with the railroad is a farther distance from Poplar Avenue. There would be less impact to Poplar Avenue because there is a greater distance in order to provide the 26-28 ft. of grade change needed and get back to the existing elevation on Poplar Avenue. – Daws

I. ***Comment:*** We also will look at an intersection that is primarily residential such as Goodlett Street. Goodlett will impact a smaller amount of homes to the north and to the southwest. - Daws
Response: Goodlett does have a lack of connectivity where there is a break at Park Avenue. – Bloodworth
Response: But it does get you to Sam Cooper and then I-240 with one jog at Park Avenue. – Daws
Response: There are still a lot of impacts that will happen with grade-separation at Goodlett Street. There will still be impact of approximately 1000 ft. in either direction, which would impact ten 10-15 homes to the north. – Collins.
Response: This would be a good chance for redevelopment. In this area they are tearing down older homes and building smaller homes. There would be the potential for smaller homes with steps in the front and rear-loaded access. Goodlett Street also has natural grade change, many of the arterial roads are as flat as a pancake. - Daws

J. ***Comment:*** Mendenhall Road is still a possibility even though it is in close proximity to Poplar Avenue. At this intersection, Poplar Avenue is within the railroads right-of-way. - Collins

K. ***Question:*** If you did a grade-separation at Perkins Extended, would it affect Perkins Road as well since they are in close proximity to each other? – Morgan
Answer: Yes, there is a chance that it would affect both roads. – Collins and Daws

L. ***Comment:*** A crazy question keeps coming up at meetings, what would happen if the railroad was not there and the railroad line was moved along the southern border of Tennessee. - Bloodworth
Response: You are talking about a lot more disruption than a few grade-separated crossings. It is feasible to move the railroad but this is a big undertaking. Always remember, the railroad was here first. – Gibson

M. ***Comment:*** Another solution that we have heard is depressing the railroad. - Monroe
Response: This was something that was looked at in the past. Idea was to drop the railroad except at Highland Avenue where it would stay where it is, but obviously nothing happened. – Gibson

N. ***Comment:*** There are very little operations at Forest Yard now. With the opening of the intermodal facility in Fayette County there will be very little activity at Forest Yard, because the trains will pass by Forest Yard and go to Fayette County for intermodal operations. Forest Yard may still serve as a repair shop, local switching, and/or crew changes. - Gibson

O. **Comment:** We appreciate your input and thank you for coming. - Daws

Community and Schools
www.poplarsoutherncorridorstudy.com

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting 3
August 12, 2009
Germantown Economic and Community
Development Department - Blue Room
1920 S. Germantown Road
Germantown, Tennessee 38138

AGENDA

I. Introduction of Project/Project Team

II. Topics and Questions

A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments:_____
_____
_____

B. Which crossings most impact traffic flow in your community?
Comments:_____
_____
_____

C. Which crossings have an impact on future plans of the community?
Comments:_____
_____
_____

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments:_____
_____
_____

E. How does the railroad impact emergency response in your community?
Comments:_____
_____
_____

F. In regards to the railroad, what would be the single most important improvement that could be made to benefit your community?
Comments:_____
_____
_____

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Stakeholders is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

Street	Rank	Comments
1. Semmes Street		
2. Highland Avenue		
3. Goodlett Street		
4. Perkins Extended		
5. Mendenhall Road		
6. White Station Road		
7. Estate Drive		
8. Massey Road		
9. Kirby Parkway		
10. West Street		
11. Germantown Road		
12. Poplar Pike		
13. Hacks Cross Road		
14. Forest Hill Irene Road		
15. Houston Levee Road		
16. Byhalia Road		

_____
Signature

We appreciate your efforts to assist in the Poplar/Southern Corridor Study. If you are unable to attend the Stakeholder's Meeting please complete the ranking survey and mail to us by August 21.

Mail surveys to: Dalhoff Thomas Daws
Poplar/Southern Corridor Study
6625 Lenox Park Dr. Suite 100
Memphis, TN 38115

MEMPHIS URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

POPLAR SOUTHERN / CORRIDOR STUDY
MEETING ATTENDEES

Community Interests
Stakeholder Meeting #3

MEETING SIGN-IN SHEET

Meeting Date:	August 12, 2009 / 10:30 – 11:45am Stakeholder Meeting #3	**Place/Room:**	Dalhoff Thomas Daws

