The monthly state newsletter for the Tennessee Chapter Sierra Club Volume 34 Number 9 - September, 2003

The Reports Are In!

Citizens Speak Out for T D O T Reform, And Wonder If Anyone is Listening

Introduction By Mary Mastin

As many of you know, last November the Tennessee Chapter of the Sierra Club contracted with Jeff Barrie as an organizer to identify community group opposing road projects in Tennessee and work with them to coordinate an approach to Governor Bredesen's new administration. We thought there was an opportunity for real change here, based on some of Bredesen’s comments during the election campaign.

Over the next several months Jeff identified 15 road projects where there was significant community opposition and he worked with those community groups to develop a platform for a campaign. Thus was born Citizens for T DOT Reform.

On Commissioner Nicely’s third day in office Jeff and representatives from groups opposing SR 451, US Hwy 127 S and 840 N met with Commissioner Nicely and presented him with a list of the fifteen road projects that were the founding members of Citizens for T DOT Reform. We asked for these projects to be put on hold pending an independent assessment.

Commissioner Nicely several days later announced that T DOT was contracting with the UT Transportation Center (UT) for an independent assessment of 15 road projects across the state (they just happened to be the same 15 projects that Jeff had identified) and that those road projects would be put on hold pending this assessment.

The UT Report on the fifteen roads was released on August 15 and can be viewed at the TDOT website. The reports include this information along with a 200% increase in timber cuts and tree harvesting in the Cumberland Plateau, the largest contiguous unprotected forest in eastern America. The water quality issues surrounding clear-cuts are myriad. “unless there is a point source discharge from a discernible, confined and discrete water conveyance-T.C.A. § 69-3-120(i)(2)”. Only after a logging operator has failed or refused to use forestry BMPs, may have helped local groups' efforts to see the projects rethought. For others, it appears that UT may have given a "whitewash" to T DOT and local planners. A second phase of the report, dealing with problems with T DOT’s processes is due out in late August or early September. Citizens for T DOT Reform will definitely have comments on this second phase of the report.

In the meantime, we thought it might be interesting for Tennessee Sierra members to learn a little about some of these road projects. We’ve included this information along with a Tennessee “Hot Spots” map (thanks to our Chapter Hot Spots expert D on Richardson and Chapter Transportation and Air committee chair, D avid Orr). Citizens for T DOT Reform advocates for several key changes in our state’s transportation system, including more responsible spending of tax dollars, a plan to improve public transit, rail service and other non-automobile forms of transportation, more environmentally sound planning, and new decision-making process founded on needs of citizens and communities.

The coalition is asking that in future planning, a process known as a Community Impact Assessment (CIA) be implemented by T DOT, working with local MPO’s, decision-makers and citizen groups, to determine whether or how these projects should move forward. CIA builds consensus by working with communities to forge solutions to transportation needs. The coalition has met with T DOT officials and the UT review team to advocate implementing the CIA process in Tennessee.

Continued on page 6

Protecting Cumberland Plateau

Theme of Summer Chapter Retreat

by Don Richardson

Protecting and celebrating the Cumberland Plateau was the theme of this summer chapter retreat, held August 1st through August 3rd, at the DuBose Conference Center in Monteagle, Tennessee. State and regional experts informed, educated, and entertained chapter members through discussion, slide shows, investigative field trips and wildflower hikes throughout the weekend.

Saturday morning, Cielo Sand of Forest Watch presented her documentation of unsustainable forestry practices in Tennessee. Featured were our own dramatic aerial photos of clear-cuts and chip mill operations on the Cumberland Plateau, the largest contiguous unprotected forest in eastern America.

“In the next 30 years,” says Cielo, “there will be a 200% increase in timber cuts and tree harvesting in Tennessee.” After her presentation, Cielo led a car caravan to visit nearby clear-cuts so chapter members could experience first hand the devastation of natural forest habitats and their watersheds.

Later that evening, attendees enjoyed an illustrated discussion on “Chipping Away Our Future - the Impact of Industrial Forestry on Tennessee’s Hardwood Forests”, conducted by Brian Paddock and John Wund of the For.

Continued on page 5

Contrary to popular belief, the Cumberland Plateau is not mountainous. Though there are some spectacular bluffs and steep hills, much of the plateau is quite flat. The plateau extends from southwestern Virginia to northern Alabama. The mountain streams have quite clear water, and the fish and other aquatic life have adapted to living in clear water with minimal mud and silt. When clear-cutting begins, increased erosion causes mud and silt cloud the water of streams, clogging the gills of fish and rendering the stream so murky that fish and aquatic life rely on visually seeing their prey cannot even find their food.

The water quality issues surrounding clear-cuts are myriad. For example, logging activities on private land are not required to officially notify the Tennessee Department of Environment and Conservation (TDEC) prior to beginning an activity that has the potential to cause water pollution. By contrast, construction activity that often begins with clear-cutting a parcel of land is required to submit a Notice of Intent to TDEC to obtain coverage under a General Storm Water Permit for Construction Activity. TDEC personnel then know the location of the site in case enforcement actions become necessary. As Cielo Sand stated, “TDEC does not even know where clear-cut sites are located unless they receive complaints.” Cielo showed aerial photos of massive clear-cuts that are across the entire Cumberland Plateau, with damaged streams quite visible. Other issues on clear-cutting are that the “Best Management Practices” or BMPs are “practical, non-regulatory guidelines to be used during the construction of roads, log landings, and skid trails to minimize the environmental impact of forest management activities.” The Tennessee Department of Agriculture (TDA) maintains a non-regulatory approach to address agriculture and forestry as the Tennessee Water Quality Control Act (TWQCA) exempts agriculture and silviculture (forestry) from general permitting requirements unless there is a point source discharge from a discernible, confined and discrete water conveyance-T.C.A. § 69-3-120(i)(2).” Only after a logging operator has failed or refused to use forestry BMPs, may have helped local groups’ efforts to see the projects rethought. For others, it appears that UT may have given a "whitewash" to T DOT and local planners. A second phase of the report, dealing with problems with T DOT’s processes is due out in late August or early September. Citizens for T DOT Reform will definitely have comments on this second phase of the report.

Continued on page 3
Tennes-Sierran
The monthly newsletter of the Tennessee Chapter of the Sierra Club.

