

Tennesse-Sierran

The monthly state newsletter for the Tennessee Chapter Sierra Club

Volume 34 Number 9 - September, 2003

The Reports Are In!

Citizens Speak Out for TDOT 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 groups 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 TDOT 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 TDOT Reform. We asked for these projects to be put on hold pending an independent assessment.

Commissioner Nicely several days later announced that TDOT 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 are a mixed bag and each of the local groups has its own take on

them. For some projects, UT picked up on real problems and may have helped local groups' efforts to see the projects rethought. For others, it appears that UT may have given a "whitewash" to TDOT and local planners. A second phase of the report, dealing with problems with TDOT's processes is due out in late August or early September. Citizens for TDOT 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 Don Richardson and Chapter Transportation and Air committee chair, David Orr).

Citizens for TDOT 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 a 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 TDOT, working with local MPOs, 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 TDOT officials and the UT review team to advocate implementing the CIA process in Tennessee.

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Protecting Cumberland Plateau

Theme of Summer Chapter Retreat

by Don Richardson

Protecting and celebrating the Cumberland Plateau was the theme of the 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 her 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



Several meeting attendees, all former Chapter Chairs, stop for a pose during a break. Left to Right: Bill Terry, Roger Jenkins, & Dick Mochow

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-

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Water Quality Problems

Observations in Counties near
Summer Chapter Meeting

By James H. Baker,
Tennessee Water Sentinels
Project Coordinator

On August 2 and 3, the Tennessee Chapter held its Summer Executive Committee meeting at the DuBose Conference Center near Monteagle, Tennessee. While I was attending as a voting delegate, I also was on the hunt for water pollution issues if time permitted. My two targets were clear-cuts on the Cumberland Plateau and Confined Animal Feeding Operations or CAFOs.

Clear-Cuts - Clear-cut logging practices can result in mud and silt washing into the streams. Normally, these 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 that rely on visually seeing their prey cannot even find them.

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 needed. As Cielo Sand stated, "TDEC does not even know where clear-cut sites are located-until 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."¹ 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(g)." ² Only after a logging operator has failed or refused to use forestry BMPs, a point source discharge has been documented by TDEC or TDA, and Waters of the State have been polluted as a result of forestry activities, and the operator has not acted in good faith to correct pollution issues, then TDEC's Commissioner can issue a Stop Work Order and possible fines.²

Adding insult to injury, many of the native hardwood forests are converted to massive monocultures of Loblolly pines. These pine plantations are extremely susceptible to

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Tennes-Sierran
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2. Photographs should be scanned in a .jpg or .tif file format, whenever possible, then either attached to email or mailed via US Postal Service (USPS) on a 3 1/2 diskette or CD Rom. Please include a stamped, self-addressed envelope if you would like your diskette or photo prints returned.
3. Hard-copy handwritten, or typewritten, articles may be accepted; however, pre-approval from the Editor is required.
4. Any materials submitted via USPS 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.

Proofreaders for September, 2003
James Baker, Katherine Pendleton,
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Water Quality Problems

Observations in Counties near Summer Chapter Meeting

By James H. Baker, Tennessee Water Sentinels Project Coordinator

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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 Sand, Director of Forest Watch, a program of the Dogwood Alliance presented a slide show on clear-cuts and chip mills. Cielo and I, accompanied by Charlie Rond, Dick Mochow and Brian Paddock sallied 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 of 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



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 "agronomic 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. Those 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

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 "BMPs" 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 "wet weather conveyance."³ 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.⁴ 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,

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. These CAFOs could be smelled for many hundreds of yards. Lucky 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.

What You and I Can Do to Help - The practice of industrial forestry on the Cumberland Plateau is to feed the world's insatiable appetite for paper and wood products. Most of the hardwoods cut and the pine plantations that are planted in the areas cleared are to supply wood to chip mills that supply paper mills and oriented strand board factories

throughout the south. According to Forest Watch, 4.6 million acres of forests are cut each year, just for paper.⁵

You and I, gentle reader, can help by reducing our individual demand for paper products. Make it a goal to use recycled paper where possible, and as an ultimate goal, use "tree free paper" such as kenaf, hemp, or cotton blends. At the Summer Tennessee Chapter Executive Committee meeting, your ExCom unanimously passed a resolution to be sent to the Sierra Club National Board of Directors urging that all national Sierra Club publications be printed on "tree-free" kenaf paper. There are many imaginative ways to reduce the use of paper. Then spread the news to your family and friends.

On the subject of CAFOs, if one is a vegetarian, you are already a step ahead. But, if you like meat, then consider supporting organic, sustainable family farms that raise antibiotic free, "free-range" livestock. "Free-range" meat is tastier, and that's no bull.

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:

- ¹ Guide to Forestry-Best Management Practices in Tennessee; 2003 Ed. p.3
- ² Guide to Forestry-Best Management Practices in Tennessee; 2003 Ed. p.37
- ³ Guide to Forestry-Best Management Practices in Tennessee; 2003 Ed. p.15
- ⁴ <http://www.state.tn.us/environment/wpc/permit/CAFOperm.pdf>
- ⁵ 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/BMPs.pdf>

To learn more about CAFOs and farming issues:
http://www.state.tn.us/environment/dws/pdf/wa_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/kenafx.htm>



well. The streams in

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

Meetings



HARVEY BROOME GROUP (Knoxville)

PROGRAM MEETING: Tuesday, September 9, 7:30 p.m., Tennessee Valley Unitarian Church, 2931 Kingston Pike, Knoxville. If you attended last December's Share a Memory program, you may remember the outstanding slides presented by Tommy Bird. For our September program, we'll be treated to an entire program of his beautiful images. Tommy teaches Chemistry and Ecology at Heritage High School in Blount County and seems to have a real eye for photography as well. Don't miss seeing his tour of nature in America, from Maine to Hawaii and from Alaska to the Virgin Islands. Call Priscilla Watts at 865-966-4142 for more information.

STRATEGY MEETING: Tuesday, September 23, 7:30 p.m., Tennessee Valley Unitarian Church, 2931 Kingston Pike, Knoxville. If you're interested in getting more involved or in finding out about what drives the Sierra Club in this area, this is the meeting to attend. Call Roger Jenkins at 690-3257 for more information.

MIDDLE TENNESSEE GROUP (Nashville)

PROGRAM MEETING: Thursday, September 11 at 7:00 p.m. at Radnor Lake Visitor Center in Nashville. Presentation on Rails-to-Trails in Tennessee. This month's program will feature a presentation by Jim Deming on the possibilities and impacts of abandoned rail corridors becoming rails-to-trails conversions. He will show slides, have written resources available on nationwide efforts to continue to add to the over 11,000 miles of existing rail-trails, and tell you where you can ride or walk now. His presentation will include:

- Current and possible rails-to-trails projects in Tennessee such as the Cumberland River Trail near Ashland City, the Hiwassee River corridor from Etowah to Ducktown, the Oneida corridor south along the New River and west to the Big South Fork, the Briceville to Lake City corridor, and other possible projects.
- The public-private partnership process for rail-trail conversions and how to mobilize community support.
- Dealing with resistance and the common questions of liability, property values, and crime.
- Connecting rail-trail corridors with existing and planned greenway paths and the technical process of building a trail.
- The economic potential of increased revenue from rail-trails and greenways.
- The current fight in Congress over reauthorization of TEA-21 to TEA-3 (the main funding mechanism for rail-trail development) and the importance of federal revenues for states and communities.
- Great rail-trails not too far from Nashville, including the Virginia Creeper, the New River Trail, the Little Miami Trail, and the southern Illinois tunnel trail.

Jim Deming 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

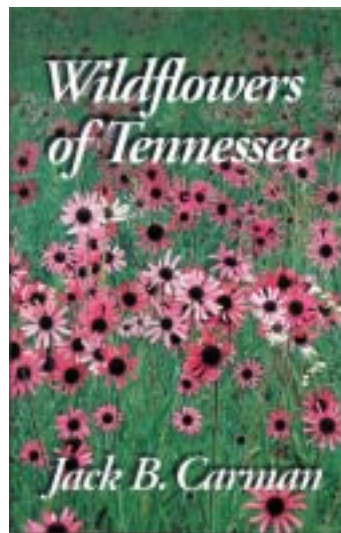
the author of Ohio Trails and Greenways and worked with over 100 rail-trail projects in Ohio before coming to Tennessee in 2000. He is currently the Conservation Co-Chair of the Middle Tennessee Group of the Sierra Club and serves on the boards of Tennessee Conservation Voters, Tennessee Trails Association, Tennessee Rails-to-Trails Advisory Council, and Tennessee Parks and Greenways Foundation.

STRATEGY MEETING: Wednesday, September 24 at 6:30 p.m. Conservation issues are now 1st on the agenda! Come early, bring your sack dinner, or snack on refreshments provided by our group and get the news on what's happening in our Middle Tennessee Group. All members are invited to attend our conservation and administrative meeting at 2021 21st Avenue South (the old St. Bernard's Academy Building).

