



KIRBY WHITTEN PARKWAY (SHELBY FARMS)

Stephen Edwards, PE
City of Memphis

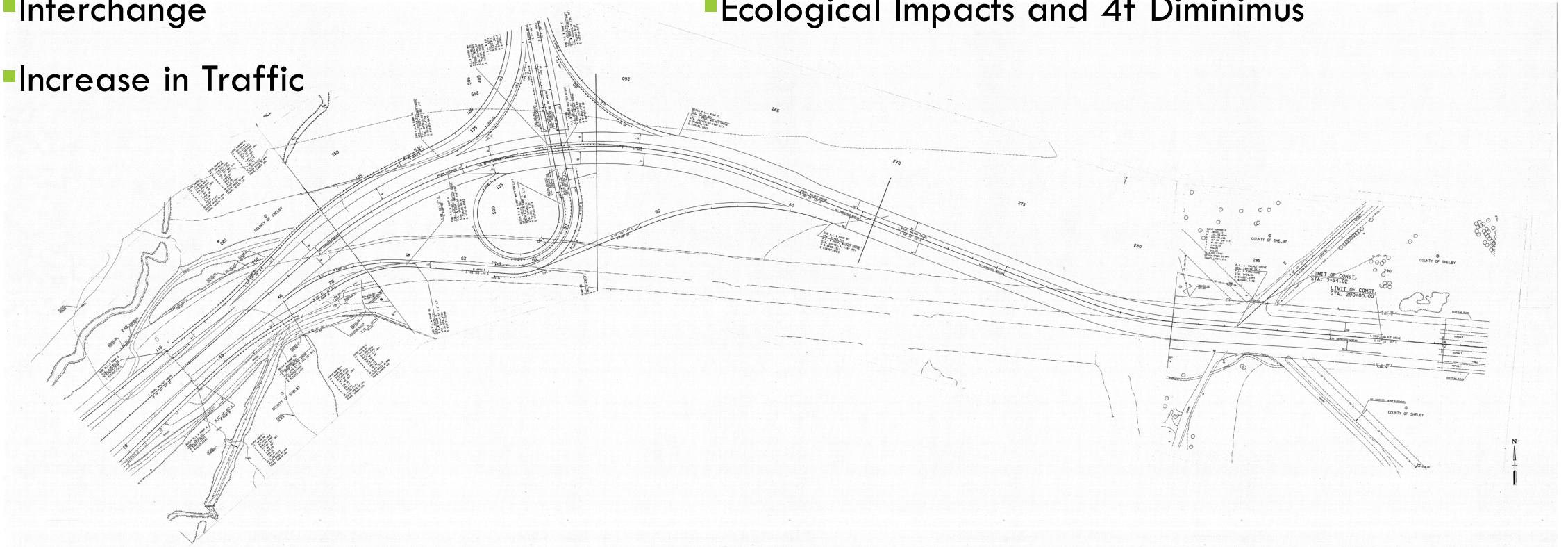
PROJECT TIMELINE

- Project first appeared in 1964
- Shelby Farms Parkway Advisory Team formed in 2005
- Advisory Team recommendations approved in 2006
- 1st Public Hearing December 2007
- SDEIS approved by FHWA in 2007
- SFEIS approved by FHWA in 2012
- 2nd Public Hearing September 2013
- Signed ROD – June 25, 2019