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SEND ARTICLES TO:
Email: TennesSierran@aol.com
Snail Mail: Rachel Floyd, Tennes-Sierran Chief Editor
3223 Caldwell Road - Ashland City, TN 37015
(615) 792-2590

ARTICLE SUBMISSION GUIDELINES:
Submission DEADLINE is the 5th of the month preceding the new month’s issue.
1. Email and email attached files are preferred. Send to TennesSierran@aol.com either with embedded text messages, or attached files in PC-based formats. Mac users should embed text in body of an email message only.
2. Photographs should be scanned in a .jpg or .tif file format, whenever possible, then either attached to email or mailed via U.S. Postal Service (UPS) on a 3 ½ diskette or CD Rom. Please include a stamped, self-addressed envelope if you would like your diskette or photo prints returned.
3. Hand-copy handwritten, or typewritten, articles may be accepted; however, pre-approval from the Editor is required.
4. Any materials submitted via UPS mail can not be returned unless a stamped, self-addressed envelope is provided.

The opinions expressed in the Tennes-Sierran are those of the contributors and do not necessarily reflect the official views or policies of the Tennessee Chapter, or the Sierra Club.

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Please notify the Editor when changes are needed.

Page 2 - September, 2003
The Tennes-Sierran

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RESPECT THE EARTH...RECYCLE!
Water Quality Problems

Observations in Counties near Summer Chapter Meeting

By James H. Baker, Tennessee Water Sentinels Project Coordinator

Continued from page 1

the Southern Pine Bark Beetle. This insect spreads with incredible speed through a plantation, killing most of the trees. Such is the penalty that Mother Nature exacts for the loss of bio-diversity.

On Saturday morning Cielo Sardi, Director of Forest Watch, presented a slide show on clear-cuts and chip mills. Cielo and I, accompanied by Charlie Rond, Dick Mochow and Brian Paddock sailed forth on a field trip to see a clear-cut. We got a little more than we bargained for. We had no sooner pulled off the paved road onto a backwoods gravel road than our noses were assaulted by a horrible stench. Someone apparently decided his or her version of a nutrient management plan was to dump manure on the roadside in two large piles. The largest pile was as long and wide as a small car and a foot or two in depth; the other was half that size. It appeared to be a very recent addition. Further down the road, we came to a 5 to 10 acre active clear-cut. On examination of the cut, there were no “Best Management Practices” at all. “Best Management Practices” or “BM Ps” are practices, if followed, should minimize the amount of mud and silt affecting streams that flow through or originate in a clear-cut zone. The lowest point on this cut was an “ephemeral stream” or “well weather conveyance.” In simple terms, this is a ditch that has water in it only during rainstorms and is dry the rest of the time. Ephemeral streams are at the top of watersheds, and what happens here, affects the waters downstream.

Further along, we observed an inactive cut that was several years old and at least 100 acres in size. The land still was scarred and bare “ephemeral streams” were present. Our final stop of the day was at a clear-cut “in recovery” that was also in the hundreds of acres in size and was situated on a slope of 20-50 degrees steep. It was apparently recovering, but one wonders how many tons of soil washed off this cut into nearby Clifty Creek until the vegetation had reestablished itself.

CAFOs - Concentrated Animal Feeding Operations or CAFOs are quite common in the counties surrounding where we had our Chapter meeting. For example, the TDEC website lists 28 CAFOs in Bedford County, with 12 surrounding the little town of Bell Buckle. All in all, in the 4 closest counties to where we were at the DuBose Center, Grundy, Marion, Bedford and Coffee, there are 35 listed CAFOs that are confining enough animals to qualify as a CAFO. That number may be higher if one documents the Animal Feeding Operations or AFOs, which is what a CAFO is known as if it is a small operation. With all those animals in confinement, what about all the manure? It has to be put somewhere, and tens of thousands of chickens or other animals makes a pretty good sized mountain. TDEC’s term to manage manure is a “nutrient management plan.” In the nutrient management plan, CAFOs spread animal waste on fields as a fertilizer. In theory, this practice sounds great, but there is a problem if the waste is applied to the crops at a greater volume than the crops can assimilate the nitrogen and phosphorus. This assimilation is called the “apportioned rate.” Also, during the late fall, winter and early spring months, no crops are growing, but the waste must continue to be spread. With little uptake taking place, and these seasons having the most rain, there is a greater chance of animal waste washing off site and polluting streams with nitrogen and phosphorus. These two nutrients will cause algae to “bloom,” and then the algae will die off, reducing the oxygen in the streams to the point that fish and aquatic life will die off as well. The streams in this geographical area of Tennessee cannot tolerate moderate to high levels of Nitrogen and Phosphorus. Other pollutants that wash off of fields that have animal waste applied to them are bacteria and viruses.

Another major issue with CAFOs is their smell. The manure from tens of thousands of chickens or other livestock in a relatively small confined area does not smell good. TDEC’s CAFOs could be smelled for many hundreds of yards. Luckily for me, I was able to leave the area. Try living next to one of those things, and smelling that stink 24/7.

Illegal Dumping - The illegally dumped manure takes the prize for the worst thing I have ever seen (and smelled), but illegal dumping of more mundane material does occur and it is dumped with enthusiasm. For example, manure on roadside. To learn more about Forest Watch and Dogwood Alliance: http://www.forestwatch.net

Consider becoming active in the stream monitoring efforts of the Tennessee Water Sentinels. Training is available. Please contact your Group Conservation Chair, and a training workshop can be devised for your particular issue in your locality.

Footnotes:
http://www.state.tn.us/environment/wpc/permit/CAFOperm.pdf
http://www.forestwatch.net/reports/SFI_forest_trends.pdf p.11
Suggested Further Reading:
To read the Tennessee Forestry BMP manual, go to: http://www.state.tn.us/agriculture/forestry/BMP_Pubs.pdf
To learn more about CAFOs and farming issues: http://www.state.tn.us/environment/dws/pdf/ww_apxh.pdf
http://www.sierraclub.org/factoryfarms
To learn more about Forest Watch and Dogwood Alliance: http://www.forestwatch.net/
http://www.dogwoodalliance.org/
To learn more about Kenaf and Tree-Free Paper: http://www.ecomall.com/greenshopping/kenaf.htm

Top Photo - Looking upstream; Ephemeral stream is denoted by red line. Compare cut forest on the left with uncut forest on the right. Water quality is directly affected by amount of vegetation on the watershed.

Middle Photo - Same location-looking downstream; Ephemeral stream is denoted by red line. Ephemeral streams only flow in response to rainfall.

Bottom Left - Chicken CAFO. To bad this is not a “scratch and sniff” photo.

Bottom Right - Illegal disposal of manure on roadside.

Photos by James Baker
The author of Ohio Trails and Greenways and worked with over 100 rail-trail projects in Ohio before coming to Tennessee in 2000. He is the past Ohio Field Office Director for Rails-to-Trails Conservancy and is now active in providing technical support to projects in Tennessee. He is currently the Executive Director of the Tennessee Alliance for Legal Services based in Nashville. He is the past Ohio Field Office Director for Rails-to-Trails Conservancy and is now active in providing technical support to projects in Tennessee. He is currently the Executive Director of the Tennessee Alliance for Legal Services based in Nashville.