Look for the signs out front which will point the way. We welcome each of you to participate or just to be with us to learn of the group's conservation initiatives and community activities. Additions to the conservation agenda should be sent to Jim Deming at jdeming49@aol.com or 615-354-9767, and additions to the administrative agenda, or for more information regarding the meetings send a message to Rachel Floyd at rfloyd557@aol.com, or call 792-9688.

UPPER CUMBERLAND GROUP (Cookeville)

PROGRAM MEETING: September, 25 - Lower level meeting room of the Putnam County Library at 7:00 p.m. Guest will be Jack Carman, who has a new book called *Wildflowers of Tennessee*. A 1963 Mississippi State University graduate with BS and MS degrees in Aerospace Engineering, Jack is employed as a Senior Engineer Specialist and Test Team Manager by Jacobs Sverdrup at Arnold AFB, TN. His new book "*Wildflowers of Tennessee*" is the first comprehensive, statewide, full-color wildflower identification field guide for the great Volunteer State. Although aptly named "*Wildflowers of Tennessee*," the book inherently contains excellent floral coverage for most of the eastern United States, particularly the Central and Southern Appalachians, and the Ohio, Tennessee and mid-Mississippi river valleys. The 785 outstanding color photographs and more than 1100 species described, including most of the state's showier, non-woody, vascular plants, make it a great addition to the collection of every wildflower enthusiast!



ISBN 0-9708418-0-9

Jack's knowledge of the Tennessee wildflowers is recognized by both peers and professionals. He is a well known and respected field trip leader for several wildflower societies and serves as a co-leader for the photography workshops at the Spring Wildflower Pilgrimage in April at the Great Smoky Mountains National Park. Carman is an invited "expert" for the Wilderness Wildlife Week Event held during January in Pigeon Forge, Tennessee, where he presents his program "*Wildflowers of Tennessee*."

STATE OF FRANKLIN GROUP (Tri-Cities)

STRATEGY MEETING: Until further notice, the State of Franklin Group will hold its Strategy Meeting on the second Thursday of every month. Program meetings will continue to be held on the fourth Tuesday. Unless otherwise advertised, all Sierra Club meetings are held at 7:00 p.m. at Tipton-Haynes

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

PROGRAM MEETING: No Program Meetings the months of June, July or August. Watch for announcement of the State of Franklin Group's 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 meeting or topic, or for directions, please contact Linda Modica @ lcmodica@aol.com or 753-9697.

CHICKASAW GROUP (Memphis)

MONTHLY MEMBERS GATHERING: Thursday, September 4, 6:00 - 8:00 p.m. - Otherlands, 641 South Cooper, Memphis, Tennessee. Join us for Chickasaw Group's "FIRST THURSDAY" monthly gathering where Sierra Club members, activists and friends can meet in a casual setting to talk about issues and interests. Contact Membership Chair Jill Johnston at (901) 278-2713 or jdjhstn@memphis.edu for more information.

STRATEGY MEETING: Monday, September 8, 7:00 p.m. - Rhodes College in Room 310 of Buckman Hall, 2000 North Parkway, Memphis, Tennessee. This meeting of the Executive Committee is open also to all members of the Sierra Club. Contact Charlie Rond (by September 4 to place items on the agenda) at (901) 452-8150 or chasrond@bellsouth.net for more information.

PROGRAM MEETING: Wednesday, September 24, 2003, 7:00 p.m. - Memphis Public Library, "How to Backpack." The Chickasaw Group of the Sierra Club will hold its September Program meeting - postponed by the Wind Storm - at the Memphis Central Library, located at 3030 Poplar Avenue. A "Backpacking Clinic" is the topic of the day and this will be presented by two former Chairs 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 PM, and that will be the regular start time for meetings in the future.

Nell Johnson is locally famous for leading an annual "Women's Backpack" almost every fall in the Sylamore Creek area (near Blanchard Springs) of Arkansas. Joe Kyle has led many short backpacks in our region to places like Big Hill Pond State Park and the Fort Pillow area in Tennessee as well as the Sipsey Wilderness area in the William Bankhead National Forest of Alabama. Both Nell and Joe, are experienced backpackers who will be able to demonstrate packing methods and weight balancing techniques. 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, contact Program Chair, Clark Buchner at (901) 327-2545 or coyotem@usit.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 program repeating every Tuesday and Wednesday throughout the month. For September, television program host and director Judith Rutschman will interview Arborist Mark Follis who will discuss - in light of Memphis' severe July wind storm - how to evaluate the health of your trees and whether they can be saved or should be trimmed or cut. If any groups or individuals in the community have a special problem or concern, or would like to see a program on a special issue or subject, please contact Judith Rutschman at (901) 767-5916 or RUTSCHMAN@rhodes.edu.

Protecting Cumberland Plateau

Theme of Summer Chapter Retreat

By Don Richardson

Continued from page 1

estry Committee of Save Our Cumberland Mountains (SOCM). More disturbing images of clear-cuts and landscape destruction on the Cumberland Plateau were presented, with the added shock of experiencing several "before" and "after" photos of pristine Tennessee wild lands transformed into desolate moonscapes.

On Sunday morning, to celebrate the beauty of the remaining wild Southern Cumberlands, naturalist/photographer Jack B. Carman, author of Wildflowers of Tennessee, the first statewide guidebook of its type, led attendees on a hike in the Monteagle vicinity to explore native plants and wildflowers.

During the weekend, a new independent documentary on air quality and environmental justice in Memphis held its chapter premiere as part of the "Eco-Video Theater" series, another feature of



retreat committee members Bonita Barger, Pat Collins, Mary Mastin and Josie McQuail for a most enjoyable weekend.

Our next chapter retreat will be held at beautiful Pickett Rustic State Park adjoining Big South Fork National Recreation Area. Make plans now to join us October 24th through October 26th for one of the best autumn outings in Tennessee. Check for registration information in

the Tennes-Sierran, this issue, or on the chapter website.

Top Photo: Chapter Conservation Chair, Gary Bowers reads aloud proposed Public Facilities resolution while Chapter Chair, Liz Dixon looks on. The Public Facilities resolution was unanimously approved by the Chapter Executive Committee

Middle Photo: Some other meeting attendees - Left to right: Dean Whitworth, Catherine Murray, David Orr, Ray Payne, Don Richardson.

Bottom: Left, newly appointed Chapter Transportation Committee Chair, David Orr listens as Dick Mochow, Chickasaw Delegate, shares issue details.

Photos by Roger Jenkins



every quarterly retreat.

The Chapter Executive Committee also met over the weekend, passing several significant measures on behalf of Tennessee chapter members. Conservation Chair Gary Bowers presided over a full conservation agenda that passed three important resolutions:

- 1) A call for the national Sierra Club to use tree-free paper products such as kenaf in all national publications (a major research center for this alternative fiber is located in Southwest Tennessee).
- 2) Opposition to proposed national guidelines (eliminating local autonomy) for building public facilities and affordable housing on environmentally sensitive sites.
- 3) Support and funding of legal action to prevent strip mining resulting in "mountain top removal" of Zeb Mountain, near Elk Valley.

During the administrative portion of the meeting, Chapter Chair Liz Dixon presided over vote which approved the appointment of David Orr of Knoxville as new chair of the chapter's Transportation Committee. The Transportation Committee oversees the well-publicized Citizens for TDOT Reform Campaign. The Executive Committee also approved a letter to the Executive Director of the Tennessee Tax Study Commission:

"The Tennessee legislature must enact comprehensive, responsible, equitable and elastic tax reform", says Dixon in her letter, "to preserve conservation and environmental protection projects, state parks, fund fire-fighting in Tennessee's forests, and maintain land acquisition programs."

The summer chapter retreat was hosted by the Upper Cumberland Group, based in the Cookeville area. Hats off to re-

HOLD THIS DATE!!

Saturday - OCTOBER 4, 2003

"Be Aware: Build Your Environmental IQ"

ATTEND - A day long environmental 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 will include:

Air Pollution Hot Spots - Media Workshop - Using GIS Mapping - Backpacking & Camp Equipment - 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, Charlie Rond at 901-452-8150, or Sierra Club's 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, "Be Aware: Build Your Environmental IQ," will feature Bunyan Bryant as its keynote speaker Saturday, 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

The Nominating Committee for the Tennessee Chapter urges you 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 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