AREAS OF CONCERN

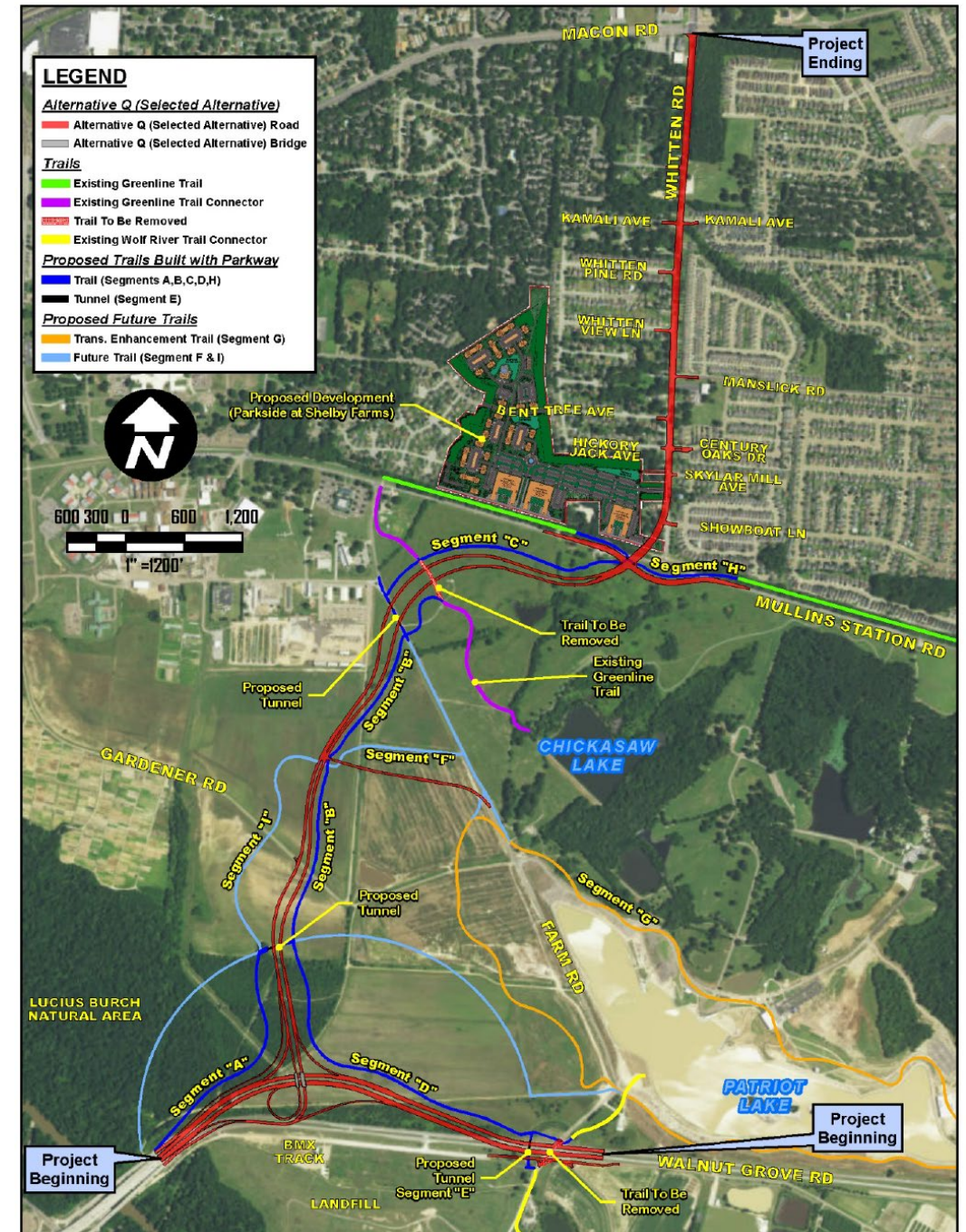
- Aquifer
- Landfill
- Interchange
- Increase in Traffic
- Accessibility
- Stormwater Runoff
- Ecological Impacts and 4f Diminimus



SELECTED ALTERNATIVE

Alternative Q

- Widen existing Whitten to 5 lanes
- Adding 4.5 miles of multiuse trails
- Constructing 3 grade separated crossings for bikes, pedestrians, and horses
- Green Stormwater Infrastructure
- Trumpet Interchange with Walnut Grove
- Lots of landscaping



Shelby Farms Parkway Walnut Grove East Area of Influence

- Walnut Grove East
- Shelby Farms Parkway
- Metro Area Influence
- Memphis Area Influence
- Municipality Boundary

