

New Canada Road

Context Sensitive Solutions

**CANADA ROAD ADVISORY TEAM
PARTNERING MEETING NO. 3**

April 7, 2009

International Harvester Managerial Park – Lakeland, TN

Nisha Powers, Facilitator

ATTENDEES

Advisory Team - Present

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

Stakeholder Group

Planning Commission
Windward Slopes HOA
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
South Property Owner

Project Management Team - Present

Philip Stuckert
Emily Boswell
Nick Bridgeman
Brenda Lockhart
Michael Morrisett
Joe Matlock
Cindy Patton
Tim Flinn
Ted Fox
Mike Oakes
Nisha Powers
Steve Hill
John Pankey
Matthew Waddell

Stakeholder Group

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

Others present:

Jesse Coley, Powers Hill Design
Jim Murgatroyd, Lakeland Resident

Opening Remarks

Mr. Philip Stuckert, City Engineer, started the meeting at 3:10 p.m.

He stated that a meeting was held the previous week with the Project Management Team, and that information will be presented to the Advisory Team with discussion to follow. Mr. Stuckert thanked those present for attending, and turned the meeting over to Ms. Nisha Powers of Powers Hill Design.

Ms. Powers greeted the attendees, and thanked them for being present. She began by asking if any of the Team members had issues with the schedule as it stands. She took a quick poll on which day to have the next meeting, and Tuesday was agreed upon still the most amenable to those in attendance.

The next Advisory Team meeting will be on Tuesday, May 19, 2009, and Ms. Powers encouraged Team members to contact her if they had any scheduling concerns.

Presentation of Results of Public Meeting

Ms. Powers presented general information from the Public Workshop held on February 19, 2009. Attendance and Responses were as follows:

| <u>Attendance:</u> | | <u>Completed Questionnaires</u> | |
|--------------------|----------|---------------------------------|-----------|
| Public | 52 | At Meeting | 34 |
| Advisory Team | 13 | Mailed | <u>11</u> |
| Technical Advisors | 5 | TOTAL | 45 |
| Project Mgmt | <u>9</u> | | |
| TOTAL | 79 | | |

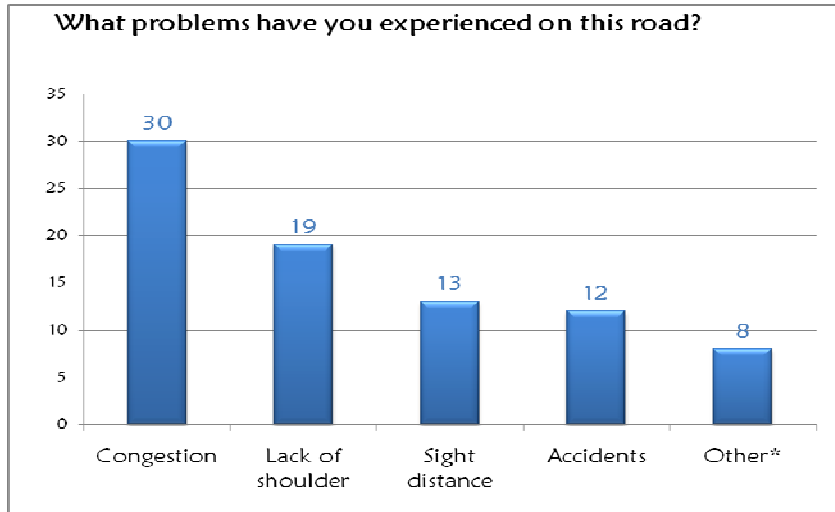
Ms. Powers thanked all those who helped to get the word out about the meeting. She noted the local media, Qnet, team distribution, flyers, and the project website (<http://newcanadaroad.com>) were all used to disseminate the information.

I. Questionnaire Results – Data

Ms. Powers provided the results of the questionnaires received.

- 80% of respondents were Lakeland residents.
- 75.6% traveled Canada Road more than 10 times per week.

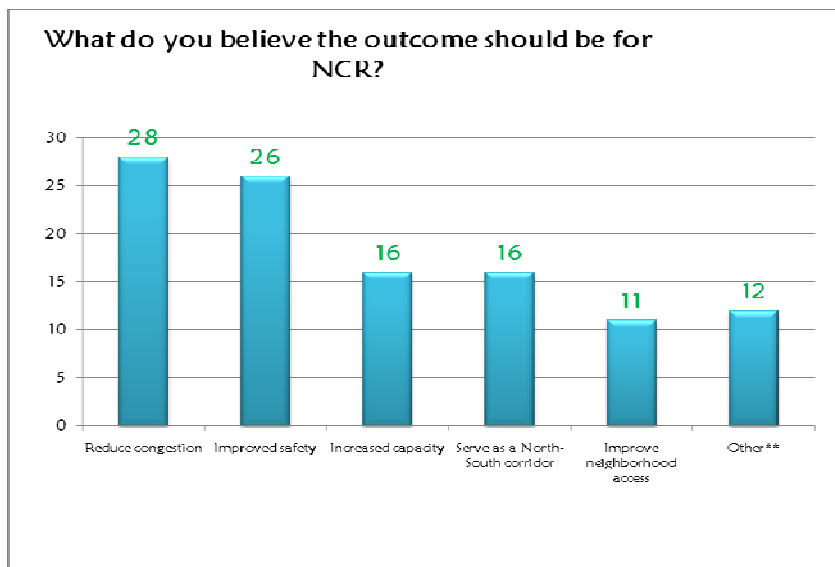
When asked to list problems experienced on the road (and not limited to one answer), the following answers were provided:



There was a concern regarding whether the respondents were speaking to congestion at I-40 or along Canada Road. Ms. Powers indicated that this questionnaire was more broad-based and did not ask those specific questions. She added that the questionnaire for the next Public Workshop will feature more specific questions regarding congestion and other elements as we will be discussing alternatives.

Some Advisory Team members voiced agreement on the concerns regarding safety. Ms. Powers noted that previous input from the Advisory Team members including the Team Goals and Project Goals match those given by the public in the questionnaires.

When asked to list what the outcome for the road should be (and not limited to one answer) the following were given:



Of the 12 “Other” comments, 4 of them indicated that they wanted to leave the road “as is.” There was some discussion about whether those respondents should be approached. Ms. Powers indicated that she had their contact information, but they may not want to be singled out or contacted by several people if their information is divulged, so she would be hesitant to provide that information. She added that in the next hour, she will present information about general comments provided by respondents. In that, it was interesting to see that the source of the comments were not always predictable.

When asked to rank issues in order of priority from one to ten, (1- most important), the averaged results were as follows:

| | |
|--|------|
| Neighborhood Impacts | 2.14 |
| Noise Impacts | 2.77 |
| Aesthetics | 3.14 |
| Preservation of Natural Resources | 3.14 |
| Traffic Movement (Vehicle) | 3.14 |
| Landscaping | 3.89 |
| Air Quality Impacts | 4.09 |
| Construction Activities | 4.20 |
| Pedestrian/Bike Safety and Accessibility | 4.40 |

At this point in the process, aesthetics, noise impacts, etc. are addressed in general terms, but will be asked in more detail in the questionnaire for the next Public Workshop.

II. Questionnaire Results – Comments

A copy of comments received with the questionnaires was provided to the Team. Ms. Powers outlined how the comments were grouped. Names and addresses were not included for privacy reasons.

The Advisory Team agreed that comments that include questions directly to the City will be answered on the website. Mailings will go out to those whose questions are being answered, directing them to the website. Confidentiality will be maintained.

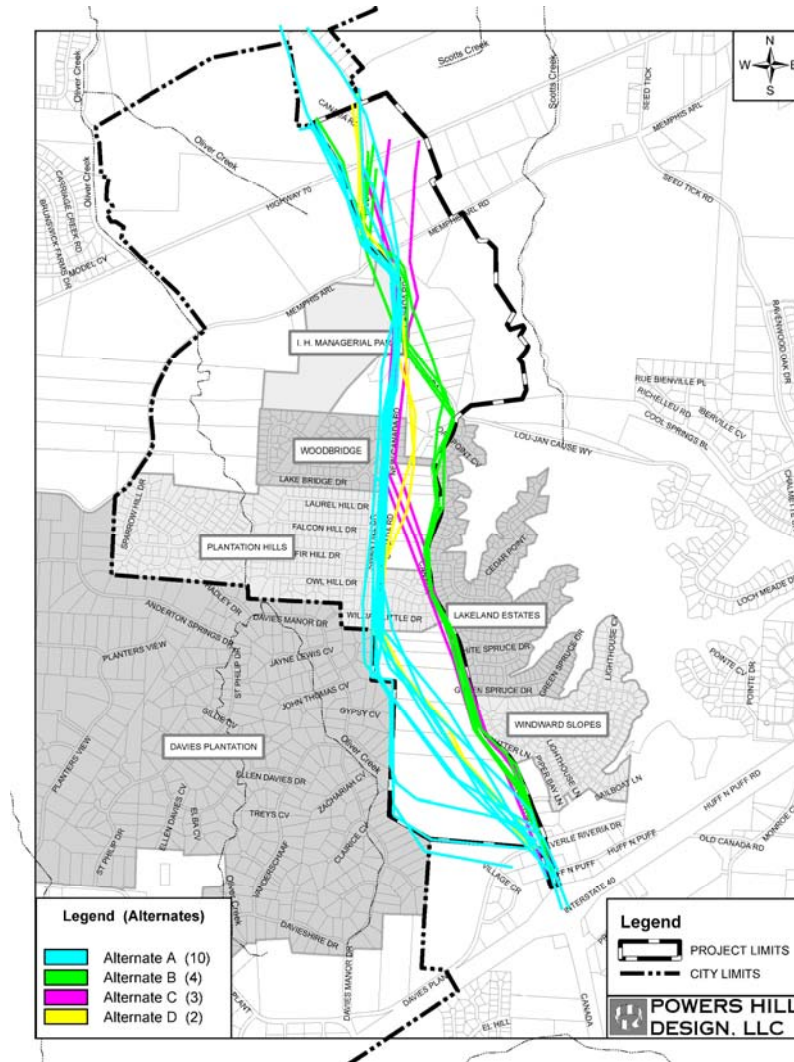
III. Map Results

Ms. Powers thanked Ms. Emily Boswell for always providing refreshments for the meetings.