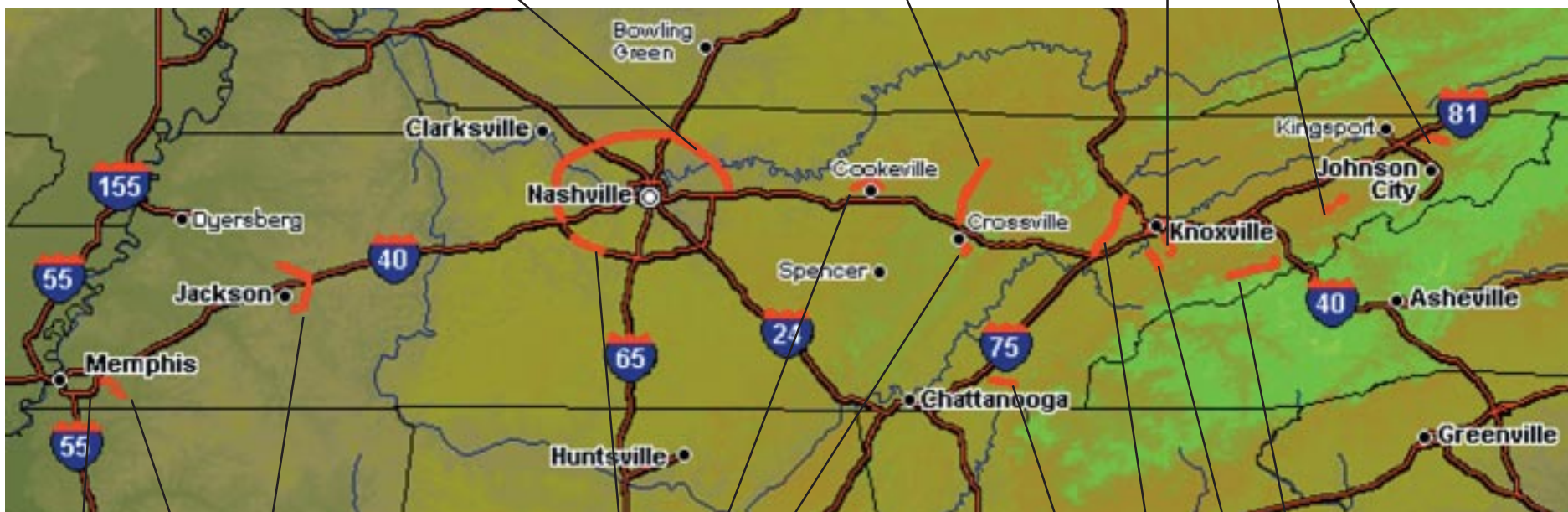
Chapter and Club;
 - Experienced as a Chapter leader; and
 - Able and willing to deal with the broad range of issues that come before the Executive Committee.
 Executive Committee members approve supporting proposed state legislation, appropriate Chapter funds, and endorse political candidates, in addition to other tasks. The Chapter Executive Committee is composed 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 a slate of 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



Background Map by Chicago Map Corporation©; Road details by Tennessee Hot Spots

1. Walnut Grove Relocation Project, Memphis

The following road synopses were prepared by each road group and generally follow this outline:

- Name/number of opposed road project
- Location
- Estimated financial cost/s
- Phase of road's development
- Name of opposing group/s
- Opposing group/s position
- 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 Humphreys Boulevard; Walnut Grove Road through Shelby Farms – six lanes of traffic and an urban interchange at Kirby-Whitten intersection; Kirby-Whitten Road running north-south through Shelby Farms with at least four lanes of traffic and an intersection with Sycamore View Road located approximately halfway between Mullins Station Road and Walnut Grove Road; Widening of Trinity Road-Mullins Station Road to six lanes; Extension of Appling 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 Memphis 50 out of 53 speakers were critical of the lack of public involvement in road plans to build Alternate 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.

Briarview neighbors and Councilman John Vergos were concerned about the massive interchange at Humphreys and others complained that shadow government and special interests dictate project policy. Overwhelmingly, the people wanted:

1. Studies to see if a major new road is really necessary.
2. Public involvement early and at every step along the way. Community Impact Analysis and formal EIS before plans are specifically designed.
3. All alternatives studied and presented to the public before one is chosen.
4. Studies indicating the effects of currently planned improvements before additional roads are designed.
 - a. Already I-40/240 interchange improvements have relieved traffic.
 - b. Humphreys Interchange to relieve traffic congestion on Walnut Grove.
 - c. Macon Road improvements for better traffic flow.
5. Rampant sprawl dealt with by limiting and constraining new traffic solutions to fit smart growth. Recognition that sprawl is exacerbated by building new roads.
6. Friends of Shelby Farms made it clear that the Lucius Burch Natural Area is part of Shelby Farms and must be protected
7. Preserve the pastoral quality of Shelby Farms.
8. When TDOT develops a new process, we expect local authorities to use the same guidelines and to be held to the same standards.

Most recently the City of Memphis rejected the massive freeway design proposed through Shelby Farms. FOSF has commissioned a study by environmental firm Glattig-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.

Contact/s: Steven Sondheim - 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-office/2003pr/08-15-2003\(listening\).htm](http://www.tdot.state.tn.us/information-office/2003pr/08-15-2003(listening).htm)

3. Jackson East Bypass, Jackson

Location: The first hint of the proposed East Madison County Bypass occurred in late October, 2001 when a 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 reportedly 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 cost/s: The proposed East By-Pass costs, also reportedly, range from \$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 request had been written on June 27, 2000 by Jackson City Mayor Charles Farmer to then-commissioner Bruce Saltzman of TDOT. In March 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; Unlikelihood for the proposed East By-Pass to effect traffic problems on the existing Keith Short By-Pass, which is fraught with overgrowth. The conceptualized roadway places a new route away from business centers and commercial destinations into a rural area; The potential to exacerbate budding 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 Highway 70 or F.E. Wright Drive could 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 + or - 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 University of Tennessee campus site both confirmed an erroneous location. Despite the mix-up, about 80 people relocated across town to attend and 27 spoke out strongly against the project.

4. State Route 840 South, Nashville

Location: Encircling greater Nashville @30 miles from the city at all points, connects interstates 65, 24, & 40

Estimated financial cost/s: The cost is estimated at one billion, much of which has already been spent although the southern ½ is not yet complete

Phase of road's development: Contiguous segments from I-40 east to I-24 east to just west 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 undergoing right-of-way acquisition, but that process has been halted due to commissioner Nicely's order.

Name of opposing group/s: *Southwest 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/benefits analysis was never performed. It will disrupt/divide 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 better access to emergency services. Others in favor were from areas in Maury County well south of the route or from Hickman County who basically desired better connections. This position supports the assertion that people in those areas had wanted the road to begin with and the route should have been moved further south. Those who were not in favor were worried about the environment (most specifically the waters) and uncontrollable development. They commented that either 840 would not help with their transportation need or they did not mind the long drive in return for living in a beautiful place. Unfortunately, much of the commentary was devoted to the Leipers Creek interchange which had recently been removed from the 840 road 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/s: Ann E. Braun essnashville@aol.com, office 615-259-3671, home 591-7628

5. State Route 840 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 cost/s: Its estimated cost is well 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/s: Our group opposing the road is *840 Alternatives*

Opposing group/s position: Our position is that the project needs to be dropped. It was proposed in 1986. Since that time, ring roads have become outmoded and obsolete. SR 840 North, if constructed, would create urban sprawl, destroy some of Tennessee's most productive farmland, degrade the environment, and consume funds that are desperately needed for legitimate transportation needs in Tennessee. The project was immediately flawed at the outset when TDOT failed to seek valid input from the public or its elected officials and failed to conduct appropriate environmental and cost-effective studies.

The listening sessions were moderately well attended. Those opposing were in the majority and spoke about the destruction of farmland, danger in building an interstate-like road through the karst geology underlying the route, the undesirability of urban sprawl, and the waste of money on a loop around Nashville when most outlying communities are asking for improved roads into Nashville. Supporters of the road included a few Chamber of Commerce representatives and individuals with specific development projects.

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

6. State Route 451, Cookeville

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

Estimated financial cost/s: The estimated cost of the 9.7 mile project is \$63,000,000, with 80% of the funds to be provided by the Appalachian Regional Commission (ARC). ARC highways traditionally have cost overruns of 30 percent. (Reference: Green Scissors '97)

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

Name of opposing group/s: *Cookeville Area Residents Association* (CARA) partnered mainly with the Roaring River Chapter of SOCM and the Upper Cumberland Group, Tennessee Chapter, of the Sierra Club

Opposing group/s position: On July 27, 1999 TDOT held its first public meeting on SR-451, attended by around 600 people. As a result of this meeting TDOT recorded comments on the project from 511 individuals: 86% were against the construction of SR-451 by either route shown. At a second public hearing, Feb. 15, 2000, TDOT received 557 comments on revised SR-451 plans, 92.3% opposing the construction of SR-451. A significant number of people stated positively they favored Corridor J being routed by I-40. As a result of a third public hearing, May 25, 2000, TDOT received 490 comments, with, once again, 92% against the construction of SR-451; 32% suggested routing Corridor J via I-40/SR-56. Well over 1450 people have signed a petition asking that SR-451 plans be cancelled. Ninety one letters concerning SR-451 have been published in the Herald-Citizen and Nashville Tennessean. 86 of these letters (95%) were from people opposed to SR-451.)

SR-451 is a redundant, unneeded, and unwanted road. It was a plan conceived over 35 years ago and only revived when there was money a few years ago in the federal budget under the

"Iced Tea" legislation. Adding lanes to the existing I-40 would be a better use of the ARC (Appalachian Regional Commission) funds. The major problem with TDOT's process was that they did not consult with the people who would be most impacted by the building of this road. The whole project was presented as a fait accompli to the public in public hearings that were a farce.

Over 150 people attended the UT review listening session. The State Representative, Jere Hargrove, Cookeville's Mayor Chuck Womack, a county Commissioner and the County Executive Kim Blalock; all spoke against the road. Ric Finch, Wayne Pegram, and others also spoke against the road and the flawed process employed in TDOT's hearings. No one spoke for the road.