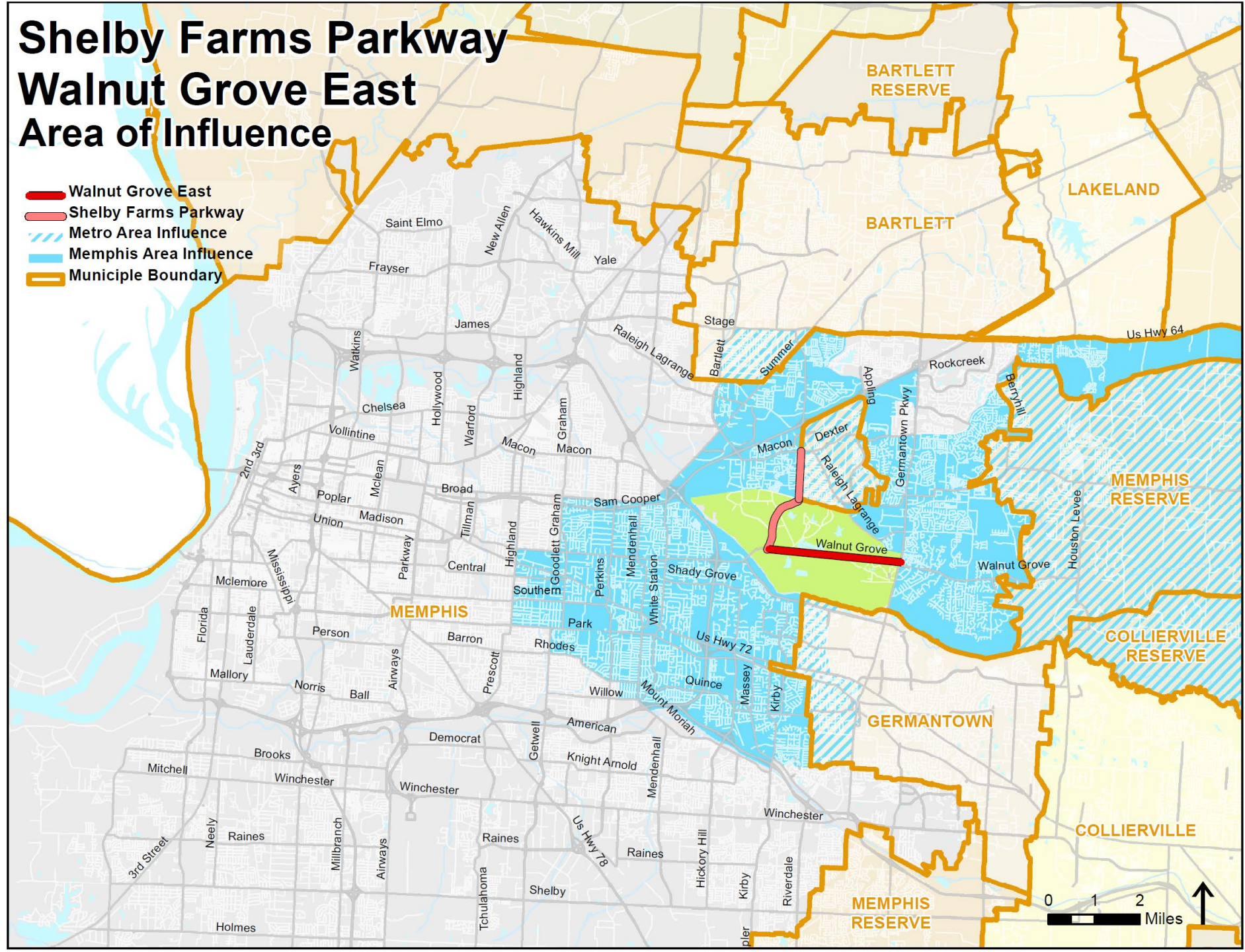


Table 3-6 – No-Build Alternative Directional LOS (AM and PM) – 2005 & 2019 Forecasts