Name	Address	Phone	E-Mail
Amy Schaftlein	480 S. Highland St. 38111	502 377 9242	amy@memphisurdc.com
Siobhan Konerko	2597 Avery 38112	901 416 5048	konerushobhan@mcsk12.net
Jake Allen	2597 Avery 38112	901-416-4715	allenjakee@mcsk12.net
Michelle Stuart	" "	901-416-1084	stuartmichelle1@mcsk12.net
Steve Barlow	480 S. Highland 38111	901 605 8209	steve@memphisurdc.com
Amy Treadwell	1548 Poplar	725 3124	
Debra Daws	DTD	766-1600	
Kate Hendrix	DTD	766-1600	
Brett Morgan	DTD	766-1600	
Kenny Monroe	KHA		
James Collins	KHA		
Paul Morris	MPO		
Sajid Hossain	MPO		
Brett Roler	MPO		

Stakeholder Meeting #3

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting #3 – Community Interests
August 12, 2009 10:30 AM
Germantown Economic and Community
Development Department – Blue Room
1920 S. Germantown Road
Germantown, Tennessee 38138

Attendees:

Debra Daws, Dalhoff Thomas Daws
Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
James Collins, Kimley-Horn and Assoc., Inc.
Kenny Monroe, Kimley-Horn and Assoc., Inc.
Paul Morris, MPO
Brett Roler, MPO
Sajid Hossain, MPO
Amy Schaftlein, UNDC
Shobhan Koneru, Memphis City Schools
Jake Allen, Memphis City Schools
Michelle Stuart, Memphis City Schools
Steve Barlow, UNDC
Emily Trenholm, CDC of Greater Memphis

Agenda:

I. Project Overview

A. Introduction and project background – Debra Daws

B. Distribution of matrix ranking and data collection - Daws
   1. Matrix ranking is preliminary. Information from the stakeholder meetings will be incorporated into the matrix ranking system to determine the six crossings to be studied in more detail and then used to select the two representative crossings.

II. Topics and Questions

A. ***Question:*** Will you only be selecting two crossings to be studied? – Shobhan Koneru
   Answer: Yes, we will be selecting two of the six crossings to be representative crossings for other similar crossings along the corridor. We will put a cost associated to building each of the two selected crossings and this cost can be representative of other crossings along the corridor. – James Collins

B. ***Question:*** Kenny could you please explain the matrix? - Daws
Answer: The methodology used to determine the ranking criteria is based on a format similar to that used by MPO and the Major Roads Committee. The five major categories used for ranking criteria are: Congestion Relief and Mobility (40%), Economic Opportunities (25%), Safety and Security (10%), Public Support (10%), Environmental Impact (10%), and Funding (5%). – Kenny Monroe

C. ***Question:*** Can you explain how the feasibility ranking worked? - Koneru
Answer: Each road crossing was ranked on the constructability or feasibility of building a grade-separated crossing. A higher point value was given to the intersections that were considered most feasible. – Monroe

D. ***Comment/Question:*** We created a list of the major road crossings that have an impact on the Memphis City Schools. In our ranking, Semmes Street is ranked #1 because of Hanley Elementary School to the south of the railroad; a lot of our students cross the railroad from the north. Perkins is ranked #2, because of the location to White Station High School. Why is Perkins Extended included in the study, but not Perkins? We also listed Colonial in our ranking, which is not included in your study. We would also be interested to know how many people walk over the crossings in more urban areas such as White Station and Highland Avenue or any information you have regarding pedestrian accessibility. - Michelle Stuart
Answer: The scope of the study with MPO included the evaluation of the arterial roads that cross the railroad at-grade within the limits of East Parkway and the MPO Boundary in Fayette County. Perkins and Colonial are not classified as arterial roads, but it is important for us to include in our data collection any crossings that significantly impact your use.

E. ***Comment:*** (Discussion with Memphis City School Representatives about the bus route information) We (MCS) will try to get you the bus route information that you need for your study. Another contact would be First Student. Recently, the number of school buses within the Memphis City School district was cut by 40%. - Koneru

F. ***Question:*** What would be considered appropriate for redevelopment at a crossing? How would the crossing become an asset? - Emily Trenholm

Answer: We will be looking at new development plans for the area and will keep consistent with the current plans including the Germantown Smart Growth Plan and the Highland Redevelopment Plan. – Collins

G. ***Question:*** What happened with the light rail study? How that study impact this study? - Koneru
Answer: The light rail study really ended before it began, but there are still people very interested in this. – Collins

H. ***Comment:*** Another alternative that we have heard at the public meetings is to move the railroad south of the city. At this time there are no plans for the railroad to be relocated. - Monroe
Response: We have to look at what is happening today, with this study we will be looking at potential improvements that could improve the whole corridor for the future. – Daws

I. ***Question:*** Do you have any estimates for the range of impact that a grade-separated crossing would have on the adjacent land uses? How much land is affected? - Steve Barlow
Answer: A lot depends on the existing topography at the crossing. An overall estimate of the land impacted would be 1000 ft. in each direction from the centerline of the tracks. This number does not change if it is an overpass vs. an underpass. – Collins