State Historic Site, 2620 South Roan Street, Johnson City. Please contact Linda M dolica at <cdmodica@aoa.com>, 753-9697 (H) or 676-2925 (cell) to confirm a meeting or to place an item on the agenda.

PROGRAM MEETING: No Program Meeting the months of June, July or August. Watch for announcements of the next meeting of this program in our local papers. All Sierra Club meetings are held at Tipton-Haynes State Historic Site, 2620 South Roan Street, Johnson City — unless otherwise announced in the media. To confirm a meeting or topic, or for directions, please contact Linda M dolica at <cdmodica@aoa.com> or 753-9697.

CHICKASAW GROUP (Memphis)

MONTHLY MEMBERS GATHERING: Thursday, September 4, 6:00 - 8:00 p.m. - Otterbein's, 641 South Cooper, Memphis. This event is open also to all members of the Chickasaw Group, Nell Johnson and Joe Kyle. The program was originally scheduled for Wednesday, July 23rd but was postponed when the wind storm knocked out power to the Library the day before. It will be held in one of the ground floor meeting rooms of the new library. Please note that the meeting time has been moved up to begin at 7:00 p.m., and that will be the regular start time for meetings in the future.

Neil Johnson is locally famous for leading an annual “Wildflowers” almost every fall in the Sylamore Creek area (near Blanchard Springs of Arkansas), Joe Kyle for his love of backpacking in our region to places like Big Hill Pond State Park and the Fork Pillow area in Tennessee as well as the Sipsey Wilderness area in the William Bankhead National Forest of Alabama. Both Neil and Joe are experienced backpackers who will be able to demonstrate packing clinics that they can also help you with equipment selection questions and inform you about the pitfalls that can be avoided by thoughtful preparation. Come join us for an entertaining and informative evening of hands-on learning that will help make your overnight stays in the wilderness more enjoyable. For additional information about this program, please contact Program Chair, Clark Buchmeier at (901) 327-2545 or cboymen@uot.net.

TELEVISION PROGRAM: Every Tuesday at 4:00 p.m. and Wednesday at 11:30 a.m. CST, The Library Channel, Memphis Cable 18, WVPL, "The Nature of Conservation" is sponsored by the Sierra Club. A different program is aired, usually each month with the theme of The Nature of Conservation. If you have a special problem or concern, you may want to see a program on a special issue or subject, please contact Judith Rutschman at (901) 767-5916 or JDRutsch@aol.com for more information.
By Don Richardson

Continued from page 1

The theme of the meeting was to consider the environmental issues facing the Cumberland Plateau and the actions we can take to protect it.

On Sunday morning, the Chapter Executive Committee met to discuss the proposed state legislation that would allow mining on the Cumberland Plateau. The committee voted unanimously to approve the proposed legislation, citing the need for jobs and economic development.

During the administrative portion of the meeting, the Chapter Executive Committee discussed the upcoming chapter retreat and the need for volunteers to help with the planning.

The retreat committee members include: Bona Barger, Pat Collins, Mary Martin, and Joe McQuilley for a most enjoyable weekend.

Our next chapter retreat is planned for October 24th through October 26th at Zeb Mountain, near Elk Valley.

The Nominating Committee for the Tennessee Chapter urgently needs to nominate potential candidates for the two at-large positions on the Chapter Executive Committee. We seek candidates for the election who are:

- Dedicated to the purposes and goals of the Sierra Club;
- Willing and able to accept the legal and fiduciary responsibilities of a Chapter delegate;
- Able to listen and communicate effectively and work in a team environment;
- Able and willing to dedicate sufficient personal time to Chapter Executive Committee duties;
- Able to think and plan strategically and politically;
- Knowledgeable regarding critical environmental and political issues;
- Knowledgeable of the structure and operations of the Chapter and Club;
- Experienced as a Chapter leader;
- Able and willing to deal with the broad range of issues that come before the Executive Committee.

The Nominating Committee members include Bonita Barger, Patrick Collins, Mary Martin, and Joe McQuilley. The committee will also consider all other candidates based on the criteria outlined above.

Call for Nominations to the Chapter Executive Committee

The Tennessee Sierra Club urges you to attend the conference covering a wide array of subjects to raise the awareness of community members and activists in the Memphis & tri-state area.

A dozen workshops will be offered, plus keynote speaker, Bunyan Bryant, and a Panel of Activists.

Workshops are FREE and lunch is included.

Workshops include:
- Researching the WWW - Promoting Student Activism - Emergency Planning - Who's in Charge
- Impact of Sprawl & New Roads - Creating Greenways - Fishing Advisories & Pollution - Organizing for Action - Free Trade & Environmental Impacts

To register contact:
- Chickasaw Group Chair, Chickasaw Group Chair, at 901-452-8150, or
- Sierrans' Environmental Justice Office at 901-324-7757, or Rita Harris via email: rita.harris@sierraclub.org

Nationally Known Author and Researcher Will Speak at Memphis Conference

A grassroots community conference with the theme of Be Aware: Build Your Environmental IQ will feature Bunyan Bryant as its keynote speaker.

October 4, 2003 in Memphis, Bryant, a professor at the University of Michigan's School of Natural Resources & Environment, is a major player in the environmental justice movement, has written and edited a number of books and is published in a number of environmental journals.

This area-wide conference will feature a dozen assorted workshops to appeal to all interests, whether a seasoned activist or a community person with a beginning interest in environmental issues. Sierra Club President and longtime environmental and political activist, Larry Fahn, has been invited, but not yet confirmed. We hope Sierrans from across the State will be here to welcome him to our area and hear his message.

This is an excellent time to drive over to Memphis and spend the day networking and sampling new information. The conference is free and includes lunch. However, preregistration is required. For more information on registering for the conference call (901) 324-7757 or send email inquiries to: rita.harris@sierraclub.org.

Call for Nominations to the Chapter Executive Committee

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- Knowledgeable of the structure and operations of the Chapter and Club;
- Experienced as a Chapter leader;
- Able and willing to deal with the broad range of issues that come before the Executive Committee.

Executive Committee members approve supporting proposed state legislation and appropriate Chapter funds, and endorse political candidates, in addition to other tasks. The Chapter Executive Committee consists of three delegates from each group executive committee (one of whom is the group chair), plus four At-Large delegates. Two of the At-Large delegates are elected every year for a term of two years.

The Nominating Committee will consider all potential candidates and recommend potential candidates based on the criteria. The Nominating Committee for this year is James...