Roadway Segment	2005 Forecast		2019 Forecast		Analysis Direction	Peak Period	2005 Forecast		2019 Forecast	
	2010 AADT No-Build Alternative Base Year**	2030 AADT No-Build Alternative Design Year	2023 AADT No-Build Alternative Base Year	2043 AADT No-Build Alternative Design Year			2010 No-Build Alternative LOS	2030 No-Build Alternative LOS	2023 No-Build Alternative LOS	2043 No-Build Alternative LOS
Farm Road (including Pine Lake Road)	17,300	18,300	15,240	16,165	-	AM	E	E	E	E
						PM	E	E	E	E
Mullins Station Road (Farm Road to Whitten Road)	13,200	19,200	12,440	13,190	-	AM	E	E	E	E
						PM	E	E	E	E
Whitten Road (Macon Road to Mullins Station Road)	10,600	11,400	16,765	17,770	-	AM	E	E	E	E
						PM	E	E	E	E
Walnut Grove Road (Pine Lake Road to Humphrey's Blvd)	56,200	69,100	52,575	55,725	EB	AM	C	D	C	C
						PM	D	E	E	F
					WB	AM	D	F	E	E
						PM	C	D	C	C
Walnut Grove Road (East of Pine Lake Road)	46,400	51,400	45,220	47,925	EB	AM	C	C	C	C
						PM	C	D	D	E
					WB	AM	D	D	D	D
						PM	C	C	C	C

* LOS A-C LOS D LOS E-F

** Analyses were updated in 2018 using the newest Highway Capacity Software package (HCS 2010).

*** 2010 No-Build AADT numbers presented in the approved SFEIS have been rounded.

Source: Traffic Projections (2005); SFEIS (2012); Traffic Analysis (2018/2019); TDOT Traffic Forecast (2019)

Reevaluation of 2012 SFEIS

Table 3-7 – Alternative Q (Selected Alternative) Directional LOS (AM and PM) – 2005 and 2018 Forecast

	2005 Forecast		2018 Forecast		Analysis Direction	Peak Period	2005 Forecast		2018 Forecast	
	2010 AADT Alternative Q (Selected Alternative) Build Year	2030 AADT Alternative Q (Selected Alternative) Build Year	2023 AADT Alternative Q (Selected Alternative) Build Year	2043 AADT Alternative Q (Selected Alternative) Build Year			2010 Alternative Q (Selected Alternative) LOS	2030 Alternative Q (Selected Alternative) LOS	2023 Alternative Q (Selected Alternative) LOS	2043 Alternative Q (Selected Alternative) LOS
	Proposed Parkway (Walnut Grove Rd to Farm Rd Access)	17,800	36,400	27,060			35,890	NB	AM	A
PM	A				C	B			C	
SB	AM				A	C		B	C	
	PM				A	C		B	B	
Proposed Parkway (Farm Rd Access to Mullins Station Rd)	13,400	27,300	34,670	37,800	NB	AM	A	B	B	B
PM						A	B	B	C	
SB					AM	A	B	B	C	
					PM	A	B	B	B	
Proposed Parkway (Whitten Road) (Mullins Station Rd to Macon Rd)	10,600	15,100	22,845	30,020	NB	AM	A	A	B	B
PM						A	A	B	C	
SB					AM	A	A	B	C	
					PM	A	A	B	B	
Walnut Grove Road (Humphreys Blvd to Proposed Parkway)	54,100	83,100	39,370	62,990	EB	AM	B	C	B	B
PM						C	D**	D**	D**	
WB					AM	C	D**	D**	D**	
					PM	B	C	B	B	
Walnut Grove Road (East of Pine Lake Rd)	47,600	56,500	34,670	58,060	EB	AM	B	B	B	C
PM						B	C	C	E***	
WB					AM	C	C	C	E***	
					PM	B	B	B	C	