Contact/s: Jeff Jackson, jeffjacks@charter.net or Wayne Pegram, wfpegam@tntech.edu

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

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 Homesteads National Historic District ending just past the entrance to Cumberland Mountain State Park at Sawmill Rd. and also a section of Highway 68 from the junction with Highway 127 to Burton Rd.

Estimated financial cost/s: The estimated financial cost of road. 7.5 Million

Phase of road's development: Right of Way Purchasing

Name of opposing group/s: *Cumberland Homesteads Tower Association* (CHTA) is a Special Highway Committee and supported by *National Trust For Historic Preservation*, *Tennessee Preservation Trust* and *Citizens For TDOT Reform*.

Opposing group/s position: As caretakers of the Cumberland Homesteads 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 Homesteads 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 destruction of defining characteristic features such as road patterns are in direct violation of Historic Preservation Guidelines from the U.S. Secretary of the Interior and Section 106 regulations, 36 CFR Part 800 ("Protection of Historic Properties"), of the National Historic Preservation Act, we believe TDOT's current plan is contrary to federal law.

Our historic district is described as an excellent example of a subsistence farm community built during the FDR's 1930's New Deal. Today the district retains its historic identity as a farming community and it's integrity of historic plan. The picturesque cottage-like farmsteads and the peaceful rural setting draw tourists from around the world to learn the history of this one-of-a-kind planned community.

The Subsistence Homesteading Program was based heavily on a reverence for the land and the premise that rural living was healthier than city living. Architect, William Macy Stanton designed the layout of the colony, buildings and bridges resulting in a cohesively planned community containing 251 farmsteads distributed throughout the 10,000-acre tract around a central core, which contained schools, offices and cooperative buildings. TDOT initiated a field study in 1994 to review the proposed highway project's impact to the surrounding historic district. The participants of the review were the State Historical Preservation Office and staff from TDOT. The study revealed: "the project, as presently designed, will have an adverse effect to the Cumberland Homesteads Historic District".

The current plan destroys key elements in our historic district. Two historic "Triangle Junctions" and the "Welcome to the Cumberland Homesteads" sign located in the larger of the two junctions will be destroyed by the highway project. The largest junction, located at the intersection of Highways 127-S & 68 is at the center of the community and is adjacent to the Cumberland Homesteads Tower Museum, an important tourist attraction and the most photographed landmark in our county. These junctions are key features to the district and were part of Stanton's plan of the community. Where once 22 of these junctions existed, only 14 remain due to past road improvements.

The current plan introduces "historically incorrect" features. According to the above-mentioned study, "The (highway) project will alter the character of the setting through the introduction of a large scale, modern transportation facility and adversely affect it under this criterion. The modern facility (5 and 6 lanes plus 12 ft. wide shoulders, gutter, curb and sidewalks) is out of character with the historic setting of the project and will have an adverse visual effect to the property". The current plan exceeds traffic needs and creates safety concerns. Traffic counts do not justify the scale of the project. The

redesigned intersection of Highways 127 & 68, may increase accidents and the severity of crashes and injuries at that location. Also, because motorists typically travel at higher rates of speed with less attentiveness on wider highways, regardless of posted speed limits, traffic accidents are likely to increase along the entire 4.7 mile highway segment.

In conclusion, we believe this highway project needs to be replaced by a more responsible plan that better suits the needs of our community. Furthermore, we expect our state and its departments to abide by all of the laws of the land, including federal protections of historic sites and to set the example for protecting our limited historic resources in Tennessee.

Many local citizens who attended the Listening Session held by The UT Center For Transportation Research, June 16th in Cumberland County, had strong opinions about saving the rural scenery of the state's largest historic district, the Cumberland Homesteads, from negative effects of the proposed 5 and 6-lane project.

Concerns voiced by citizens included failings of TDOT's process and specific problems of the proposed project such as: TDOT failed to obtain a community consensus on the project and did not allow meaningful public input into the planning of the project; The project is out of scale with rural district, far exceeds traffic demands and destroys key elements within the historic district; TDOT failed to consider the negative impacts of commercial development or "urban sprawl" upon the district following the completion of the project; TDOT disregarded their own studies and those of the TN Historic Commission that determined that the project would have a negative effect upon the historic district; Increased traffic and accidents; Noise and reduced air quality and the expected loss of tourism to the economy of Cumberland County that depends upon tourism as it's largest industry.

Many residents of the Homesteads community suggested compromise solutions might be available, such as, adding a continuous turn lane through the historic district instead of five lanes.

Also raised at the session was the issue of TDOT's decision to segment the otherwise federally funded highway, to use "state funds only" for the 4.7 mile length, which has raised suspicions within the community that TDOT was attempting to avoid the National Historic Preservation Act that would prevent the project from being built.

Nancy Tinker from the National Trust for Historic Preservation explained the importance of the 1930's New Deal planned farming community and it's place in national, state and local history. She encouraged the researchers to examine a series of steps that in 1986 lead the Tennessee General Assembly to identify a list of road construction projects and to tie that listing to the gas tax. "The National Trust is concerned that TDOT did not consider reasonable alternatives to the current plan. We contend that construction at this level is more than traffic needs, introduces urban features inappropriate to the district's rural character, and destroys an historic grassy triangular junction central to Stanton's original landscape design. In addition, we are concerned that sidewalks and gutters proposed for each side of the roadway are inconsistent with the community's rural character."

Emma Vaden, daughter of original Homesteaders described the project as being politically driven and warned "political favors are poor standards for proposing and building big road projects that alter our daily lives long after the politicians leave office." She said, "All this is proposed in the name of progress but what is progress if it destroys our heritage and our quality of life where we have chosen to live? Grandpa used to say to us, "Remember, when it's gone, it's gone!"

A County Commissioner stated that TDOT should work towards a compromise that would save the important elements of the historic district, "You've got to have special circumstances and the Homesteads Tower is a special circumstance."

Contact/s: Vicki S. Matthews, 931-456-5699, vsmatt@citlink.net

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

Location: In June of 2001, TDOT held a public meeting in Cumberland County to propose improvements to a 14-mile section of Hwy. 127 (Route SR-28), beginning at I-40 in Crossville and ending at Hwy. 62 in Clarkrange. Soon after, a group of concerned citizens formed a local committee with the help and coordination of Save Our Cumberland Mountains (SOCM) to study the effects of the highway on the surrounding communities and its residents.

Estimated financial cost/s: The estimated costs of the two projects were both slightly less than \$55 million, with Alternative "B" being the least expensive.

Phase of road's development: During the June meeting, TDOT proposed two alternative routes, Alternative "A", an entirely new four-lane, divided highway with a 48 foot median that would occupy a 250 foot right-of-way, and Alterna-

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The Reports Are In!

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

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tive "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 submit input regarding this project. According to a Public Meeting Analysis, provided by TDOT, 122 respondents indicated they were in favor of Alternative "B", while 66 indicated they were in favor of Alternative "A".

In a letter dated Nov. 14, 2001, despite the input received at the public meeting, TDOT announced plans to abandon 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, 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 "B", 231 of these list reasons, 26 do not list reasons. 15 letters and statements favor Alternative "A", 13 of these list reasons, 2 do not list reasons. 2 letters and statements indicated an opposition to both Alternative routes.

All public input received reflects that most local residents of the communities affected prefer Alternative "B" and are opposed to Alternative "A". 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 their communities are at risk.

On the night of December 17, 2001, resolutions were passed unanimously by the County Commissions in both Cumberland and Fentress Counties, asking TDOT to "reinstate Alternative B as an alternate to be considered and provide further opportunities for the residents of Cumberland County to participate in meaningful input, the results of which, will be taken into serious consideration by TDOT".

Following the passing of these county resolutions, Alternative "B" was reinstated as a viable option by TDOT.

Our group does not oppose the widening and improvement of the highway (127) that currently exists in our communities. We are opposed to the construction of an entirely new divided highway that would divide and destroy existing farms and neighborhoods and would permanently alter some of Tennessee's most pristine rural landscapes. As cited in letters and statements submitted by concerned citizens, the environmental, social, and historical impacts of a new divided highway in these rural communities would be catastrophic.

On June 16, 2003, the University of Tennessee held a public hearing in Crossville to listen to concerns from local citizens regarding TDOT's process. Approximately 130 people attended, many of whom addressed the U.T. panel with their concerns. Although there a few were in favor of "A", the building of a new highway, most of the people who spoke were not in favor of building a new highway, but were instead in favor of "B", the widening and improving of the existing road. Most of these who spoke also included excellent examples of how TDOT had failed in its process, particularly in its unwillingness to effectively communicate with the public, from both the role of an information provider and as an agency unwilling to accept meaningful input.

Most area residents agree that improvements need to be made to Highway 127N. This is unlike most other projects, where the controversy lies in whether or not a road should be built. The controversy on this project centers on TDOT's treatment of the local residents of the communities most affected by failing to communicate adequately and by rejecting the very wishes of the local residents they had solicited at the June 2000 public hearing. Instead of following the credible judgment of the local citizens, TDOT instead is following its own destructive course by preferring to build an entire new road, bypassing the existing businesses that have located along this route and destroying a pristine rural section of Tennessee's Appalachian wilderness and farmland. In essence, TDOT has turned a potential win-win situation into a major controversy, coupled with a communications disaster. Although this controversy could have been avoided, future hopes are that damages will be reversed with effective two-way communication and a return to the fulfillment of the expressed wishes of the very communities the highway was originally intended to serve.