Continued on page 10
The Reports Are In!
Citizens Speak Out for TDOT Reform, And Wonder If Anyone Is Listening

State Route 840 North, Nashville
- Walnut Grove Relocation Project, Memphis
- U.S. Highway 127 South (SR 28), Crossville
- U.S. Highway 321 between Gatlinburg and Cosby
- Pellissippi Parkway Extension (SR 33 to U.S. 321), Blount Co.
- Route 475 (Knoxville Beltway)
- U.S. Highway 64, Cleveland to U.S. 411, Bradley & Polk Counties
- James White Parkway Extension (S.Knoxville Blvd)
- U.S. Highway 321 (SR 35), Green Co. (Two projects)
- State Route 357 Extension, Tri-Cities Regional Airport to Bluff City

Background Map by Chicago Map Corporation © Road details by Tennessee Dept of Safety

The following road synopses were prepared by each road group and generally follow this outline:
- Name/number of opposing road project
- Location
- Name of opposing group(s)
- Estimated financial costs
- Phase of road's development
- Name of opposition group(s)
- Contacts

1. Walnut Grove Relocation Project, Memphis

Location: Walnut Grove Road from I-240 to east of the Wolf River Bridge - eight lanes of traffic and an urban interchange at Humpreys Boulevard; Walnut Grove Road through Shelby Farms - six lanes of traffic and an urban interchange at Kirby-Whitten interaction; Kirby-Whitten Road running north-south through Shelby Farms with at least four lanes of traffic and an interaction with SymmesView Road located approximately halfway between Mullins Station Road and Walnut Grove Road; Widening of Trinity Road-Mullins Station Road to six lanes; Extension of Applin Road from Cordova Road to Mullins Station Road.

Name of opposing group(s): Friends of Shelby Farms (FOSF)

Opposing group's position:
The UT Transportation Research Center was asked by TDOT to examine 15 statewide projects and listen to the feedback of local citizens. On June 12, in MPM 50 out of 53 speakers were critical of the lack of public involvement in road plans to build Alternator F, at a cost of over $50 million, designed to be a massive freeway through Shelby Farms. We thank the Sierra Club, Friends of Shelby Farms, park users, and neighbors who spoke out.

Brianview neighbors and Councilman John Vergos were concerned about the massive interchange at Humpreys and others complained that shadow government and special interests dictate project policy. Overwhelmingly, the people wanted:
1. Studies to be held in a major new road is really necessary.
2. Public involvement early and at every step along the way.
3. Community Impact Analysis and formal EIS before plans are specifically designed.
4. All alternatives studied and presented to the public before one is chosen.
5. Studies indicating the effects of currently planned improvements before additional roads are designed.
6. Humpreys interchange to relieve traffic congestion on Walnut Grove.
7. Mxon Road improvements for better traffic flow.
8. Rampart sprawl dealt with by limiting and containing new traffic solutions to fit smart growth. Recognition that sprawl is exacerbated by building new roads.
9. Friends of Shelby Farms met with the Lucus Burch Natural Areas part of Shelby Farms and must be protected.
10. Preserve the pastural quality of Shelby Farms.
11. When TDOT develops a new project, we expect local authorities to use the same guidelines and to be held to the same standards.

M ost recently the City of Memphis rejected the massive freeway design proposed through Shelby Farms. FOSF has commissioned a study by environmental firm Glattling Jackson to look for viable traffic alternatives that are of least impact to the park and the surrounding area. Shelby County Mayor Wharton and the local MPO are currently reviewing the results of this study which look quite promising.

Of course the Friends of Shelby Farms and the citizens of Memphis expect that their be extensive public involvement as specified above before any plans are finalized.

Contacts:
Steven Sonheim - TDOT Reform Liaison

2. Wolf River Parkway, Memphis

No report from opposition at this time, however, watch upcoming Tennes-Sierrans for reports and information. You can check out the TDOT report at http://www.tdot.state.tn.us/information-office2001/08-15-2003/listening.html

3. Jackson East Bypass, Jackson

Location: The first hint of the proposed East Madison County Highway occurred in late October, 2000 when an newspaper article appeared in The Jackson Sun. A few days after the article ran, a hand-drawn map surfaced in a community grocery store. It was a standard Madison County highway map, but it had three new lines superimposed in the eastern area in a range reported from 19.5 miles to 25.81 miles.

Phase of road's development: Concerned residents began to contact each other for news and updates, resulting in the invitation of a TDOT staff member to attend a local neighborhood watch meeting. The residents were told that their concerns were premature.

Estimated financial costs: The proposed East By-Pas costs, and it would cost $169 to $218 million.

Opposing group's position: Larger groups of concerned citizens began to meet, and a citizens group called East Bypass Concerned Citizens Organization (EBCCO) began to research the background of the project. The group found out that a letter of inquiry for a project was received from the City of Jackson on June 27, 2000 by Jackson City Mayor Charles Farmer to then-commissioner Bruce Saltzman of TDOT.

In Mar 2001 TDOT published a narrative report, Feasibility Study: Jackson Eastern By-Pass from 45 South to US 45 North of Jackson, describing three possible alternatives. According to this report, the proposed East By-Pass could range from 19.5 miles to 25.81 miles, with costs ranging from $336 to $432 million.

The objections of EBCCO to the proposed By-Pass include: Loss of prime farmland when Tennessee ranks high nationally for such loss; Unlikely for the proposed East By-Passes to effect traffic problems on the I-65/ Kelin Short By-Pass, which is fraught with overgrowth. The conceptualized roadway places a new route away from business centers and commercial destina- tions into a rural area; The potential to exacerbate building sprawl in Jackson; EBCCO fears that remaining residents, who previously found their rural communities affordable, may be forced to relocate when property taxes increase to support infrastructure expansion.

EBCCO feels that existing roads, such as I-40/240 interchange, should be widened or otherwise modified to meet the traffic needs implied by the city planning office. Any information about the proposal has been the result of citizen investigation. Currently, three different versions of the map are known to exist, each with three possible alternatives, in a corridor-style design which may vary +/- five miles. Information has not been readily available.

The listening session with the UT Knoxville Transportation Center was also fraught with difficulty. There was no local media publicity about the meeting. The TDOT website, as well as the local U Niversity of Tennessee campus site both confirmed an erroneous location. Despite the mix-up, about 90 people relocated across town to attend and 27 spoke out strongly against the project.

4. State Route 840 South, Nashville

Location: Encircling greater Nashville 360 miles from the city at all points, connects interstate 65, 24, 40.

Estimated financial costs: The cost is estimated at one billion, much of which has already been spent although the southern ¼ is not yet complete.