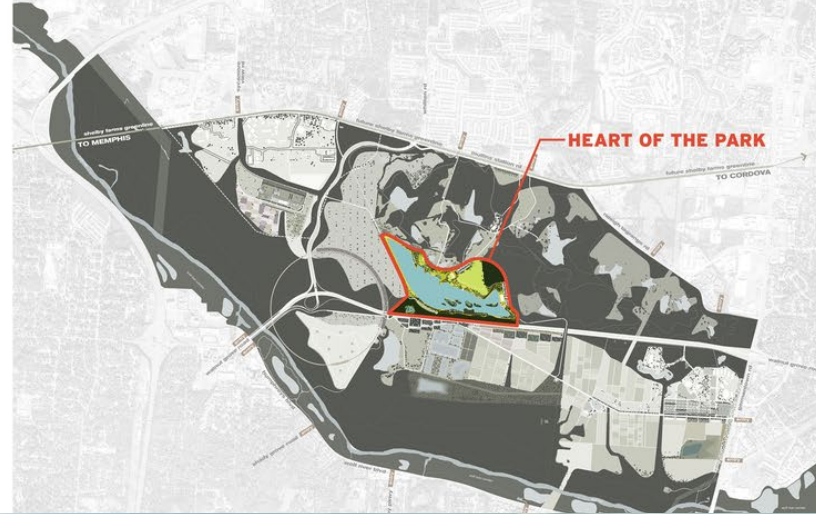
* LOS A-C LOS D LOS E-F

** Analyses were updated in 2018 using the newest Highway Capacity Software package (HCS 2010).

*** Levels of Service drop to D due to heavier directional distribution of traffic travelling eastbound in the PM and westbound in the AM.

**** Levels of Service drop to E due to heavier directional distribution of traffic travelling eastbound in the PM and westbound in the AM.

Source: Traffic Projections (2005); TDOT Traffic Projections (2018); SFEIS (2012); Traffic Analysis (2018)



SHELBY FARMS PARK MASTERPLAN

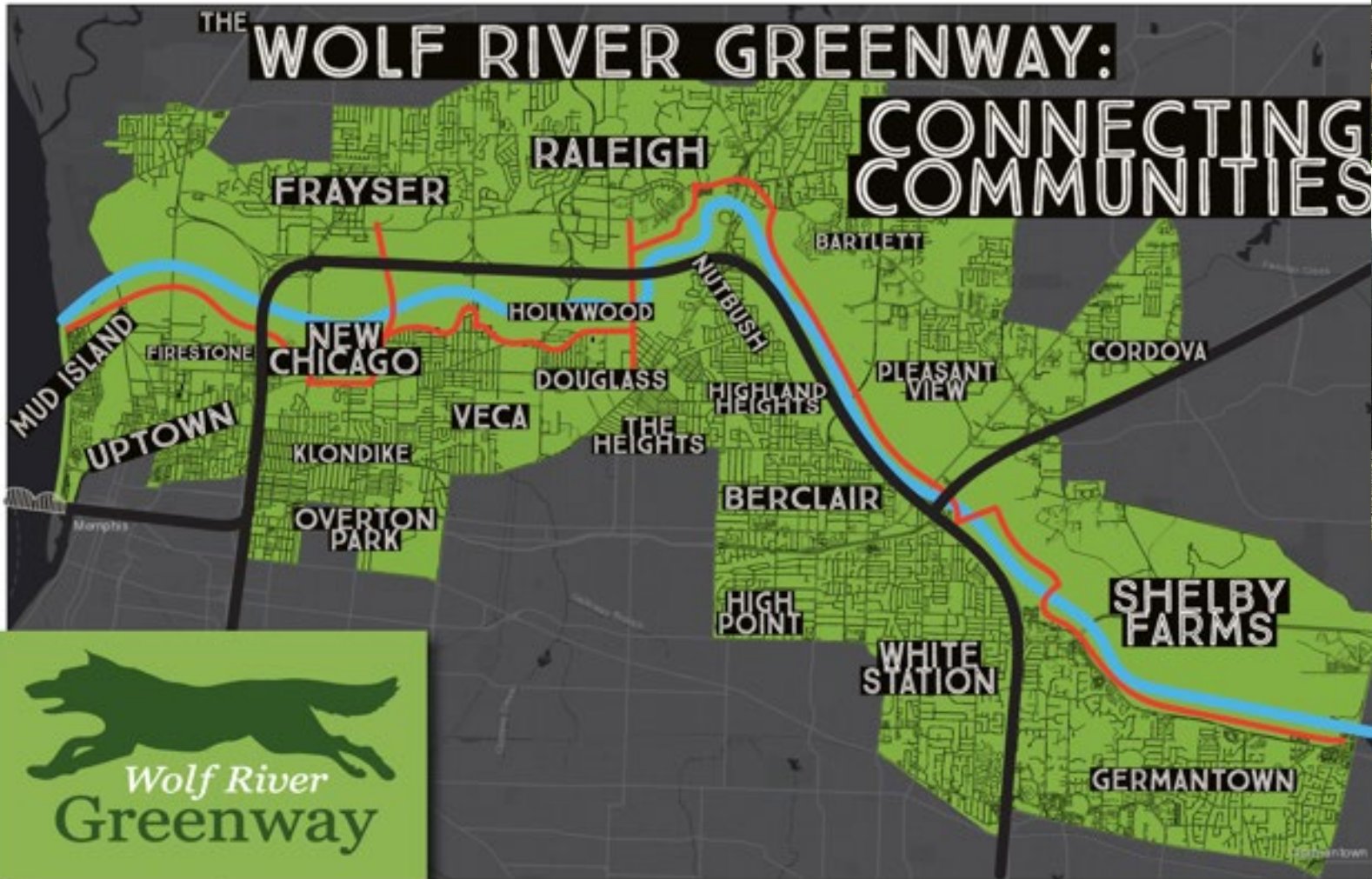
Established a TIF District fully covering local funds