J. ***Comment:*** Ridgeway Road is a good example of the possibilities to make a grade-separated crossing a very viable area. Ridgeway Road underpass was under construction in the late 1970's early 1080's; most of the buildings in this area were built after the improvements were made. – Collins

K. ***Question:*** Can I get any more detail on what each number means for each category in the matrix? - Barlow
Answer: The 11x17 Arterial Road Sheets, included in your handouts, list important crossing data relative to that particular crossing. Many of the results from the ranking criteria in the matrix are listed on the sheets including Traffic Volume, Train Speed, Crash Counts, Adjacent Zoning, Traffic Generators, Emergency Access, Adjacent Neighborhoods, and Transit. – Daws

Comment: If you have any specific categories that you would like broken down in more detail just let us know and we can get that information for you. – Morgan

L. ***Question:*** I noticed that several of the numbers have changed on the matrix handed out today and the one I received earlier is there a reason? - Trenholm
Answer: Yes, the matrix is continuously changing and being updated with information we receive from data collection, public meetings, and stakeholder meetings. - Daws

M. ***Question:*** How did you determine the value for the Land Use category on the matrix? Is it determined where the existing zoning matches the land use? – Koneru
Answer: No, it is not based on where the existing zoning matches the land uses. A higher point value is given to those crossings where the existing land uses are considered to be appropriate uses for a railroad crossing. - Daws

N. ***Question:*** Can you explain how the feasibility category is ranked? - Barlow
Answer: In this category we looked at the fiscal restraints to determine the ease of constructability based on the existing constraints such as the topography of the land. – Collins
Answer: We also looked at past studies that were done, such as the one at Highland Avenue. Based on past studies Highland Avenue would be a very expensive crossing to improve with grade-separation so it received a value of zero. – Daws

O. ***Comment:*** The minimum elevation needed for a grade-separated crossing is approximately 27 ft. between the road and the tracks for an underpass or an overpass. – Daws

P. ***Comment:*** West Street seems to be one of the hardest roads to build in terms of feasibility. – Koneru
Response: Actually, West Street is one of the most feasible crossings within the study. From a constructability standpoint it has ideal existing topography for a grade-separated crossing that would impact less of the surrounding area. – Collins

Q. ***Question:*** Should the feasibility category be higher for Highland because it has a plan approved for this area? – Trenholm

Answer: Highland Avenue and West Street both received weight in the Land Use Category for having approved plans, so it was accounted for. – Collins & Daws

R. ***Question:*** What is the timeline for the study?
Answer: We have finished the public meetings and will be completing the stakeholder meetings today. The next steps will be to narrow the study down to six roads and then a final two representative crossings. The final report submitted to MPO will be April 2010. – Daws

S. ***Question:*** What will MPO do with the study when it is completed? – Barlow
Answer: At the time we finish the study MPO will be updating the Long Range Transportation Plan (LRTP). They will have the recommendations at this time as to what would be feasible to include in the LRTP. – Collins
Answer: The two alternative plans that are an outcome of this study will become part of MPO's "wish list". We will have to compare these improvements to other projects to see if they are of high enough importance to be included in the LRTP to get funding for them. – Paul Morris

T. ***Question:*** What happens to the other 14 roads that are not selected? – Koneru
Answer: The two crossings that are selected will be representative of other crossings. For example, for one of the representative crossings, there might be two or three crossings that are very similar and could used as a good comparison for a cost analysis. With the selection of the two representative crossings it is our goal to choose two that are different enough to represent the largest number of crossings along the corridor. – Collins

U. ***Question:*** Will CMAQ funds qualify for these improvements?
Answer: Yes, but would need more to fund a grade-separated crossing. CMAQ funds are approximately 2.5 million per year and an estimated cost for a grade-separated crossing is 30 million. We will be looking at lots of different types of funding. – Collins

V. ***Comment:*** It might be more feasible to move the railroad. – Trenholm
Response: There are two things in our favor. One, based on some recent numbers we have received from the railroad, we have gone from 35-40 trains per day to 16. Two, because of the proposed

intermodal facility in Fayette County it is expected that there will an increase in the use of Forest Yard. The decrease in the number of trains at this time is due to the economy. – Morris

W. ***Question:*** How will the proposed intermodal facility in Fayette County affect the number of train? - Trenholm
Answer: According to the railroad, the number of trains will not decrease due to the proposed intermodal facility in Fayette County, but the use of Forest Yard will decrease. – Daws
Answer: At this time, the railroad really does not know the impact. – Collins