Phase of road's development: Contiguous segments from I-40 to I-44 to I-24 to just west to I-65 south at Hwy 431 are now open to traffic, a segment connecting I-40 west to Hwy 100 is now open, two segments (Hwy 431 to Thompson Station Rd., Hwy 100 to Bending Chestnut Rd.) are currently under construction but are either halted or will be delayed due to court injunctions and/or water crossing permit issues. The remaining segment (Thompson Station Rd. to Bending Chestnut Rd.) had been underwritten by a right-of-way acquisition, but that process has been halted due to commission N icky’s order.

Name of opposing group(s): Southeast Williamson County Community Association

Opposing group's position: The road will not address real transportation needs in the state. It will not reduce traffic. It will increase sprawl. It will increase water and air pollution. It will pollute/destroy existing clean water resources. A proper cost/benefit analysis was never performed. It will disrupt/disperse local communities, Community feedback was ignored. The precise route was poorly planned and chosen. Proper public hearings were not held.

There were two applicable sessions. Sixty people attended the
first and perhaps ninety at the second. Out of those persons who actually lived in the area, those in favor were those who wished to make money on property they owned in the area or some who were concerned about access to emergency services. Other, in fact, were from areas in Maury County south of the route or from Hickman County who basically desired better connections. This support expressed the support that existed in those areas that had wanted the road to begin with and the route should have been moved further south. Those who opposed were from the corridor who did not want the development (more specifically the water) and uncontrollable development. They commented that either 840 would not help with their development or they could only afford development in return for living in a beautiful place. Unfortunately, much of the commentary was devoted to the Lepers Creek interchange which had recently been removed from the original plan. There was much anger from persons who wanted the interchange and anger from those who didn't want the interchange, but didn't like how the decision to remove it was handled.

Contact: Ann E. Braun eabrunavh@aol.com, 615-259-3671, home 951-7628

5. State Route 480 North, Nashville

Location: The proposed route is a 115-mile arc across northern Middle Tennessee from Lebanon (Wilson County) to Dickson (Dickson County).

Estimated financial costs: Its estimated cost is in excess of $1 billion.

Phase of road’s development: So far as we know, the status of the road is “proposed.”

Name of opposing group: Our group opposing the road is 840 Alternatives.

Open government group’s position: Our position is that the project needs to be dropped. It was proposed in 1986. Since that time, right-of-ways have been expropriated and dockets SR-480 north, southwest, and south have been completed. The road would create, destroy, and threaten some of Tennessee’s most productive farmland, degrade the environment, and consume funds that are desperately needed for legitimate projects throughout the state. The project was immediately flawed at the outset when TDOT failed to seek valid input from individuals and failed to conduct appropriate environmental and cost-effective studies.

The listening sessions were moderately well attended. Those opposing were in the majority. People were so incensed that they did not mind the red tape, the False Speed Limit Tests, and the adverse comment that were a farce. No one spoke for the road.

Contact: Those who wish to contact our group should do so through our website, http://www.isdn.net/840a/840a.html

6. State Route 451, Cookeville

Location: Northern Putnam County and part of southern Jackson County - connecting SR-111 to SR-56. A part of Corrider.

Estimated financial costs: The estimated cost of the 9.7 mile project is $63,000,000, with 80% of the funds to be provided by the federal Highway Trust Fund and 20% provided through state funds (ARC). ARC highways traditionally have cost over $500 per acre. (Reference: Green Scissors ‘97)

Phase of road’s development: An EIS is under way.

Name of opposing groups: Cookeville Area Residents Association (CARA), part of the Roaring River Chapter of SOCM and the Upper Cumberland Group, Tennessee.

Open government group’s position: On July 27, 1997 TDOT held its first public meeting on SR-451, attended by around 600 people. As a result of this meeting TDOT received 3,375 comments on the environmental impact statement. The project was cancelled. According to the ARC highway plan SR-451 is a significant number of people stated positively they favored Cookeville being routed by I-40. As a result of this public hearing TDOT agreed to cancel the SR-451.

The Subdivision is a planned community created by the National Historic Preservation Act that would protect the historic character of the entire area.

The Subdivision Hambrook project was based heavily on the desire for the subdivision and the promise that rural living was healthier than city living. Architect, William M. Jackson, designed the layout of the new development and buildings designed for a planned community containing 251 farmsteads. farmsteads throughout the 10-mile tract around a central core, which contained schools, offices and commercial buildings. TDOTs highway plan. The highway plan proposed a new 4-lane road that would allow us to live in a beautiful place. Grandpa used to say to us that “this is proposed in the name of progress and the benefits that a farce. No one spoke for the road.

Contact: Those who wish to contact our group should do so through our website, http://www.isdn.net/840a/840a.html

7. US Highway 127 South (SR 28), Crosseville

Location: Cumberland County, Crossville - 4.7 mile section of US Highway 127 S/S.R. 28) beginning at Cleveland St. extending south through the Cumberland Hambrook National Historic District ending just past the entrance to Cumberland Mountain State Park at Sawmill Rd. and a section of Highway 68 from the junction with Highway 127 to Burton Rd.

Estimated financial costs: The estimated financial cost of road, 7.5 Million.

Phase of road’s development: Right of Way Purchasing

Name of opposing groups: Cumberland Hambrook Tower Association (CHTA) is a Special Highway Committee and supported by National Trust for Historic Preservation, Tennessee Preservation Trust and Citizens For TDOT Reform.

Open government group’s position: As caretakers of the Cumberland Hambrook Tower Museum, a nonprofit organization dedicated to the preservation of our unique community’s history, we believe that the State of Tennessee and all its divisions share the responsibility of preserving our state’s historic sites. TDOT’s proposed 5 lane to 6 lane super highway will destroy important design elements of the historic planned community, negatively impacting the peaceful farmland setting.

The Cumberland Hambrook is listed on the National Register of Historic Places and is Tennessee’s largest historic district. Because National Historic Sites are protected under federal law and the Cumberland Hambrook is a National Historic Site, its boundaries are protected under federal law.

The Subdivision Hambrook project was based heavily on the desire for the subdivision and the promise that rural living was healthier than city living. Architect, William M. Jackson, designed the layout of the new development and buildings designed for a planned community containing 251 farmsteads. farmsteads throughout the 10-mile tract around a central core, which contained schools, offices and commercial buildings. TDOTs highway plan. The highway plan proposed a new 4-lane road that would allow us to live in a beautiful place. Grandpa used to say to us that “this is proposed in the name of progress and the benefits that a farce. No one spoke for the road.

Contact: Those who wish to contact our group should do so through our website, http://www.isdn.net/840a/840a.html

8. US Highway 127 North (SR 28), Crosseville

Location: In June of 2001, TDOT held a public meeting in Cumberland County, Crossville. The proposed road project would replace the existing I-40 with a continuous turn lane through the historic district instead of five lanes.