Save Our Cumberland Mts, Cumberland County Chapter Highway 127 Committee

Contact/s: Steve Roberts (931) 484-0103 or Jonathan Dudley, SOCM (865) 426-9455

9. U.S. Highway 64, Cleveland to U.S 411, Bradley & Polk Counties

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-office/2003pr/08-15-2003\(listening\).htm](http://www.tdot.state.tn.us/information-office/2003pr/08-15-2003(listening).htm)

10. State Route 475 (Knoxville Beltway)

Location: New alignment connecting I-75 north of Knoxville to I-40/75 in west Knoxville at the I-40/75 junction, traversing the Heiskell, Claxton, Karns, Hardin Valley communities in Anderson and west Knox counties. The total road length is 37 miles.

Estimated financial cost/s: \$287,000,000

Phase of road's development: Preferred alternative (Orange) selected, final environmental statement under preparation.

Name of opposing group/s: *Citizens Against Beltway "O" Location* (CABOL)

Opposing group/s position: The proposed Orange Alternative does not solve the primary traffic congestion problems of west Knoxville that is 20 year traffic projections from the draft environmental impact statement show that with or without a beltway, the level of service through out west Knoxville will be "F", failure.

The primary problem with the TDOT process is that an appropriate decision-making process was not used in the selection of a preferred alternative. As part of the process, the problem and need(s) were not properly defined, project requirements and goals were not determined, criteria for rating different alternatives were not established and applicable decision making tools were not employed in the final selection of the preferred alternative.

Listening Session Experience - Originally UT had not planned on holding a listening session in west Knox county, the location of the largest opposition to the proposed Orange Alternative. Meetings were only initially scheduled for Lenoir City (Loudon County, not impacted by new alignment) and Oak Ridge (Anderson County). These two locals are along the previously proposed Blue Knoxville Beltway Alternative. Members of CABOL had to work especially hard to make sure that a meeting was held in the Karns Community.

Approximately 140 and 300 people attended the Oak Ridge and Lenoir City meetings at which 25 - 30 of the attendees spoke. These two meetings were dominated by proponents of the Orange Alternative, namely residents adversely impacted by selection of the Blue Alternative and Loudon Chamber of Commerce and Knoxville Area Chamber Partnership advocates who touted the economic value of the Orange Beltway. With the encouragement of the Chamber of Commerce/Chamber Partnership advocates, the orange route proponents wore orange clothing to the Lenoir City and later to the Karns meetings. A large "Build the Beltway" mobile sign was also located at the Lenoir City and Karns meetings.

The Orange beltway proponents as well as their elected officials at the Oak Ridge and Lenoir City sessions lauded the current TDOT selection process explaining it was quite satisfactory, adequate and the resulting selection of the Orange Preferred Alternative appropriate.

Over 600 residents attended the session at the Karns Intermediate School Gym. Early in the session, would-be attendees were turned away because the capacity of the gym as determined by the fire marshal was exceeded. Approximately 500 of the attendees were in opposition to the Orange Alternative, approximately 70 attendees spoke, a large majority of which were opposed to the Orange beltway. Orange opposition speakers included the Mayor of Knoxville, a state Senator and Representative and three Knox County Commissioners. Opposition speakers for the most part were not advocates for the Blue Alternative but were opposed to the Orange Alternative because of environmental, planning and needs basis issues.

The UT process was divisive, it only amplified the existing divisions in the community over the selection of one alternative over another. Special interest groups (Lenoir city Chamber of Commerce/Knoxville Area Chamber partnership) tried to commandeer the listening process and use it to promote their advocacy of the Orange Alternative.

11. Pellissippi Parkway Extension (SR33 to US 321), Blount Co.

Location: The entire PPE is in Blount County. The existing Pellissippi Parkway, of which the PPE is part, is in Blount and Knox counties (and maybe crosses Loudon county). One segment is currently under construction between Cusick Street and State Route 33 (Old Knoxville Highway). Under federal court injunction is a 4.2 mile segment between State Route

33 (Old Knoxville Highway) and US 321 (East Lamar Alexander Parkway).

Estimated financial cost/s: The estimated financial cost of road \$33.4 million.

Phase of road's development: All activity on this segment was halted by the federal injunction.

Name of opposing group/s: *Citizens Against the Pellissippi Parkway Extension, Inc.* (CAPPE) Our members come from all over Blount County. The majority of our members do not live in the path of the 4.2 mile segment that is under federal injunction. The Raven Society has worked with CAPPE on some issues.

Opposing group/s position: The proposed PPE is a federal highway project, and therefore its design and construction process are governed by NEPA (the National Environmental Policy Act). NEPA calls for the preparation of a comprehensive Environmental Impact Statement for any new, four-lane, controlled access highways. The Federal Highway Administration did not require TDOT to complete an EIS. Instead, TDOT completed an Environmental Assessment, which is a limited and cursory review. A comprehensive EIS considers the likely impact of the proposed highway (and the cumulative impact of other highways to which it is connected) on the local economy, tax base, current and projected land use, existing businesses, schools, traffic, secondary roads, air + water quality, local planning policies, culture, history, neighborhoods and quality of life. None of these impacts was thoroughly evaluated in the EA. This leaves local governments and citizens unable to determine whether the proposed PPE would be advantageous or disadvantageous to our community. We cannot make decisions about our future with inadequate information, and the EA is simply inadequate. TDOT's process of informing the public and getting public input was flawed from the beginning. The decisions had already been made. TDOT went through the motions of a public hearing required by NEPA, but the decisions had all been made well before the public hearing. Moreover, information provided by TDOT during the planning process, at the hearings, at the Right of Way meeting, and later, in public settings as well as in response to individual requests, was often incomplete or inaccurate.

The UT listening session on the PPE was held in the City of Maryville, even though the proposed highway will not be within the City. More than 50 people attended, and about 30 spoke. Among those speaking in favor of the project were the Mayor of Maryville, a highway builder, a car dealer, and the CEO of the Blount County Chamber of Commerce. Advocates said the road was needed to alleviate traffic congestion in downtown Maryville and Alcoa (a claim that TDOT's traffic data does not support), deliver more cars to the GSMNP, ease commutes to Knoxville, and make it easier for Sevier County residents to get to the Knoxville airport. None of these advocates offered comments on TDOT's decision-making process, which was the sole focus of the UT review. Included in the Chamber CEO's comments was an assertion that CAPPE is undemocratic and the claim that the FHWA had 'offered' to do an Environmental Impact Statement on the PPE. This was not true, and upon request from CAPPE, TDOT issued a public correction several weeks later. Among those speaking against the project were members of CAPPE and other Blount County residents. Concerns included impact on secondary roads (particularly at the interchanges with the proposed PPE), worsening air quality in the context of Blount County's non-attainment status under the Clean Air act, development pressures in a county that already cannot provide infrastructure to support existing population, the costs of community services to residential development, loss of agricultural land, impacts on water quality, absence of public accountability in the TPO transportation planning process, flaws in TDOT's communication with affected property owners, the need for \$70 million in improvements to existing roads in the county, and the right of local governments and citizens to have a full analysis (an Environmental Impact Statement) before deciding whether the PPE is a good idea for our community.

Contact/s: Nina Gregg, Member of CAPPE Board of Directors and Chair, Communication Committee 865-977-7399 webpage: www.korrnet.org/cappe

12. James White Parkway Extension (S Knoxville Blvd)

Location: Sr 71, James White Parkway Extension, a.k.a., South Knoxville Blvd. Knoxville, Knox County, from Moody Avenue to Chapman Highway

Estimated financial cost/s: The estimated financial cost of road: Who Knows? At Least \$60 million

Phase of road's development: The road is currently in right-of-way purchasing.

Name of opposing group/s: *South Knoxville Advocating Reasonable Development* (Skard)

Opposing group/s position: Skard believes that TDOT's environmental analysis does not comply with NEPA requirements. TDOT did not reveal numerous problems with the proposed route in its analysis, such as presence of caves and

endangered species, environmental justice concerns, inadequate analysis of noise and stormwater runoff effects, forest fragmentation effects, air pollution effects. TDOT also ignored analysis of alternatives such as fixing Chapman Highway. TDOT did not provide supportable traffic projection numbers. TDOT presents this project as separate from the completed portion of the James White Pkwy, thus "segmenting" the road.

Contact/s: Liz Farr, Jffarr@bellsouth.net
707 View Park Dr. - Knoxville, Tn, 37920; 865-573-6299

13. US Highway 321 (SR 73) between Gatlinburg and Cosby

Location: Sevier to Cocke County (the eventual plan is beyond to Johnson City)

Estimated financial cost/s: The estimated financial cost of road varies per phase. Phase I cost \$36 million for just two miles of road widening.