X. ***Question:*** When will the intermodal facility in Fayette County be completed?
Answer: January 2012. – Kate Hendrix

Y. ***Question:*** Will you be looking at dropping the railroad in a tunnel? – Trenholm
Answer: Yes, we will be looking at this; that could definitely be an alternative. – Collins

Z. ***Comment:*** What we would like to get out of this Community Interests Stakeholder meeting today is input from you on the questionnaires in your handouts if you could take a little time to fill this out. This input will continue to assist with our selection process. – Monroe

Received Aug 6 2009

MEMPHIS URBAN AREA MPO

POPLAR SOUTHERN / CORRIDOR STUDY

Community Interests

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting 3
August 12, 2009
Germantown Economic and Community
Development Department - Blue Room
1920 S. Germantown Road
Germantown, Tennessee 38138

AGENDA

I. Introduction of Project/Project Team

II. Topics and Questions

A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments: ?

B. Which crossings most impact traffic flow in your community?
Comments: MENDENHALL, WEST ST., HOUSTON LEVEE

C. Which crossings have an impact on future plans of the community?
Comments: HIGHLAND, WEST ST., GERMANTOWN RD, HOUSTON LEVEE, BYHALIA

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments: GOODLETT, PERKINS EXT. ESTATE? MASSEY OLD POPLAR PIKE, HACKS COVE, FOREST HILL

E. How does the railroad impact emergency response in your community?
Comments: NOT QUALIFIED TO ANSWER

F. In regards to the railroad, what would be the single most important improvement that could be made to benefit your community?
Comments: IN THE FUTURE - LIGHT RAIL TRANSIT
IF WISHING - ABANDONMENT OF LINE

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Stakeholders is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

Street	Rank	Comments
1. Semmes Street	16	
2. Highland Avenue	6.	
3. Goodlett Street	9	
4. Perkins Extended	5.	
5. Mendenhall Road	1	
6. White Station Road	10	
7. Estate Drive	12	
8. Massey Road	11	
9. Kirby Parkway	2	
10. West Street	3.	
11. Germantown Road	8	
12. Poplar Pike	14	
13. Hacks Cross Road	15	
14. Forest Hill Irene Road	13	
15. Houston Levee Road	4.	
16. Byhalia Road	7.	

Jack A Sr J

Signature

We appreciate your efforts to assist in the Poplar/Southern Corridor Study. If you are unable to attend the Stakeholder's Meeting please complete the ranking survey and mail to us by August 21.

Mail surveys to: Dalhoff Thomas Daws
Poplar/Southern Corridor Study
6625 Lenox Park Dr. Suite 100
Memphis, TN 38115

From Jade Ers
871 Ridgeway Loop #10
Mphs TN 38120
ph: 761-2610

Poplar Southern Corridor Study

The following major arterial crossings are ranked according to the impact they have on MCS students and facilities. MCS included two arterials that were not listed as one of the 16 major arterials in the initial study. However, MCS felt that the Perkins and Colonial arterials have a major impact on our student population as well as district facilities. The accompanying map shows the schools that are located within a one-mile radius of the Norfolk-Southern Railroad.

Street	Rank
Semmes Street	1st
Perkins	2nd
Perkins Extended	3rd
Mendenhall Road	4th
Estate Drive	5th
Colonial	6th
Highland Avenue	7th
Goodlett Street	8th
White Station Road	9th

Memphis City Schools

Shobhan Koneru
GIS/ Planning Analyst

Capital Planning

Every Child. Every Day. College Bound.

