

New Canada Road

Context Sensitive Solutions

**CANADA ROAD ADVISORY TEAM
ADVISORY TEAM MEETING NO. 2**

January 22, 2009

International Harvester Managerial Park – Lakeland, TN

Nisha Powers, Facilitator

ATTENDEES

Advisory Team - Present

Dianne Baldi
Tom Benke
Randy Brockwell
Shirlee Clark
Jay Conrad
Bob Elliott
Alison Ely
James Farris
Mark Hartz
Paul Houghland
Tony Neri
Clayton Rogers
Jim Schultz
Mike Sexton
Pat Smith

Project Management Team - Present

Robert Wherry
Philip Stuckert
Emily Boswell
J. Higbee
Jim Atkinson
Eric Bridges
Nick Bridgeman
Brenda Lockhart
Michael Morrissett
Nisha Powers
Steve Hill
John Pankey
Matthew Waddell
Joe Matlock
Cindy Patton
Tim Flinn
Ted Fox

Others present:

Jesse Coley, Powers Hill Design
Gary James, Lakeland Resident

Stakeholder Group

Planning Commission
Windward Slopes HOA
North Property Owner
At-Large Member
North Property Owner
At-Large Member
Lakeland Estates HOA
South Property Owner
Board of Commissioners
Davies Plantation HOA
Naturals Resources Board
Parks & Recreation Board
Plantation Hills HOA
Woodbridge HOA
South Property Owner

Stakeholder Group

City Manager
City Engineer
Staff Engineer
Growth Management, Director
City Planner
Natural Resources Board Director
Natural Resources Board Technician
Parks & Recreation Director
Code Enforcement Inspector
Consultant – Powers Hill Design
Consultant – Powers Hill Design
Consultant – Fisher & Arnold
Consultant – Fisher & Arnold
Technical Advisor – TDOT
Technical Advisor – TDEC
Technical Advisor – COE
Technical Advisor – Shelby County

Opening Remarks

Mr. Philip Stuckert, City Engineer, started the meeting at 3:10 p.m. with opening comments, and then turned the meeting over to Ms. Nisha Powers of Powers Hill Design.

Introduction of Teams by Ms. Powers

Ms. Powers began by reintroducing the team members as there were some new members that were replacing members of the team that could no longer serve.

Mr. Clayton Rogers is replacing John Ward representing the Parks & Recreation Board. Mr. Mike Sexton is replacing Jim Rutland representing the Woodbridge Homeowners' Association.

The members of the Canada Road Advisory Team then reintroduced themselves. All current Advisory Team members were present for this meeting.

Ms. Powers will provide an updated contact list to all team members, and the contact listings will be updated on the website (www.newcanadaroad.com). The new members present gave permission to list their contact information on the website.

Advisory Team Mission and Goals

Ms. Powers summarized items from the previous meeting held on December 11, 2008 for those who were not in attendance at that time. Team members were provided with information packets that included an Agenda, Team Mission & Goals that were agreed upon at the previous meeting and Draft Project Goals to discuss during this meeting. Team members agreed that the Team Mission and Goals were satisfactory as presented. The Mission and Goals are as follows and will be posted at all future meetings.

Canada Road Advisory Team's Mission:

The Team will recommend a Plan of Action to the Board of Commissioners for Canada Road.

Canada Road Advisory Team's Goals:

- The Team will achieve consensus through Context Sensitive Solutions by implementing a continuous and responsive public involvement program that builds public trust.
- The Team will strive to create an atmosphere of good communication and cooperation, and develop positive working relationships within the Team, government and community.
- The Team will project an image of cooperation and forward-thinking to the community and the region.
- The Team will have fun.