Pictures: GOOGLE

SHELBY FARMS GREENLINE



WOLF RIVER GREENWAY





PARKSIDE AT SHELBY FARMS DEVELOPMENT

Established a TIF District fully covering local funds

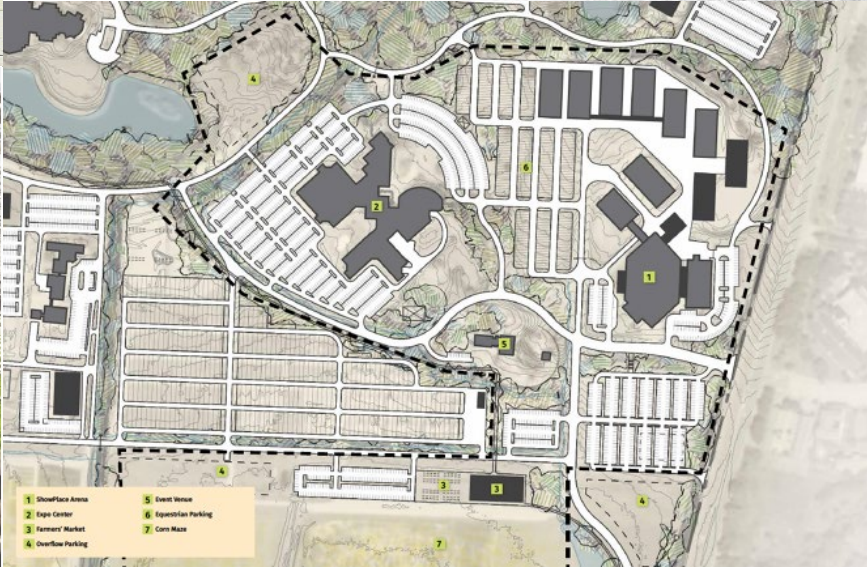
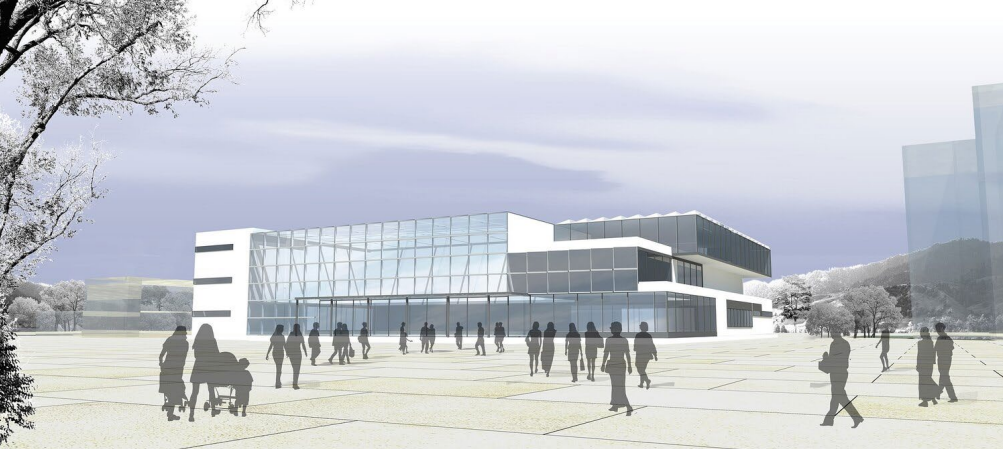
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WALNUT GROVE MIDDLE