2597 Avery Avenue, Room 114
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Office: (901) 416-4715
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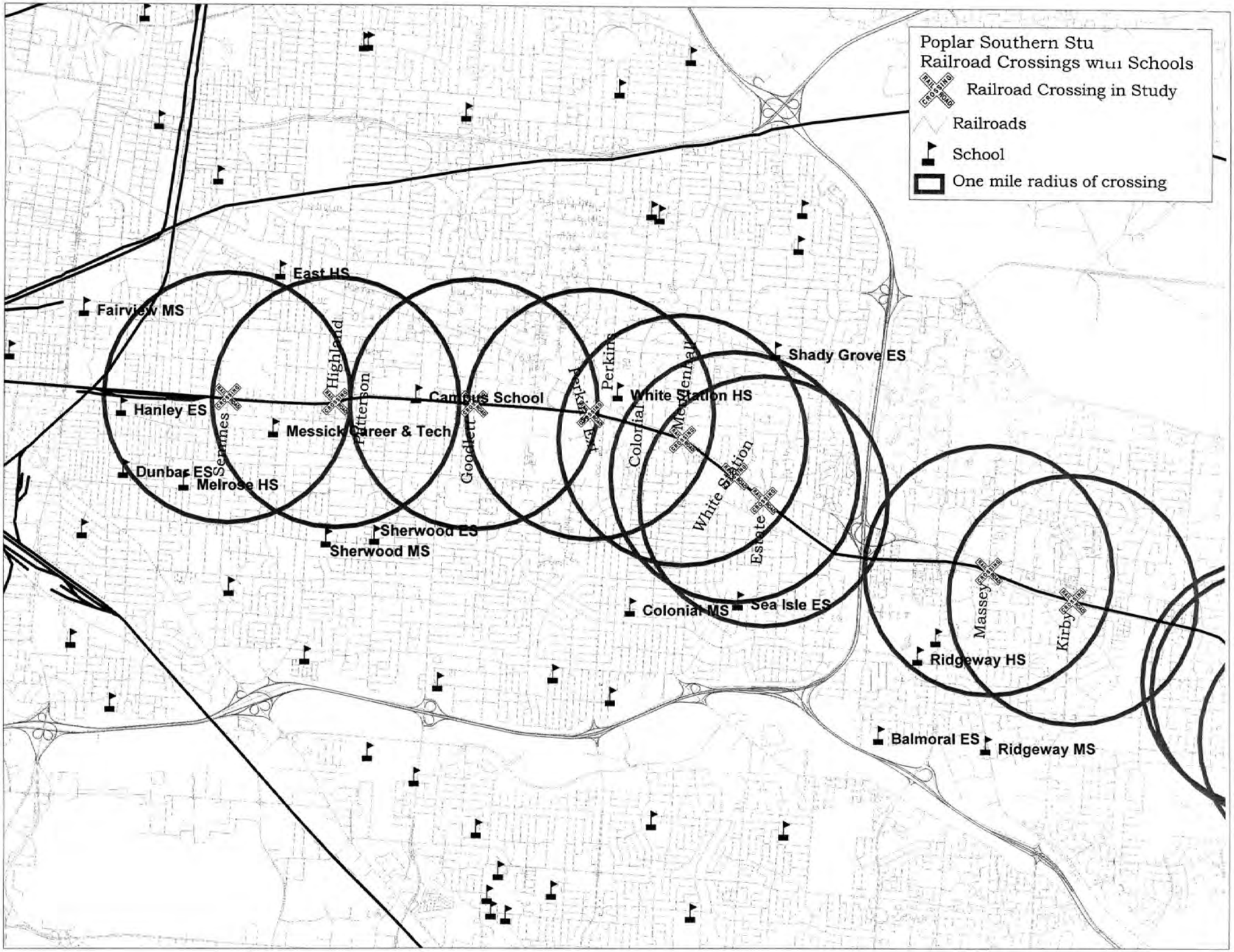
KonerushobhanO@mcsk12.net


Poplar Southern Stu
Railroad Crossings with Schools
Railroad Crossing in Study
Railroads
School
One mile radius of crossing
East HS
Fairview MS
Shady Grove ES
Hanley ES
Messick Career & Tech
Dunbar ES
Melrose HS
Sherwood ES
Sherwood MS
White Station HS
Colonial MS
Sea Isle ES
Ridgeway HS
Balmoral ES
Ridgeway MS
Semmes
Highland
Patterson
Goodlett
Perkins
Colonial
Meadowbrook
White Station
Estate
Massey
Kirby

MEMPHIS URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

POPLAR SOUTHERN / CORRIDOR STUDY
STAKEHOLDER MEETING

Community Interests

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting 3
August 12, 2009
Germantown Economic and Community
Development Department - Blue Room
1920 S. Germantown Road
Germantown, Tennessee 38138

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AGENDA

I. Introduction of Project/Project Team

II. Topics and Questions

A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments:

B. Which crossings most impact traffic flow in your community?
Comments: Highland - Goodlett - Perkins Ext

C. Which crossings have an impact on future plans of the community?
Comments: Highland

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments: Highland - Goodlett

E. How does the railroad impact emergency response in your community?
Comments: It is a dominate factor in emergency plans.