Group Exercise - Project Goals

Ms. Powers asked Advisory Team members to spend a few minutes reviewing a list of Draft Project Goals and to make suggestions to add or delete items, or edit those on the list. The Team had approximately 30 minutes of discussion regarding items that were of significance to them, and offered suggestions for amending and/or combining various items on the list. The final list of Project Goals as discussed and agreed to by the team are as follows:

- Produce an excellent design that enhances and embraces the quality of life in our community.
- Help to reduce traffic congestion and increase capacity by creating a road that serves as a north-south corridor.
- Improve safety for the traveling public.
- Produce a design concept that is recognized for technical excellence and environmental sensitivity.
- Create an aesthetically pleasing gateway to Lakeland from I-40.
- Create opportunities for vehicular and non-vehicular crossing of the road.
- Provide access to existing neighborhoods.
- Produce a design that minimizes delays during construction.
- Preserve existing natural environment and surroundings; minimize or mitigate environmental concerns.
- Create a design that is economically feasible.
- Create a design that is compatible with local and regional plans and programs.

Presentations to the Advisory Team

Ms. Powers stated that the next portion of the meeting was dedicated to provide the Team members with a better understanding of the issues they will be considering as we progress through the next several months. Each of the next presentations will provide information that will help give members a context with which to develop and build their opinions and recommendations. Ms. Powers outlined the agenda for presentations to the team, as follows: There will be four presentations with a break after the second presentation. The Natural Resources Board will go first, followed by Parks & Recreation. After the break, the Planning Department will present followed by a Mr. John Pankey with Fisher & Arnold.

Natural Resources Board Presentation – Eric Bridges and Nick Bridgeman

Mr. Nick Bridgeman, City Forester, began the presentation for the Natural Resources Board by talking about the Natural Resources Inventory they have done in Lakeland.

A **Natural Resources Inventory (NRI)** is information collected to identify the location and character of natural resources. Its purpose is to identify resources that are important to the community. Examples of things inventoried are streams, forests, wetlands, slopes, wildlife habitats, soils, plants, and historic/cultural sites. Maps of the natural resources inventory of the corridor area were available for meeting attendees to look at.

Mr. Eric Bridges, Director of the Natural Resources Board, presented the Natural Resources Assessment for Lakeland.

A **Natural Resources Assessment (NRA)** is an evaluation of the data collected in a natural resources inventory. Public meetings are held and the input is used to rank which characteristics of resources are most important. In Lakeland, Forests and Plants are ranked the highest. Second are Streams, Lakes, and Water Features. Third ranked is Endangered Species, though none are known to exist in Lakeland as of this time. However, the point is that people want to know if they are there. Slopes are ranked lower on the list. A lot of woodlands are located on the sloped areas of Lakeland. Cultural and Historical Sites will be assessed as well.

The next step will be to develop **Priority Maps** based on the natural resources inventory and the natural resources assessment.

Parks and Recreation Presentation – Brenda Lockhart

Ms. Brenda Lockhart, Director of Parks and Recreation, presented a quick overview and history of the International Harvester Managerial Park.

In 1953, a group of managers from the International Harvester plant in Memphis came together and formed a club named the International Harvester Managerial Club. Sixty-five and a half acres were purchased as a place for the club to meet and recreate. Each member of the club helped pay on the deed until it was paid off. In 1995, the aging club members were having trouble in maintaining the property. They reached an agreement with the City of Lakeland in 1995 to make the park area open to the public. In 1999, an amendment to the agreement let the City of Lakeland have four nights a month in the clubhouse facility to conduct city business or civic activities. Then in November 2008, an amendment put both the facility and the park in control of the city.

The park offers year round fishing and serves as the venue for the annual youth fishing rodeo. Many visitors come for hiking and mountain-bike riding. There are three distinct trails, the most popular being the Yellow Trail. The trail is documented online at www.youtube.com by a mountain-bike rider. The park is popular with many groups and families for a wide range of activities. The park features picnic tables and grills as well as a pavilion that was donated by the Lakeland Lions' Club.

Last year, the city installed an ADA (American Disabilities Act) trail that allows even more people to enjoy the lake. A gazebo has also been considered for the park as weddings have been popular on the site. Because of the many young families that utilize the park, a tot playground is being considered. A Frisbee-golf course has also been suggested.

Ms. Lockhart emphasized the need for concentration on having a master plan for the International Harvester Managerial Park, as it is very important for the community. Well maintained parkland adds value to residential communities.

Break and Group Photo

Before the break, group photos of the Advisory Team Members were taken to be posted on the website.