Access Management
Safety Enhancements
Context Design
Green Bridge

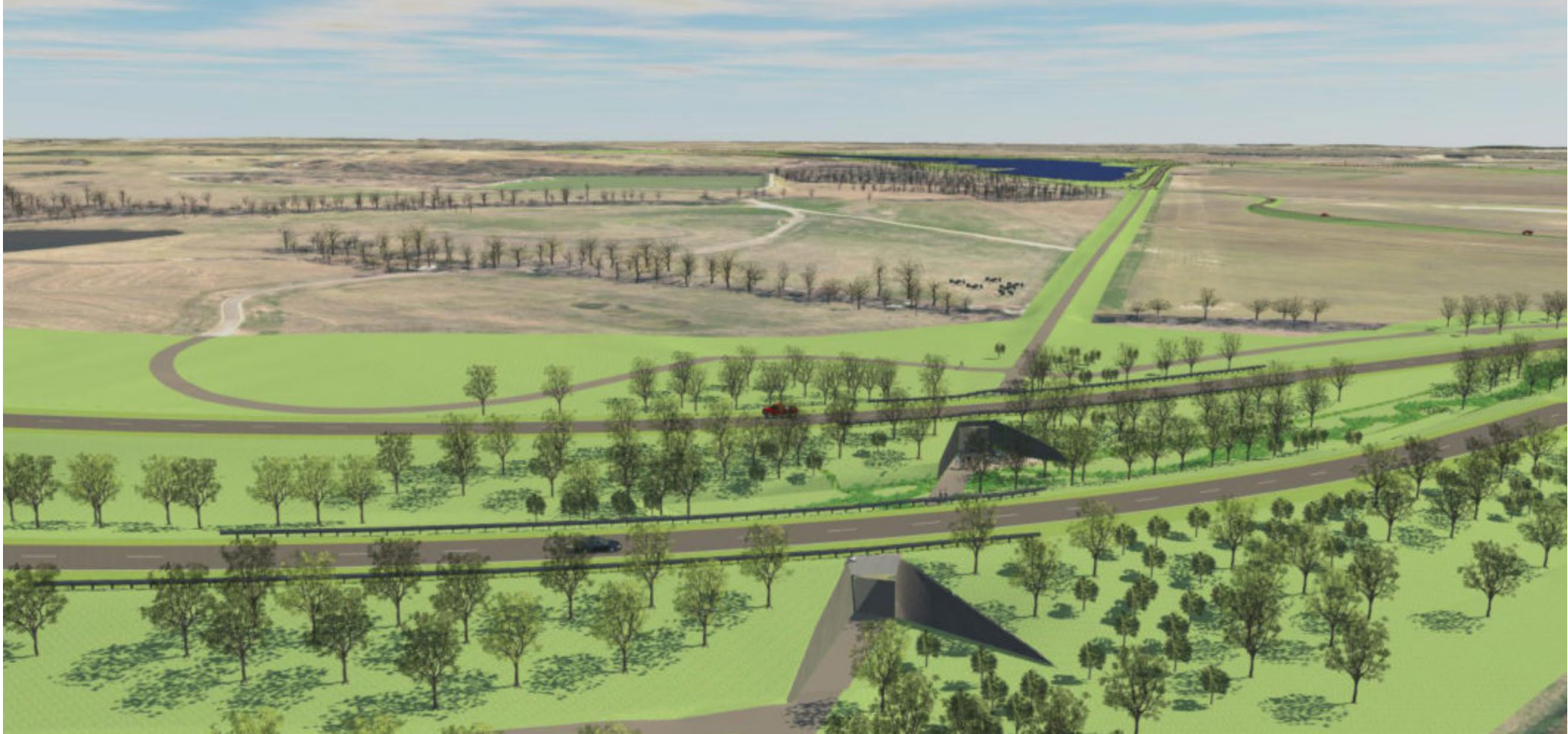
Pictures: GOOGLE



AGRICENTER MASTER PLAN

Innovation District

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QUESTIONS

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