Estimated financial costs: The estimated costs of the two projects are $7,500,000,000.

Phase of road’s development: Construction

Contact: Vicki S. Matthews, 931-456-5699, vmatat@tntech.edu

9. US Highway 127 South (SR 28), Crosseville

Location: In June of 2001, TDOT held a public meeting in Cumberland County, Crossville. The proposed road project would replace the existing I-40 with a continuous turn lane through the historic district instead of five lanes.

Estimated financial costs: The estimated costs of the two projects are $7,500,000,000.

Phase of road’s development: Construction

Contact: Vicki S. Matthews, 931-456-5699, vmatat@tntech.edu

10. US Highway 127 North (SR 28), Crosseville

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Phase of road’s development: Construction

Contact: Vicki S. Matthews, 931-456-5699, vmatat@tntech.edu

The Tennes-Sierra

September, 2003 - Page 7

Continued Page 8
Citizens Speak Out for TDOT Reform, And Wonder If Anyone Is Listening

Continued from page 7

five "B", a widening project which would follow the general course of the existing highway, leaving the current route where necessary to round off the main curves.

Local residents, who attended the June meeting, were allowed to ask questions according to a Public Meeting Analysis, provided by TDOT. 122 respondents indicated they were in favor of Alternative "A", while 66 indicated they were in favor of Alternative "B".

In a letter dated Nov. 14, 2001, despite the input received at the meeting, the TDOT announced plans to abandon the Section 20 Alternative "B", instead implementing plans for a "Build" (Alternative "A") and a "No-Build" option.

In an effort to address the concerns of impact on the local communities, we encouraged input from all local residents, business owners, farmers, property owners, and concerned citizens. Hundreds of letters and statements were collected by local volunteers and at local stores. All concerned citizens, regardless of their preference to "Build" or "No-Build", were encouraged to write letters or statements concerning this project, indicating their written preferences for Alternative "A" or "B", along with their reasons.

276 total letters and statements were collected. 257 letters and statements favor Alternative "A". 23 of these letters list reasons, 16 do not list reasons. 15 letters and statements favor Alternative "B", 13 of these letters list reasons, 2 do not list reasons. Letters and statements indicated an opposition to both Alternative routes.

All public input received reflects that most local residents of the communities directly impacted were in favor of Alternative "A", and are opposed to Alternative "B". Our group feels that input from citizens is critical in the planning of roads and other forms of development, especially when the livelihood and the welfare of our communities are at risk.

On the night of December 17, 2001, resolutions were passed unanimously by the County Commissions in both Cumber-

and Fentress Countys, asking TDOT to "reconsider the alternative selected for this highway, to be more consistent with the wishes and will of the citizens of the County of Loudon and Fentress; and be consistent with the plans of the County for rural land and development".

We are opposed to the construction of an entirely new divided highway that would violate decades of solid planning and neighbor-

hood controls in our cities, towns, and rural areas. The PPE represents a barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, barren, bare...
enough along with his 15 minutes. I stopped him and asked if he would like to continue and he said no. It was apparent how little interested and uninterested. When information was presented, he was short and pointed out that he was not interested in the details. He acted like he would be interested but in that conference room. The attendees were Erik Plak & Fretti, Westy Fletcher, and an analysis from the T ennessee Wildlife Resource Agency. An impact study from the U.S. Army Corp of Engineers, an impact study from the Tennessee Department of Environment and Conservation, and a thorough, and analyzed objectively before any decision is made necessary information is gathered, the procedures be followed mistake, the Boone Lake Association is going to be insistent that the lake at Peaceful Harbor and Summer Sound. Beyond the decision if the road is viable, beyond what environmental impact it may or may not have we are not going to be giving up one of our county’s strongest economic assets further. What is the benefit of destroying not one but two of the last and most established areas of recreation that are left? It is also not only the existing homes that have already dropped in value from just the prospect of this road, but destroying the prospects for further development in these two subdivisions. Is this economic development?

Boone Lake is a fragile body of water. It is listed on the 303d list of polluted waters by Tennessee Department of Environment and Conservation in its agreement with the Environmental Protection Agency on the Clean Water Act. The reason the lake is on this list is because of PCB’s in the sediments in the very area for which this bridge is proposed. If the construction of this bridge disturbs these PCB’s it will not only pollute the waters in the surrounding area, but in a vast majority of the lake. Once again we would be putting ourselves in the position of harming the lake and selling out for a few dollars to a few people. This would be devastating to property values, tourist revenue and tax dollars derived from recreational equipment. We are willing to risk this to build a bridge that it is not really needed?

When the feasibility of this road was first discussed. There were three alternatives considered. In public hearings the alternative that called for NOT crossing the lake was overwhelmingly preferred. Yet, the Department of Transportation announced that it feared crossing the lake at Peaceful Harbor and Summer Sound. Beyond the decision if the road is viable, beyond what environmental impact it may or may not have we are not going to be giving up one of our county’s strongest economic assets.
All participants in Sierra Club outings are required to sign a standard liability waiver. If you would like to read a copy of the waiver before you participate, please refer to: http://www.sierraclub.org/outings/chapter/forms/SigIntWaiver.PDF, or call 415-977-5630, for a printed version. Transportation to the outing, including carpooling, ride sharing or anything similar, is strictly a private arrangement among the participants. Participants assume the risks associated with this travel.

HARVEY BROOME GROUP (Knobville)

Sunday, September 14 - 8:00 a.m. - The Old Forest Trail. Join in on an educational hike exploring the Stone River area to acquaint hikers with the impact of natural and human forces on forests in an urban setting. Meet at the bridge next to the parking lot at the end of Murfreesboro’s Barfield Crescent Park. Meet at the Wilderness Center and take the North Rim trail to Hobbs Creek. (Wear old clothes and appropriate hiking shoes) From there we will hike 2-4 more miles of unpaved trail while we explore the Mossy Ridge Trail in Percy Warner Park. For additional information, please contact Stan Tobias at (901) 767-5916 or RUTSCHMAN@rhodes.edu.

Tuesday, September 16 - 8:30 a.m. - Cooper-Young Festival - This is traditionally one of the most popular, well-attended and successful neighborhood festivals in the M emphis area. The Sierra Club has a table/booth for vendors and will offer for sale T-shirts and other related materials as well as passing out membership brochures. Members are encouraged to help with setup and staffing as well as attending the event. For additional information, please contact Judith Hammond at (901) 276-2819 or jhammond.tnqio@sdps.org.