F. In regards to the railroad, what would be the single most important improvement that could be made to benefit your community?
Comments: Cross over for U of M students near Patterson and Southern

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Stakeholders is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

Street	Rank	Comments
1. Semmes Street	(2)	
2. Highland Avenue	(1)	very busy, lots of traffic and pedestrians
3. Goodlett Street	(3)	
4. Perkins Extended	(4)	
5. Mendenhall Road	(5)	agree
6. White Station Road	(6)	
7. Estate Drive		
8. Massey Road		
9. Kirby Parkway		
10. West Street		
11. Germantown Road		
12. Poplar Pike		
13. Hacks Cross Road		
14. Forest Hill Irene Road		
15. Houston Levee Road		
16. Byhalia Road		

Signature

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Poplar/Southern Corridor Study
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Memphis Urban Area Metropolitan Planning Organization
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AGENDA

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II. Topics and Questions

A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments:

B. Which crossings most impact traffic flow in your community?
Comments: Kirby, Highland, Perkins, White Station, Estate, Massey, Semmes

C. Which crossings have an impact on future plans of the community?
Comments: Highland

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments: Highland, Kirby

E. How does the railroad impact emergency response in your community?
Comments: negative

F. In regards to the railroad, what would be the single most important improvement that could be made to benefit your community?
Comments: Re-route freight trains from Poplar/Southern corridor to outside city limits

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Stakeholders is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

Street	Rank	Comments
1. Semmes Street		
2. Highland Avenue	16	we are seeking to slow down traffic on Highland, not increase traffic; also, anticipate long-term negative impact on business district which long term plans call for improving & strengthening
3. Goodlett Street		
4. Perkins Extended		
5. Mendenhall Road		
6. White Station Road		
7. Estate Drive		
8. Massey Road		
9. Kirby Parkway		
10. West Street		
11. Germantown Road		
12. Poplar Pike		
13. Hacks Cross Road		
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Signature

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Governmental Interests
www.poplarsoutherncorridorstudy.com

Memphis Urban Area Metropolitan Planning Organization
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A. Matrix Ranking of 16 Arterial Crossings from Data Collection (to date) and Public Input.
Comments:_____
_____
_____

B. Which crossings most impact traffic flow in your community?
Comments:_____
_____
_____

C. Which crossings have an impact on future plans of the community?
Comments:_____
_____
_____

D. Which crossings could best benefit from upgrades rather than complete grade separation?
Comments:_____
_____
_____

E. How does the railroad impact emergency response in your community?
Comments:_____
_____
_____

F. In regards to the railroad, what would be the single most important improvement that could be made to benefit your community?
Comments:_____
_____
_____

III. Below is a list of the sixteen (16) major Arterial Crossings (non-grade separated) from west to east in the study area. From this list six (6) Crossings will be chosen for more in depth study. From those Crossings two (2) will be chosen as representative Crossings to be studied in detail. Input from the Stakeholders is vital to the success of this study. Please re-order the Crossings according to most appropriate/beneficial location for a grade separated Crossing and provide a brief explanation of why.

Street	Rank	Comments
1. Semmes Street		
2. Highland Avenue		
3. Goodlett Street		
4. Perkins Extended		
5. Mendenhall Road		
6. White Station Road		
7. Estate Drive		
8. Massey Road		
9. Kirby Parkway		
10. West Street		
11. Germantown Road		
12. Poplar Pike		
13. Hacks Cross Road		
14. Forest Hill Irene Road		
15. Houston Levee Road		
16. Byhalia Road		

_____
Signature

We appreciate your efforts to assist in the Poplar/Southern Corridor Study. If you are unable to attend the Stakeholder's Meeting please complete the ranking survey and mail to us by August 21.

Mail surveys to: Dalhoff Thomas Daws
Poplar/Southern Corridor Study
6625 Lenox Park Dr. Suite 100
Memphis, TN 38115

MEMPHIS URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

POPLAR SOUTHERN / CORRIDOR STUDY
MEETING ATTENDEES

Governmental Interests
Stakeholder Meeting #4

MEETING SIGN-IN SHEET

Meeting Date:	August 12, 2009 / 1:15 – 3:00pm Stakeholder Meeting #4	**Place/Room:**	Dalhoff Thomas Daws

Name	Address	Phone	E-Mail
JOHN LANCASTER	MATA 38108 1370 LEVEE ROAD MEMPHIS, TN	722-0307	JCLANCASTER@MATATRANSIT.COM
Sean Isham	Town of Collierville 500 Poplar View Pkwy. 38017	457-2360	sisham@ci.collierville.tn.us
JERRY COOK	1920 GTOWN. Rd, 38138	757-7281	JCOOK@GERMANTOWN-TN.GOV
Steve Steinbach	Piperton	606-8920	ssteinbach@comcast.net
Jaime Grace	Town of Collierville	331-2637	jgrace@ci.collierville.tn.us
SHARON GOLDSWORTHY	CITY OF GERMANTOWN	757-7201	mayor@germantown-tn.gov
Josh Whitehead	"	757-7281	jwhitehead@"
Tim Gwaltney	" "	" "	tgwaltney@germantown-tn.g
Debra Daws	DTD	766-1600	
Brett Morgan	DTD	766-1600	
Kate Hendrix	DTD	766-1600	
James Collins	KHA		
Kenny Monroe	KHA		
Paul Morris	MPO		
Sajid Hossain	MPO		