After the break, Ms. Powers took the time to explain that the purpose of the prior presentations was to help stakeholders understand what assets of the community are important, and what to work toward in selecting the New Canada Road alignment. She pointed out that the important factors given to her by stakeholders ran parallel with the important resources outlined by the natural resources assessment.

Planning Department Presentations – J. Higbee and Jim Atkinson

Next was a presentation from the Lakeland Planning Department. Mr. J. Higbee, Director of Growth Management, presented a planning overview including planning policies and regulations. He recommended that stakeholders learn the land use map, as it shows all the facilities they may need to know about. Documents are available online as well as zoning maps. Mr. Higbee asked that stakeholders engage the planning department at any time.

Design Parameters Presentation – John Pankey

John Pankey of Fisher & Arnold gave a presentation outlining the design parameters and design exceptions. He made copies of the Purpose and Need Statement available to those present. Mr. Pankey presented the following roadway criteria:

Roadway Design Parameters:

- Controlling Criteria for Roadway Design
 - Design Speed
 - Superelevation
 - Minimum Radius of Curve
 - Minimum Stopping Sight Distance
 - Vertical Curves
 - Maximum Grade

- Roadway Typical Section Parameters
 - Horizontal Clearance
 - Shoulder Widths
 - Lane Widths
 - Sidewalks
 - Bicycle Lanes
 - Curb & Gutter

Design Speed is not the posted speed limit. It is the selected speed used to determine the various geometric design features of the roadway. **Superelevation** is the banking of curves. **Minimum Stopping Sight Distance** will be based on design speed and things such as trees alongside the road. **Vertical Curves and Maximum Grade** relate to the ups and downs of the road, the slope of which will be determined by the design speed.

Roadway Typical Section

- Lane and shoulder width
- Option for raised or depressed median
- Bicycle lanes on outside of travel lanes
- Sidewalk curved or straight offset
- Different functions through different areas
- Trees right on road or directly behind curb are hazardous according to FHWA

Several Advisory Team Members voiced concerns over allowing 18-wheelers and other heavy trucks access to the road after completion. Mr. Joe Matlock of TDOT advised the Team that there was no legal mechanism to prevent trucks from using a state road since truck drivers are taxpayers.

Team Members were also interested in the FHWA policy on tree placement. It was suggested that trees in the median prevent head-on collisions. Mr. Matlock stated that the trees may present a liability due to lawsuits involving collisions. However, Mr. Matlock indicated that it is possible to request Design Exceptions, and ask that the Federal Highway Administration (FHWA) rule on that issue. The Team can include recommendations that they want, but they may be turned down by FHWA. Ms. Powers pointed out that Design Exceptions have to be justified to the FHWA, so there will need to be consideration of the justification of any requested exceptions.

Upcoming Steps and Public Meeting No. 1

The next meeting, and first Public Workshop, will be on Thursday, February 19 from 6:00 p.m. to 8:00 p.m. Ms. Powers reminded the Team that in the past, there have been several alternates discussed and evaluated, so don't be alarmed if you hear discussions or adamant comments regarding history. We, however, are starting with a clean slate and armed with funding for the project.

The Team will be soliciting public input for consideration during the CSS process. The Advisory Team's role during this first Public Meeting will be to listen to citizen input and to encourage everyone to submit their comments and concerns in writing for the Team to consider. Flyers for the meeting will be prepared and emailed out to stakeholders to post in public and distribute to mailing lists, etc., as they see fit. Information will be posted in public places, on QNET, in the newspaper, and on the city and project websites.

The meeting will be less formal than the Advisory Team Meetings have been. There will be no speakers or formal presentation. Attendance will be “come & go” between 6:00 p.m. and 8:00 p.m., so having a formal presentation might mean some attendees would miss the presentation. The most critical part of the meeting will be the Question & Comment Sheets that attendees will be completing. It will be similar to the questions that were originally asked of the Advisory Team members. It will be measurable and the data will be compiled and made available to the Advisory Team, and will be helpful in the decision-making process.

The next Advisory Team Meeting is tentatively scheduled for April 7th from 3:00 - 6:00 p.m.

Closing

Without further comments or questions, Mr. Philip Stuckert thanked everyone for attending, and adjourned the meeting at 6:10 p.m.