STATE OF FRANKLIN GROUP (Tn-City)

SOFG has adopted the section of Appalachian Trail which winds through the beautiful Great Smoky Mountains. The use of power tools and vehicles is prohibited in such designated wilderness areas and for this reason some members of trail maintenance groups actually oppose the protections that wilderness designation provides. We can show our support for wilderness by performing necessary and timely maintenance in the Big Laurel Branch Wilderness and perhaps, in the future, adopting other wilderness trails. Volunteers are needed. No prior experience is necessary. See listings below.

The following schedule format is for every month of the year. Outings will be on every Wednesday, Saturday & some Sundays. For details and to sign up contact SOFG Chair John Arwood 423-926-9876 johnarwood@webtv.net

1st Saturday: Appalachian Trail Maintenance BLBLW 2nd Saturday - Nature Walk or Easy Day Hike
3rd Saturday: Appalachian Trail Construction & Maintenance with the Tennessee Eastern Hiking Club.
4th Weekend - Saturday and Sunday: Overnight Backpacking & Backcountry Leave No Trace Camping.
5th Saturday (if there is a 5th Saturday): Day Hike.

Every Wednesday: A day hike of various levels of difficulty. Please make suggestions. On the Wednesday closest to the month-end, Sierra Club will offer an Hike-a-Quarter during the Full Moon at the Fiery Gizzard Trail spending the night at Small Wilds campsite. For more information, contact Outings Chair Judith Harmond at (901) 276-2819 or jhammond@tnqio@sdps.org.

DISCLAIMER: The following activities are not sponsored or administered by the Sierra Club. They are published only as a service to our members. The Sierra Club makes no representation or warranties about the quality, safety, supervision or management of these activities. Transportation to the outing, including carpooling, ride sharing or anything similar, is strictly a private arrangement among the participants. Participants assume the risks associated with this travel. For additional information, contact Dan Richmond at (901) 276-1387 or drichmond@uno.com. Sponsored by Park Friends.

Ten Essentials for Hiking

Sierra Club outings offer a variety of wilderness and near-wilderness experiences. It is important to realize that while all trips are guided by a leader, it is ultimately the responsibility of the individual to operate in a safe manner. To this end, the following is a list of essential items, which should be modified according to the particular type of outing. These are:

1. Adequate map
2. First aid kit
3. Compass
4. Rain gear
5. Extra clothing (it is a good idea to always have a wool hat)
6. Multi-tools
7. Knife
8. Flashlight
9. Extra food, water
10. The tenth essential: You decide what is the most important thing to bring!
Tennessee Chapter
Fall Meeting
Pickett State Park
October 24th and 26th
Come join us Friday evening, October 24th until Sunday, October 26th, 2003 at one of Tennessee greatest state areas, Pickett State Park, near Jamestown, Tennessee. The cost for the entire weekend of fun is only $30.00. This fee includes lodging, Saturday breakfast and dinner, and Sunday breakfast. Bring your own food for a Friday night cookout and a trail lunch for Saturday.

RSVP to: Linda Medico
266 Mayberry Road, Johnsonsoruh, TN 37659, 423-735-9697
via email: lmedico@comcast.net
Attn: Fall Chapter Meeting, State of Franklin Group

Middle Tennessee Group
Call for Nominations
The Nominating Committee of the Middle Tennessee Group requests nominations to the Executive Committee for a two-year term beginning in January 2004. We are seeking members who care about environmental issues and who are willing to accept the responsibilities of the office. The Executive Committee meets on the fourth Wednesday of each month, and we would welcome your attendance and participation in those meetings. The Program meetings are held on the second Thursday of each month, and we would welcome your attendance and participation. We would also ask you to participate by working on or chairing one of our standing committees, including Programs, Outings, Conservation, Membership, or Legislative/Poitical. This year, the terms of 3 current members expire, so this is an excellent opportunity to get involved. We are happy to provide training and guidance to new delegates, and we are always in need of fresh perspectives and input.

Please seriously consider this opportunity. In those times when our environmental protections are being eroded, we need volunteers more than ever. The Nominating Committee will consider all potential candidates, and candidates may also qualify by petition. To nominate yourself or another candidate, or just to get more information, please contact, Adolfo Woodall (615) 665-1010 or hikewebl@comcast.net. The deadline is September 24.

Group elections are also coming up, so give your nominations to your local Group Exec.

HISTORY HIKES OF THE SMOKIES

When Congress created many of the famous national parks in the West, they did so by drawing lines on a map of mostly uninhabited land owned by the government or railroads. Creating Great Smoky Mountains National Park was nowhere near as easy.

Over 5,000 people lived on the land that would become the largest and most visited national park in the East. They owned white-washed two-story homes, grid mills, fruit orchards, barns, country stores, hotels, guest cottages, and much more. Dozens of churches and schools dotted the valleys. timber companies owned hundreds of miles of railway, sprawling lumber mills, and whole “company towns” with laundries, barber shops, pool halls, and movie theaters. All of it had to be purchased or either removed or abandoned.

These “lost” farms and communities are the focus of History Hikes of the Smokies, the newest book published by the nonprofit Great Smoky Mountains Association. Within its 352 pages, History Hikes provides in-depth narratives of 20 historically significant trails in Great Smoky Mountains National Park. Featured hikes include Hi-Crest Trail, Boogerman, Little Cataloochee, Old Settlers, Old Sugarlands, Cooper Road, and Jakes Creek, among others. The narratives for the longer, most historically-rich trails are supplemented by short books in themselves—Old Settlers, for example, runs 38 fact-filled pages.

Michal Stratton of Johnson City, Tennessee is the book’s author. She has a long and impressive resume of books and periodicals in the vein of history and the out of doors. She has done editing stints for Outside and National Parks magazines and is the author of Great Mill Trails of the Smokies, two Smithsonian Guides to Natural America, Chaco: A Cultural Legacy, and A Guide to Northern Plains Indians.

Besides wearing down a lot of boot leather on Smoky Mountain trails, Stratton conducted exhaustive research in libraries and archives that revealed a wealth of new historical anecdotes and rare photos that appear in popular publications. Her narratives relate the importance of each route in Great Smoky Mountains history as they proceed farm by farm and hamlet by hamlet up the narrow valleys. Quotations, snippets of poetry, and tall tales bring to life the mountain families, both rugged and genteel.

Complementing the text is a treasure trove of historic photographs showing the people and buildings that populated the Great Smoky Mountains prior to park establishment. Some, like the seldom-seen panoramic photo of Ritter Mill on Hazel Creek, or the snapshot of the Messer “big house” on Little Cataloochee Trail, will startle anyone who has only known the Smokies in their current incarnation.

The cost of History Hikes of the Smokies is $12.95 and proceeds go toward educational, historical, and scientific projects in the park. The books are available at park visitor centers and area bookstores or by contacting (865) 436-0120 or www.SmokiesStore.com.
Now 2 Shirts to Choose From!

Sierra Club John Muir Quote T's - NEW!