Stakeholder Meeting #4

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
Stakeholder Meeting #4 – Governmental Interests
August 12, 2009 1:15 PM
Germantown Economic and Community
Development Department – Blue Room
1920 S. Germantown Road
Germantown, Tennessee 38138

Attendees:

Debra Daws, Dalhoff Thomas Daws
Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
James Collins, Kimley-Horn and Assoc., Inc.
Kenny Monroe, Kimley-Horn and Assoc., Inc.
Paul Morris, MPO
Sajid Hossain, MPO
John Lancaster, MATA
Sean Isham, Town of Collierville
Jerry Cook, City of Germantown
Steve Steinbach, City of Piperton
Jaime Groce, Town of Collierville
Sharon Goldsworthy, City of Germantown
Josh Whitehead, City of Germantown
Tim Gwaltney, City of Germantown

Agenda:

I. Project Overview

A. Introduction and project background – Debra Daws

II. Matrix and Data Collection

A. Brief summary of matrix and data collection – Kenny Monroe

B. Discussion of ranking and process of selecting representative crossings – James Collins

III. Topics and Questions

A. ***Question:*** Will you end up ranking the crossings 1, 2, 3, … based on the ease and cost of making the improvements? – Jerry Cook
Answer: Yes, we will look geographically at those crossings that are easier to build vs. harder to build and the cost and economic benefits will also go into the ranking of the crossings. We will also give

recommendations to MPO on the ideal spacing between grade-separated crossings. – Collins
Response: We will also look at who will benefit the most from grade-separated crossings, for examples nearby hospitals. Another important factor in the ranking will be connectivity, for example an arterial road that continues to I-40 will get a higher consideration vs. one that dead-ends or has little to no connectivity. – Daws

B. ***Question:*** How does the railroad feel about this? - Cook
Answer: The railroad has been very cooperative with giving us information. Actually the first time that we met with the railroad they talked about dropping the rail down in a tunnel with light rail on top. – Collins
Response: The railroad also has less liability with grade-separated crossings. – Monroe
Response: We also have to look at the expense of building temporary tracks for the train during construction of a grade-separated crossing. – Daws
Response: I can remember when the crossing was built at Ridgeway. - Sharon Goldsworthy
Response: During the construction of Ridgeway Road they built a temporary parallel track and then built a parallel bridge that they took out when the crossing was finished. The construction process was several phases and took more than two years to complete. – Collins
Response: When the construction was done to Ridgeway Road they had vacant land; the Crescent Center was not there.

C. ***Question:*** Has the railroad given you any idea of the traffic related to the proposed intermodal facility in Fayette County? - Tim Gwaltney
Answer: At this time we have heard several different things, that the train volume will increase and then we have heard it will decrease so at this time we do not know. – Collins
Response: At the peak there were 40 trains per day within this corridor and now we are seeing 16 trains per day; this fluctuate in the number of trains has happened in one years time and is due to the economy. – Monroe
Response: We are also seeing a while different product being shipped on the trains. In the past we saw trains loaded with lumber and cars, now it is typically coal. – Daws
Response: Railroad did say that there could possibly be longer trains. – Daws
Response: This is due to the intermodal facility. – Collins

Response: When the intermodal facility is built in Fayette County it will change the functions of the Forest Yard. Forest Yard will still function as a rail yard, but not as am intermodal facility. This will also help to eliminate some of the truck traffic at Forest Yard. – Daws

D. ***Comment:*** The speed for the track is 60 mph along the corridor. The trains are going this fast in Collierville, but near Forest Yard the trains go very slow and at sometimes completely stop. – Daws
Response: My observations in Germantown are the trains move through pretty quickly. Citizen's opinions are different in regards to the speed of the train; some people think they are too slow while others think they are too fast. – Goldsworthy

E. ***Comment:*** One thing that has to be taken into consideration when discussing grade-separated crossings are how you deal with adjacent streets that also run into the intersection. – Goldsworthy
Response: Yes, we have to look at the adjacent streets a good example is North Street at the West Street crossing in Germantown and Rowlett Street at the Byhalia Road crossing in Collierville. - Daws
Response: It takes about 1,000 ft. in all directions to transition back at a crossing where you have relatively flat grades and 300 ft. if you already have existing grade changes. In some situations we may be able to do both move up and move down. – Collins