Phase of road's development: Phase I is well underway, estimated to be done in another 2 years. Phase II has been postponed for another year, thanks to everyone's efforts. The 6 mile section in Cocke County, according to my recent letter from Nicely, is in the purchasing phase, construction to begin April 2006. According to TDOT, they will eventually link the Cocke County section with Sevier County

Name of opposing group/s:

*PACE in Cocke County;
Gatlinburg Greenspace Committee,
321 Action from Sevier County;
Gatlinburg Traffic and Transportation Committee;
Sierra Club;
World Wildlife Fund/Southeast Rivers project;
NPCA;
EarthFirst*

Opposing group/s position: Since this road borders the most biodiverse and most endangered national Park in the country, it is out position that this road not be widened. There is no traffic problem ever on this road. The widening will destroy the state endangered Trillium Rugelli, impact a Tier III watershed, disturb 10,000 year old artifacts, including a Cherokee village site (according the Nick Fielder the state archaeologist), increase animal mortality, affect the buffer zone for the endangered and recently reintroduced Elk, impact the Federally endangered Indiana Bat, and the Federally endangered Butternut tree, impact the already compromised Dudley creek, increase noise air and light pollution in side the Park (the Greenbrier entrance which houses the biggest section of old growth left East of the Mississippi). There was never a widely publicized hearing on this and when we finally found about the project, dozens to over a hundred people showed up to protest it. A petition with over 1,000 signatures was gathered and delivered to TDOT and the gov., Over 13,000 comments were generated against this road by World Wildlife Fund, NPCA and the Sierra Club. No EIS was done, even though it is a major federal action, and no alternatives were examined.

The public has been ignored. In a recent Mountain Press Survey (the local Sevier County newspaper), 67% of the population were against this road project.

The economic impact has totally been ignored when development and the need for increased services will siphon money off from Gatlinburg. What to do with the additional 12,000 cars a day that TDOT estimates this road will bring to 321 into Gatlinburg has never been addressed, nor has the ensuing runoff and air pollution. (The closest they addressed the air pollution aspect was to say that in the future cars will be cleaner)

People have been intimidated. Pei Lyn, the Park's archeologist, left from frustration and intimidation regarding the road. Jim Renfro, the Parks air quality guy, was told to change his air pollution findings to make them less impactful. The archeology firm hired by Wilbur Smith and Associates, lied about the artifacts...claiming there was none, even though over 2,000 artifacts were found by Chuck Benz of UT, the state arch, and the Park arch.

The Native American Movement, a chief opponent to this road, was offered \$20K to observe the road. Right after the offer of money, NAIM stepped down its opposition, yet no observers from that organization were ever along the site. Sounds like bribery to me!

The Cherokee and the Fish and Wildlife Services, plus the Tennessee Wildlife services, all wrote several letters opposing this road, yet were ignored. There were about 30 people who attended the listening session in Gatlinburg. 15 people spoke, 14 of those were against the project. The only voices in favor of the project was former Gatlinburg Mayor George Hawkins. George was Mayor during the famous June 5, 2000 Gatlinburg City Council meeting where the issue of Native American artifacts along the route of the Hwy 321 expansion was settled. During that meeting, George asked 2 old timers from the area if they ever saw any artifacts out there. One answered

no. The other said, "No sir. I ain't ever seen any artifacts. Every time I plow, I plow up old arrowheads and stuff, but I never seen no artifacts." The gavel came down and George pronounced, "Well, that's good enough for me."

During this listening session, George spoke in favor of the road. He said he thought "it will look real pretty once it greens up."

The other speakers voiced major problems with how this project was handled, from the shell game of responsibility between TDOT, the City of Gatlinburg, and the Great Smoky Mountains National Park, the efforts to evade NEPA, and when that failed, the blatant segmentation, and re-segmentation of the "project", the inadequate environmental studies, lack of public input, and disregard for the Federal Laws involved.

One speaker pointed out that the project began construction before any of the necessary permits were granted and before the EA was completed. This was a form of "financial blackmail" TDOT used against the responsible agencies. If permits were denied, the agency would be accused of flushing away \$36 million dollars of awarded contracts.

In the time allowed for comments, people were only able to scratch the surface of problems with this road. Requests for a follow up meeting were finally answered at the end of June.

During the follow up meeting, only 1 UT person attended. He was presented with hundreds of pages of letters and other official documents documenting the symmetric corruption TDOT used in getting this project started. The UT guy stopped taking notes after a while. It was impossible for him to present the connections between these documents to the other panel members. He was uncooperative and kept looking at his watch, looking bored, irritated 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 rather be anywhere but in that conference room. The attendees were Erik Plakanis, Westy Fletcher, David Orr and Mindy Warwick. Four groups were represented. It took one month of e-mails and phone calls to get them to call back to set up and appointment and when one was set up, the UT person acted annoyed and stated that it was past the deadline. Erik reminded him that we had tried for weeks to set up an appointment prior to the deadline.

Contact/s: Vesna or Erik Plakanis 865-436-8283; Westy Fletcher westymtnman@earthlink.net, 423-487-3131; Gaynell tmtnflower@planet.com 423-487-3622

14. U. S. Highway 321 (SR 35), Green Co. (Two Projects)

Location: From Tri Cities Airport to Pigeon Forge

Estimated financial cost/s: The estimated cost in 1998 was \$450 million.

Phase of road's development: In Greene County the project is in the design /engineering phase.

Name of opposing group/s: Citizens for Sensible Roads

Opposing group/s position: Our group opposes the entire project as a waste of taxpayers money. The road is viewed as redundant in that a four lane highway connecting the airport with Pigeon Forge already is in existence. The prevailing attitude of TDOT and the Tennessee Road Builders Association is one of "we have the money, let's spend it". This is not a prudent use of our tax dollars - especially in light of the fact that budgetary problems exists in other areas, such as education and health care.

The UT Review team was highly professional. The experience was a positive one. Approximately 30 people attended with about 13 speakers who were allotted 5 minutes. Not one person stood and spoke in favor of the project.

Contact/s: Tom Dier 423 638 3432 wingman@xtn.net or Dan Burgner 423 639 2332

15. State Route 357 Extension, Tri-Cities Regional Airport to Bluff City

Location: The project was proposed to extend from State Road 357 that connects I-81 to the Tri Cities Airport. The project has two parts: The North extension from the existing State Road 357 to U.S. 11W north of Kingsport, Tennessee, and the South route from the Tri Cities Airport to the intersection of U.S. 11E and U.S. 19E in Bluff City, Tennessee.

Estimated financial cost/s: The estimated costs in 1993 were 90 to 96 million dollars.

Phase of road's development: The North extension has been cancelled for the present. The South extension is still under consideration. It is in the proposed stage at this point.

Name of opposing group/s: Our group is the Boone Lake Association. We are a 400 member Organization made up of persons who live on or have an interest in Boone Lake, a TVA reser-

voir in Northeast Tennessee. Our point can best be expressed by our comments prepared for the UT listening session. We attended the listening session at Sullivan Central High School in Blountville, Tennessee. There were approximately 150 people in attendance. It was well covered by local media. It would be fair to say the groups were divided into two contingents: Those who were in favor of the road made up almost exclusively of county and town officials of the municipalities involved, plus a few property owners. The other group were those opposed made up primarily of citizens groups such as ours. Overall we were impressed with the session. The people from UT were attentive and seemed interested in analyzing the process that was following in planning for the road. We had the opportunity to speak with Doctor Richards, and felt he was making a sincere effort to gain the facts. Following are some of our comments from the meeting:

Opposing group/s position: One of the primary reasons given for the building of the 357 extension is economic development. The Boone Lake Association is not opposed to economic development. In fact it could be said we are a catalyst for economic development. Our group was formed in 1983 when sewage sludge starting floating on Boone Lake. The lake was posted as unsafe for human contact and prices of property on the lake plummeted. Fisherman, water-skiers and families started avoiding the lake. Through the efforts of the Boone Lake Association and others including a number of legal actions the situation was improved.

Since that time the Boone Lake has flourished. Thousands of expensive homes have been built. Property values have grown faster than national and local trends adding significantly to county taxes, thousands of sportsmen travel from all over the United States to fish the lake adding money to the local economy and tens of thousands of people in the Tri Cities Region enjoy the lake buying boats and recreational equipment, thereby adding to tax revenue. None of this would have happened if the Boone Lake Association and others had not met the challenge in 1983.

Regrettably we face another challenge of the same magnitude. One that has the potential to destroy the economic benefits which the county, state and we derive from Boone Lake. The arbitrary decision has been made to build State Route 357 Extension across the lake at Peaceful Harbor and Summer Sound. Beyond the decision if the road is viable, beyond what economic impact it may or may not have; what could possibly be the rationale for defacing one of our county's strongest economic assets? Further what is the benefit of destroying not one but two of the largest and most established subdivisions on the lake? Destroying not just 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 Environment 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 find ourselves in the position of having the lake posted as unfit for human contact. This would be devastating to property values, tourist revenue and tax dollars derived from recreational equipment. Are we willing to risk this to build a bridge that 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 had selected the route that called for building a new bridge across the lake. When asked for a rationale, their answer was an arrogant "because that's where we decided to build it". This is not our father we are talking about here and "Because I said so" is not an acceptable answer. Throughout this process the Department of Transportation has promised a "comprehensive environmental review". To date nothing even resembling this has been seen. If we are even considering building a bridge across a TVA lake. A lake that is listed as fragile polluted water. A lake where there are very real prospects of creating an environmental nightmare.