Mountain stream picture with John Muir quote
"There is nothing more eloquent in nature than a mountain stream"

Shirt features a montage of very special shots from our Great Smokies campaign, please contact Beverly Smith at 865/531-8480 or blsmith1300@comcast.com

Sizes:
- Medium - Qty _____ x $15/shirt = _____
- Large - Qty _____ x $12/shirt = _____
- XLarge - Qty _____ x $12/shirt = _____
- XX-large - Qty _____ x $12/shirt = _____

Total $ - John Muir quote t-shirts = _____

Save Our Smokies T's

Sizes:
- Small - Qty _____ x $12/shirt = _____
- Medium - Qty _____ x $12/shirt = _____
- Large - Qty _____ x $12/shirt = _____
- XLarge - Qty _____ x $12/shirt = _____
- XX-large - Qty _____ x $12/shirt = _____

Total $ - Save Our Smokies t-shirts = _____

Total T-shirt order =
+ Shipping & Handling $5/$3/shirt =
Total Enclosed =

If you would like to be active in the Save Our Smokies campaign, please contact Beverly Smith at 865/531-8480 or bsmith1300@comcast.com

Your help would be greatly appreciated!

V & E Greenline Hike - Bill Rehberg, a Sierra Club member and a V & E Greenline Foundation member, led the Chickasaw Group hike on the Vollietline & Evergreen Greenline trail on Saturday, July 18. The V & E was an abandoned railroad bed running through the Memphis Vollietline-Evergreen Historic District neighborhood. Bill spoke about the history and the sites along the way and made this outing a real education in urban conservation efforts. Bill was instrumental in getting a bridge built over West Creek for the trail (the RR bridge had been taken out when the line was discontinued). Bill received the Chickasaw Group Urban Conservation Award in 1999. This RR line was never captured and ran to Memphis during the civil war. The stop at an old spring was the stop for (now) Rhodes College when it was founded in 1859.

The work and maintenance put into the trail are outstanding. Bill & E Foundation work and the attention to detail are a real lesson in community commitment — from the map, the bridge, to the native plantings, the cleanliness, the eradication of invasive plants to fine signs, and yes — to the trash cans and the water for neighborhood gardens. And, the New Jerusalem dog run and bird sanctuary was kind of a hit with some folks.

There were comments all morning long about what a great walk the V&E is. The weather turned out to be about perfect and the trees provided an arbor of shade. And, we were a convivial bunch. There were 15 hikers from all over Shelby County - Sierra Club members and non-members who read about the hike in the Commercial, Health & Fitness, VECA newsletter, and Downtowner. Hikers were Carol Chunmney, Jim and Nadia Anhalt, Shari Euell, Judith W amond, Jaenne Bolen, Bob and Becky Ledbetter, Joan Byrne, Carolyn and Woody Pierce, Teri Sullivan, Charlie Rond, Lou Pardue, and Gloria Lenksi.

The Chickasaw Group wants to thank Bill for leading the outing. It made a fine contribution to Chickasaw Groups.实施 of the national Sierra Club policy of outreach. It made a fine contribution to Chickasaw Groups and other activists at the recent TCWN video reception at the oldy Inn, University of Memphis. Group Vice Chair James Baker and Environmental Justice Coordinator Ritha Harris, who are West Tennessee members of the TCWN Board, were joined by Charlie Rond, Ron Richardson, Dick Mochow, Teri Sullivan and Harriet Boone who watched a TCWN video highlighting the problems of pollution and need for protection of the Tennessee River.

Deputy Executive Director Dorothy, who will join the American Rivers organization in Washington D.C., August 30th, told the group a number of things that TCWN has accomplished to date in its advocacy, both in lawsuits and in negotiations. Sierra Club member Axel Ringe, president of the TCWN Board, was present, as well as several other members of the Board who met officially Saturday morning, August 16.

Air Pollution: Communities At Risk

Creating visual aids and other creative public information pieces is something the Sierra Clubs' emphasis on environmental justice programs feels is an important part of its work. In working with community groups all over the city and beyond, a "lack of information" is the one thing often mentioned as a problem in organizing community residents. The Chickasaw Group set out to create a video that can be used as an information piece and a catalyst for discussion. According to Rita Harris, community organizer, "We are hoping community groups and churches, particularly those near chemical plants, will request a showing of the video or borrow it to show on their own."

The video, entitled "Air Pollution: Communities at Risk" is the product of a year-long grassroots community project meant to highlight local communities and the air pollution problems these neighborhoods face. The video also answers the question of "what you can do about it?" Neighborhoods that have been living with the strong odors of factories near their homes, schools, and parks sometimes feel powerless against corporate giants and feel there is no hope of ever doing anything to clean up their air. This video shares air pollution facts and explains how the average resident can help be a part of the solution and make our air cleaner and our communities safer.

In the evening of the event, we drew a crowd of about fifty people some from the EJ communities, some Sierra Club members, and other interested individuals. As with all Sierra Club events, refreshments were in abundance for the guests. After viewing the video speakers included: Brett Carrel, the local film producer/director, Balinda Duke, one of the Concerned Citizens of Crump Neighborhood Association, Ernestine Carter, of the French Fort Community Association, Dick Mochow, Chapter EJ Committee Chair, James Baker, Vice Chair of the Chickasaw Group, and Charlie Rond, Chair of the Chickasaw Group. Excellent questions came from the audience and sparked some good discussion. The local filmmaker, Brett Carrel spoke about how his level of awareness has been raised about air pollution and the communities he met living near chemical plants and the refinery. He said making the video was an education for him!

The unveiling of the video was timely because of the official start of summer a few days before and the ozone alert days prior to and on the day of the event. We also made mention of the Bush Administration's rollbacks of the Clean Air Act protections. Dick Mochow had form letters on hand for the audience to sign and send to legislators protesting the Clear Skies Initiative.

The event itself was very successful; the newspaper coverage brought in a handful of people we had not seen before and maybe will get to join the Sierra Club. The following Saturday, the video was shown at a RiverSides Collaborative community meeting (near the refinery) where fifty people were in attendance, including State Representative Barbara Cooper who actually lives near the refinery.

The Tennes-Sierran Monthly newsletter for the Tennessee Chapter Sierra Club Vol. 34, No. 9, September, 2003

Above - V & E Greenline hikers; Kneeling left to right: Joan Byrne and Carolyn Pierce. Standing left to right: Bill Rehberg, Nadia Anhalt, Glorita Lenski, Jeannie Bolen, Charlie Rond, Teri Sullivan, Lou Pardue, Judith Hammond, Jim Anhalt, Becky Ledbetter, Shari Euell and Bob Ledbetter. Photo by Woody Pierce.