F. ***Question:*** How much room do you have to have to move the railroad? – Goldsworthy
Answer: The railroad allows 1.5 ft. of grade change for every 100 ft.; you have to go a long way in either direction to make a grade-change work. – Collins
Comment: It is almost better to keep the train where it is than to move the tracks. – Daws
Comment: We will be looking at four alternatives for the final two crossings. These alternatives will include: do-nothing approach, safety improvements including signalization and signage, grade-separation, and an alternative based on input from the client, public, and stakeholders. – Monroe

G. ***Question:*** First, your data is impeccable, have you looked at similar situations nationally, case studies for the project? - Jaime Groce
Answer: This study is very different because there is not much motivation from the railroad for the grade-separated crossings. – Collins

Comment: Chicago would be the best example, because they are one of only three cities that have five class one railroads like Memphis does. – Daws
Comment: This study is only the first step to additional studies that would look at other cities and what they have done that works/doesn't work. That is not within the scope of this study. - Collins

H. ***Comment:*** You might not be aware of it, but the Germantown Road South project goes out for bid in December. At this time, the volume may increase for this intersection. – Jerry Cook
Response: The future year 2030 traffic volume numbers do take into account the Germantown Road realignment. – Collins & Daws
Response: You have to understand that things change and be able to anticipate these changes. – Goldsworthy
Response: Yes, that is why the travel demand model and the long-range transportation plan are changed every four years. – Collins

I. ***Question:*** At the intersection of Poplar Pike and West Street it seems that it would have the best potential for the road going under the railroad. – Goldsworthy
Answer: That is correct. – Daws
Answer: There are many factors that go into the determination if the train should go over or under the road, including both topographic and geometric data. There are also issues with properties that will be impacted. DTD and ERA will give good input on the redevelopment potentials of a crossing. – Collins

J. ***Comment:*** What are our long-term goals for the central business district such as light rail. The things that you attempt to do in a community are impacted by this; we typically discuss the geometrics and safety of improvements, but it is also important to look at the social and economic issues to know if this the best thing. One thing that surprised me was your comment that the railroad and mentioned putting the train in a tunnel. – Goldsworthy
Response: Even with light-rail, you are still left with some of the same issues. – Daws
Response: Commuter trains are much shorter trains compared to freight trains. – Goldsworthy
Response: With light rail, people turn development toward the train instead of putting your back to it. In our first stakeholder meeting with the business community they would like to see a way to knit the two

back together; they are concerned with the north and south being separated. – Collins
Response: I believe in the value of intact neighbors; in the past everyone used to face the railroad, but post war development started to turn its back to the railroad. – Goldsworthy
Response: The reason neighborhoods and development faced the railroad at first is because they were passenger cars or light rail. After the war you started to see people turn their back to the railroad, because they were mainly freight cars. - John Lancaster

K. ***Question:*** Do you anticipate any major re-rankings? – Gwaltney
Answer: No, we keep seeing the same six crossings at the top of the matrix; the rankings shift around between the top six. – Daws
Answer: We do not foresee any big changes. - Collins

L. ***Comment:*** Speaking of rankings, if Winchester Road were to go through to US-72 this would change how US-72 was used. Right now Houston Levee does not score as high as I would have thought. – Groce
Response: Houston Levee is lower because of the geometry it is as flat as a pancake it is also greatly affected by Poplar Avenue because of the close proximity. Mendenhall Road, White Station Road, and Perkins Extended are all located within close proximity to Poplar Avenue. – Daws
Response: Houston Levee looks to be a prime choice for grade-separation because of the connectivity, but when you look at the surrounding land uses it would greatly affect all four corners. – Collins

M. ***Comment:*** I think that light rail would be great in the downtown area; it would bring life to the area. – Groce

N. ***Comment:*** I served on the Regional Light Rail Committee and issues of density are still negative to that discussion. Research that I have come across says that you have to put a large amount of money into the areas around light rail. It is not like some people think that if you have light rail things will just start to happen around it, you have to invest a lot of money and you have to have high density. Without this is it really the viable transportation mode? There is a lot of growth in Germantown and Collierville due to the locations of Fed Ex World Headquarters and the hospitals; people use to want to move out of town and now people like to be within five minutes from where they work. – Goldsworthy

Response: MATA is experiencing this now; they are currently talking about canceling routes. – Daws
Response: Yes, five people on a bus is a very expensive way to connect people. – Goldsworthy.
Response: The Poplar Corridor line is one of the best linear lines for density; it is feasible to step to light rail. – Lancaster

O. ***Question:*** Will you be looking at quiet zones as an alternative safety measure for those crossings that are not at the top? – Josh Whitehead
Answer: We are not looking at quiet zones within this study, but the end report will also include other improvements/recommendations that could be made. – Collins
P. ***Comment:*** If you have any other concerns please put these in writing for us to get to MPO. Safety improvements are one of the four alternatives that we are looking at. - Daws