We need a thorough investigation of all of the ramifications before even considering rather or not to build the bridge. Just the beginnings of the information needed would be: a report from the U.S. Army Corp of Engineers, an impact study from the U.S. Fish and Wildlife Service, an assessment from TVA, an impact study from the Tennessee Department of Environment and Conservation, a opinion from the Environment Protection Agency and an analysis from the Tennessee Wildlife Resource Agency. After this is collected and analyzed, then and only then can we even consider building a bridge across Boone Lake. Make no mistake, the Boone Lake Association is going to be insistent that necessary information is gathered, the procedures be followed thoroughly and analyzed objectively before any decision is made on this bridge. If the Department of Transportation thinks we can be bulldozed on this issue, I would suggest they review our involvement in the Bristol wastewater treatment plant situation. Thank you again for your time and expertise, and thank Governor Bredesen and Commissioner Nicely for initiating it.

Contact/s: Dennis Willingham

Outings

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/SignInWaiver.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 (Knoxville)

Sunday, September 14 - Day Hike, John Muir Trail, Cherokee National Forest - Hike the John Muir Trail in the Hiwassee Ranger District. The trail follows the bank of the Hiwassee River, an easy path along a beautiful river. We will hike past the Big Bend canoe access area. Approximately 8 miles. Preregister with trip coordinator, Ed Soler, 865-690-4780(H).



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. Matches
7. Knife
8. Flashlight
9. Extra food, water
10. The tenth essential. You decide what is the most important thing to bring!

Saturday-Sunday, September 27-28 - Gourmet Backpack, GSMNP - This trip has become a Harvey Broome Group tradition, with everyone trying to make the most outrageous, non-backpacking type food that one can imagine. If you can dream it up, you can cook it in the back country. Frozen margaritas, Caesar salad, roasted Cornish game hens, seafood Newburg, hot fudge ice cream sundaes, blueberry pancakes - it has been done in the woods on this trip. This year, we return to a lovely spot Abrams Creek in the Smokies. A tinge of early fall colors and a magnificent swimming hole will make you feel like you are at a resort. There will be a couple short climbs as we head to the Little Bottoms campsite, but otherwise, the short hike will make the hefty loads seem light. Preregister with Susie McDonald, (865) 690-3257 (h), (865) 425-5184 (w), email: mcdonaldjenkins@twohikers.org.

Saturday-Sunday, October 4-5 - Backpack, Cohutta Wilderness (GA) - The Cohutta (GA) and adjacent Big Frog (TN) Wildernesses together total 45,059 acres, the east's largest protected National Forest Wilderness areas. Using a car shuttle, we will hike about 13 miles along much of the length of the Conasauga River in the heart of the Cohutta Wilderness, starting at Betty Gap and the River's headwaters. Plan on lots of water crossings but the water level should be doable this time of year. This backpack is rescheduled from last year. Rated Moderate. Preregister with Will Skelton: Home 865-523-2272, Work 865-521-0363; email whshome@bellsouth.net.

MIDDLE TENNESSEE GROUP (Nashville)

Sunday, September 7 - Radnor Lake Dayhike - Meet at 2:00 p.m. at the Radnor Lake Visitor Center. We will hike the Lake Trail and Ganier Ridge Trail. Rated easy to strenuous. Wear sturdy hiking shoes and bring water and a snack. For additional information and to register, contact Katherine Pendleton at 615-943-6877 or email Adelicia1@aol.com

Saturday, September 20 - Day Hike - Montgomery Bell State Park. We are planning 5-7 miles on trails within the park. Call Linda Smithyman at 615-822-1979 for info on where and when to meet.

Saturday, September 13 - Sunday, September 14 - Hobb's Cabin Backpack - This will be an easy to moderate backpacking trip suitable for beginning backpackers. We'll begin the hike at Savage Ranger Station and take the North Rim trail to Hobb's Cabin campsite. Excellent views on this trail. Total mileage per day approx. 8 miles. For additional information and to register, contact Katherine Pendleton at 615-943-6877 or email Adelicia1@aol.com

Sunday, September 21 - Membership Social Dayhike - Let's try a moderate dayhike this month and talk about conservation issues while we explore the Mossy Ridge Trail in Percy Warner Park. Wear sturdy hiking shoes and bring water and a snack. Meet at 2:00 p.m. at the trailhead at the Deep Well Picnic area off Hwy 100. For additional information and to register, contact Katherine Pendleton at 615-943-6877 or email Adelicia1@aol.com

Saturday, September 27 - Barfield Crescent Park Dayhike - Murfreesboro - Come out and welcome our newest outings leader and newcomer to MTG, Diane as she leads us on an educational hike exploring the Stones River and Glades of Murfreesboro's Barfield Crescent Park. Meet at the Wilderness Station at 2:00 p.m. for a paved ¾ mile ranger led hike to the West Fork of the Stones River to search for aquatic animals that make the river home. (Wear old clothes and appropriate hiking shoes) From there we will hike 2-4 more miles of unpaved trail through shaded cedar and rock glades. Barfield Park is located at 697 Barfield Crescent Road in Murfreesboro. From Murfreesboro, take Hwy. 231 south to Barfield Crescent Road - the park is on the south side of the road. For additional information, contact Diane at Diane@Propson.com or 615-895-1236

Saturday, September 27 - Sunday, September 28 - Savage Gulf Backpack - Do you enjoy off-trail hiking? This may be the trip for you as we explore a couple of new sections of trail. We will start at the Stone Door Ranger Station and hike down through the Stone Door and continue into the gulf taking the Connector Trail to Saw Mill campsite where we will spend the night. Along the Connector Trail, we will find a couple of alternate sections of trail. Rated moderate to strenuous. Due to unstable rocks, experienced backpackers only. For additional information and to register contact Katherine Pendleton at 615-943-6877 or email Adelicia1@aol.com

Looking Ahead:

Saturday, October 11 - Friday, October 17 - Smokies Backpack on the AT - Several folks associated with Sierra Club and TTA are planning to backpack the AT in the Smokies from Fontana Dam to Newfound Gap. Rated Strenuous. Experienced

backpackers only. For additional information, contact Katherine Pendleton at 615-943-6877 or email Adelicia1@aol.com

Friday, October 31 - Sunday, November 2 - Halloween Backpack on the Fiery Gizzard Trail - We'll start this weekend on Halloween at the CCC campsite 0.6 miles from the Fiery Gizzard Trailhead on the Grundy Co. side. Sat. we will hike the Fiery Gizzard Trail spending the night at Small Wilds campsite. Sun. we'll finish our hike at the Foster Falls trailhead. Friday night we'll share a campfire and a pot-luck camp supper. Bring your favorite ghost story to share and come in costume if you wish! For additional information and to register contact Katherine Pendleton at 615-943-6877 or email Adelicia1@aol.com

STATE OF FRANKLIN GROUP (Tri-Cities)

SOFG has adopted the section of Appalachian Trail which winds through the beautiful Big Laurel Branch Wilderness. 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 Outings Chair John Arwood 423-926-9876 <johnarwood@webtv.net>

1st Saturday- Appalachian Trail Maintenance BLBW 2nd Saturday- Nature Walk or Easy Day Hike

3rd Saturday- Appalachian Trail Construction & Maintenance with the Tennessee Eastman Hiking Club.

4th Weekend- Saturday & Sunday Overnight Backpacking & Basic Leave No Trace Camping.

5th Saturday [if there is a 5th Saturday]- Day Hike.

Every Wednesday- Day Hikes of various levels of difficulty. Please make suggestions. On the Wednesday closest to the middle of the month we will perform Appalachian Trail Maintenance @ Big Laurel Branch Wilderness.

CHICKASAW GROUP (Memphis)

Saturday, September 13 - 8:30 a.m., Cooper-Young Festival - This is traditionally one of the most popular, well-attended and successful neighborhood festivals in the Memphis area. The Sierra Club has a table/booth for vendors and will offer for sale T-shirts and other related Club material 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 Rutschman at (901) 767-5916 or RUTSCHMAN@rhodes.edu.

First Aid /CPR - Prepare for leading Sierra Club fall outings. The American Red Cross is offering First Aid /CPR classes at its headquarters at 1400 Central Avenue in Memphis. The cost is \$45.00 and payment must be made to secure your reservation. However, if you lead two outings, the Chickasaw Group will reimburse you. For more information, contact Outings Chair Judith Hammond at (901) 276-2819 or at 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.

Saturday, September 13 - 10:00 am - The Old Forest Trail. "Second Saturday Hikes" Explore the only urban old growth forest of its kind in America. Learn about the forest's history, identify big trees and wildflowers and observe firsthand 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 Old Forest Lane in the center of Overton Park. Refreshments will be served after the hike at the Goodman Golf House. The informative and entertaining trail map to the self-guided mile-and-a-quarter mile loop hike with seasonal bird watching and wildflower-viewing guides is available for free at the Golf House in Overton Park at all other times. For additional information, contact Don Richardson at (901) 276-1387 or donrich@juno.com. Sponsored by Park Friends.