Ms. Powers explained that, during the Public Workshop, respondents were asked to draw on a map provided (which defined the Project Limits) what they would like to see as the proposed alignment for the new road. Nineteen maps were turned in.

Some Advisory Team members indicated that some of the maps were representing multiple people who had discussed the alignment together. Ms. Powers indicated that she has no way of knowing who worked together and can only present the data as it was submitted to her.

Ms. Powers then presented a map which included all 19 respondents proposed alternates as shown below:



Ms. Powers stated that when those lines were drawn on the map together, some general trends were evident. These were categorized as Alternates A, B, C & D for discussion purposes, as they fell along certain generalized alignments.

During that discussion, some Team members noted that the further north the alignment originated, the less costly it would be due to right-of-way acquisitions. Also, existing commercial properties were discussed as needing to have frontage access to any new alignment for the purposes of maintaining economic development.

Mr. Joe Matlock of TDOT recommended the FHWA.gov website for information on choosing alignments. He voiced concern with the use of the term “alternate” and FHWA’s preference of “alternative.” He stated that all alternative alignments must be prudent, feasible, have logical termini, and have independent utilities. A 1,000-foot corridor is normally considered by TDOT for environmental purposes. A “no-build” alternative, as well as an alternative that includes existing rights-of-way, and an alternative that only calls for improving the existing road are required.

Ms. Powers added that the reason the maps provided at this meeting referred to “Alternates” and not “Alternatives” was that these maps are simply the results from the Public Workshop. To avoid confusion with the “Alternatives” that will be selected by the Team, the lines on these maps were referred to as “Alternates”, as we were not yet at the level of defining “Alternatives.”

Review of Partnering Principles

Prior to discussion regarding Alternatives, Ms. Powers reviewed the Partnering Principles. She also went over what is involved in Positive Team Work and the Barriers to Team Work. As we look at the next steps, consensus becomes critical; therefore, she reviewed those concepts as well.

The goal of the next portion of the meeting will be to allow Mr. John Pankey of Fisher & Arnold to provide the Existing Conditions along the Project Limits. Then, we will try to get to some consensus regarding 2 to 4 alternatives for the design team to evaluate. We want to look at each alternative holistically and give it the attention it deserves. The fewer alternatives we have, the more detailed effort and attention can be given to each one, but we will look at as many as need be.

Presentation of Existing Conditions by John Pankey

Mr. Pankey stated that the Purpose and Need Statement has been written and will guide all processes concerning the project.

He mentioned that the project is also in the NEPA Environmental Assessment Phase. This process will run parallel with the CSS process. Alternatives need to be selected before doing Environmental Assessment studies. A Public Hearing for the Environmental Assessment will be held at which time many questions and issues concerning the process will be addressed.

Mr. Pankey then gave an overview on a map with the Existing Conditions which included some Natural Resources elements (but not in any level of detail), potential wetlands, property lines, Texas Gas lines, park and churches. Mr. Pankey stated that the map does not include topography. The map also included the 19 lines provided by the public identified as Alternates A, B, C & D.

He indicated that the Team would have an opportunity to mark on the map regarding their preferences for alignments.

Team Discussion

Mr. Pankey indicated that we want the Advisory Team to collectively work on determining the alternatives.

Ms. Powers stated that the Team wanted to hear from the public and they have clearly indicated that Alternate A should be considered. Some Team members disagreed and indicated that the sample size (maps submitted by the public compared to the population of Lakeland) was not sufficient to make that determination. After some discussion, the consensus was that **Alternate A** (hereafter referred to as **Alternative "A"**) would be considered.

As the discussion progressed, Mr. Matlock advised that the existing alignment must be considered. The Advisory Team agreed that the existing alignment (**Alternate B** – hereafter referred to as **Alternative "B"**) would be considered.

There was some discussion about communicating to the public regarding the “no-build” alternative. Ms. Powers agreed that we should educate the public regarding the need for the project.

Advisory Team members also discussed the importance of minimizing impact to residential and commercial areas. The northern border of Club Windward was identified as a place to begin the alignment in order to minimize commercial impact.

The rights-of-way through the Plantation Hills and Woodbridge subdivisions will be major concerns.

Ms. Powers asked if the Team would like to consider Alternates C or D. After some discussion, it was determined that **Alternate C** (hereafter referred to as **Alternative "C"**) would also be considered.

Alternatives "A", "B" and "C" as discussed during the meeting will be brought back to the next Advisory Team with more detailed information (utilities, natural resources, property impacts, etc.) for further analysis.

Upcoming Steps & Closing Comments

The next Advisory Team meeting will be on **Tuesday, May 19, 2009**. The next public workshop will be on Tuesday, July 28, 2009.

Ms. Powers thanked the attendees for coming and the meeting adjourned at 5:45 PM.