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's 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 Modica

266 Mayberry Road - Jonesborough, TN 37659; 423-753-9697

via email: lmodica@aol.com

Attn: Fall Chapter Meeting, State of Franklin Group

Name: _____

Address: _____

City/St/Zip: _____

Telephone: _____

of Attendees _____ @ \$30 ea = \$ _____

of Attendees under 12 years old _____ @ \$15 ea = \$ _____

Total Enclosed = \$ _____

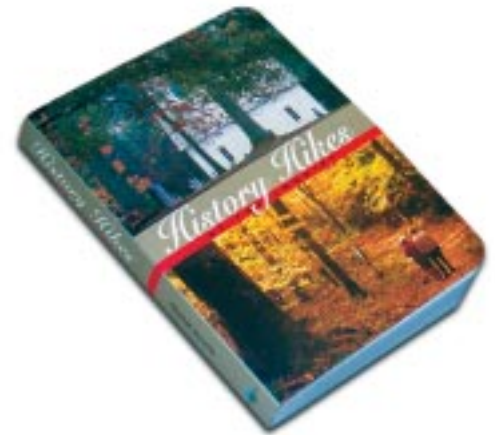
of carnivores _____

of herbivores _____

History Hikes of the Smokies

Offers Hikers the Chance to
Step Back in Time

ISBN 093720740-3



When Congress created many of the famous national parks in the West, they did so simply 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, grist mills, fruit orchards, barns, country stores, hotels, guest cottages, and much more. Dozens of schools and churches dotted the valleys. Timber companies owned hundreds of miles of railway, sprawling lumber mills, and whole "company towns" with commissaries, barber shops, pool halls, and movie theaters. All of it had to be purchased and 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 Hazel Creek, Boogerman, Little Cataloochee, Old Settlers, Old Sugarlands, Cooper Road, and Jakes Creek, among others. The narratives for the longer, most historically-rich trails are practically short books in themselves—Old Settlers, for example, runs 38 fact-filled pages.

Michal Strutin 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 outdoors. She has done editing stints for Outside and National Parks magazines and is the author of Grist Mills 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, Strutin conducted exhaustive research in libraries and archives that revealed a wealth of new historical anecdotes and gems not found in other 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.

Other valuable features of the book are profile charts showing each trail's steepness, easy to read individual trail maps, and detailed directions to trailheads.

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.org

Great Smoky Mountains Association is also the publisher of Hiking Trails of the Smokies (the little brown book) and Day Hikes of the Smokies. The organization is currently celebrating its fiftieth year of providing support to the national park.

Call for Nominations to the Chapter Executive Committee

Continued from page 5

Baker (Memphis, 901-372-6717, aubrey_kimo@worldnet.att.net), Pat Collins (Smithville, 615-597-5055, meowmeow@dtccom.net), and Dean Whitworth (Tri-Cities, 423-727-7214, deanw@tibonline.net). Names of qualified individuals may be submitted to any committee member; please verify that the potential candidate is willing to serve and state why this potential candidate would make a good At Large delegate. Candidates may also qualify to run by petition. Petitions require the signatures of 15 members in good standing. Petitions should be returned to the Nominating Committee Chair, James Baker, 3814 Wychemere Drive, Memphis, TN 38128, and must be received by September 25th.

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

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 ask you to be willing to attend and participate 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/Political.

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 these 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 Adelle Wood at (615) 665-1010 or hikebike@comcast.net.

The deadline is September 24.

State of Franklin Group (Tri-Cities) Needs Outing Leaders

SOFG needs volunteers to help with the effort to offer a schedule of year around outings. There are numerous possibilities for fun & informative outings, a great form of outreach to our membership & would-be members, such as:

Day Hikes (leisurely to fast paced); Overnight/Multi-Day Backpacking; Campground Based Camping; Trips to Points of Interest; Interpretative Walks (flora, fauna, geology, history, etc.); Family Oriented (with kids, single parents, etc.); Star/Moon/Meteor Gazing; Development of Wilderness Skills; Trail Work; Tree Planting/Restoration Work [combinations of the above]

If you have an interest in helping to promote a love & understanding of our natural environment within others, through SOFG Sierra Club outings, please contact:

John Arwood - SOFG Outings Chair - 423-926-9876
Trail_Work_PLay@hotmail.com



Join the Nashville Recycling Team!

Any good friend of the earth who can donate 2 or 3 hours any Saturday morning can join the fun at our Kroger Elysian Fields Recycling Site. **We need you!** AND, your efforts directly contribute to the environmental campaigns of your local Middle Tennessee Group.

To volunteer call
David Bordenkircher at
333-3377 or email
dabordenkircher@
mindspring.com

Thank You!!



Now 2 Shirts to Choose From!



Sierra Club John Muir Quote T's - NEW!

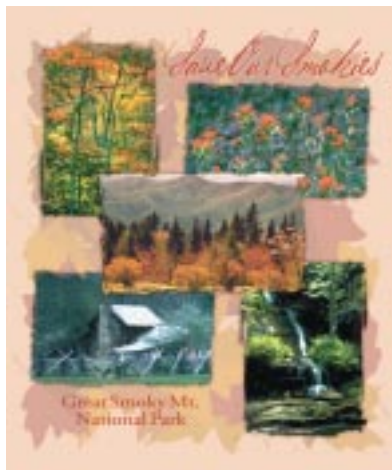
Mountain stream picture with John Muir quote "There is nothing more eloquent in nature than a mountain stream"

Sizes:

- Medium - Qty _____ x \$15/shirt = _____
- Large - Qty _____ x \$15/shirt = _____
- X-large - Qty _____ x \$15/shirt = _____
- XX-large - Qty _____ x \$15/shirt = _____
- Total \$ - John Muir quote t-shirts = _____

Save Our Smokies T's

Shirt features a montage of very special shots from our Great Smoky Mountains National Park.



Sizes:

- Small - Qty _____ x \$12/shirt = _____
- Medium - Qty _____ x \$12/shirt = _____
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- X-large - Qty _____ x \$12/shirt = _____
- XX-large - Qty _____ x \$12/shirt = _____
- Total \$ - Save Our Smokies t-shirts = _____

Total T-shirt order

- Grand Total (from above) = _____
- + Shipping & Handling @\$3/shirt = _____
- Total Enclosed = _____

Ship to:

Name _____
 Address _____
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Sorry, we cannot accept credit cards. Please make check payable to Tennessee Chapter Sierra Club and mail to:
 Tennessee Chapter Sierra Club, 2021 21st Avenue South,
 Suite 436 - Nashville, TN 37212

If you would like to be active in the Save Our Smokies campaign, please contact Beverly Smith at 865/531-8480 or blsmith1300@comcast.com Your help would be greatly appreciated!

Sign on to Save Our Smokies!

To subscribe to the Greater Smoky Mountains Coalition (a.k.a. Save Our Smokies - SOS) listserve, just send a blank email to:

Greater_Smoky_Mountains_Coalition-subscribe@yahoo.com

You will receive a subscription confirmation message. Just reply to the confirmation message, and your subscription will be complete.

If you run into any difficulties, just email Liz Dixon at

Chickasaw Group News

Compiled by various members

V&E Greenline Hike - Bill Rehberg, a Sierra Club member and a V&E Greenline Foundation member, led the Chickasaw Group hike on the Vollintine & Evergreen Greenline trail on Saturday, July 18. The V & E was an abandoned railroad bed running through the Memphis Vollintine-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. The V&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 the 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 new folks who read about the hike in the Commercial, Health & Fitness, VECA Newsletter, and Downtowner. Hikers were Carol Chumney, Jim and Nadia Anhalt, Sharli Euell, Judith Hammond, Jeanne Bolen, Bob and Becky Ledbetter, Joan Byrne, Carolyn and Woody Pierce, Teri Sullivan, Charlie Rond, Lou Pardue, and Gloria Lenski.

The Chickasaw Group wants to thank Bill for leading the outing. It made a fine contribution to Chickasaw Groups' implementation of the national Sierra Club policy of outings having a conservation or educational objective. Bill has offered to lead this hike again in the fall. See you all then!

Tennessee Clean Water Network - The staff of the Tennessee Clean Water Network and Executive Director Danielle Droitsch hosted members of the Chickasaw Group and other activists at the recent TCWN reception at the Holiday Inn, University of Memphis. Group Vice Chair James Baker and Environmental Justice Coordinator Rita Harris, who are West Tennessee members of the TCWN Board were joined by Charlie Rond, Don 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.

Departing Executive Director Droitsch, 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 Club's Memphis Environmental Justice Program 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 Memphis program 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.

On 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 Cantrell, the local film producer/director, Balinda Moore, of the Concerned Citizens of Crump Neighborhood Association, Ernestine Carpenter, 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 Cantrell 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; James Baker 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 Riverside Collaborative community meeting (near the refinery) where fifty people were in attendance, including State Representative Barbara Cooper who actually lives near the refinery.



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

**The Sierra Club-Middle TN Group
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