

CANADA ROAD - PUBLIC WORKSHOP NO. 2

Feedback regarding the **Context Sensitive Solutions process or the proposed road improvements**

#	Alt	SD	Comment(s)
1	A	ES	The process seems to be going fine and I understand the need to consider alternatives. However, the only truly viable option is A.
2	A	LE	The comment I have is in regard to the connector road located between Green Spruce and Windward Slopes. A connector road at that location seems out of place. I understand this location is a compromise between Lakeland Estates and Windward Slopes based on driving distance. That is an insignificant reason to design a road. The design should be based on safety and usability. If Green Spruce were to be extended across Old Canada to New Canada Rd. it would make a more direct flow for entering and leaving Lakeland Estates eliminating the danger of entering Old Canada from Green Spruce and immediately braking to make the turn onto the connector road. This location will also bring the connector road away from the curve on New Canada giving a longer sight distance. This also should offer more future use of the land between Old and New Canada Roads along the connector road.
3	A	LE	I felt that the lady who took questions never had any intention of answering the questions presented to her. She brushed questions off and moved quickly to another question. She was good at what she did, which was to avoid direct answers.
4	A	LE	Get traffic lights at busy points before wrecks. Possible noise barriers. No taxes for lights.
5	A	LE	I could care less if this community has to have a 4 lane. But if we need it, "A" is the only place to put it.
6	A	LE	If bringing up this alternate is required by state law, I understand bringing this up. If not, this idea is ridiculous.
7	A	LE	I support the Context Sensitive Solutions Process.
8	A	LE	Alternative A was determined years ago and this should remain the decision!
9	A	LE	We support Context Sensitive Solutions.
10	A	LE	Concept is good - More attention to keep public informed of "open" meetings is needed.
11	A	LE	The original plans for New Canada Road are already in place. Deviation from this plan will be exorbitant in financial responsibility to our city and may cause future taxes that we do not presently incur.
12	A	LE	I appreciate having the opportunity to contribute to the process.
13	A	LE	Most of us (residents) are not being informed as to the decision process. Need more info mailed out or on Lakeland web sites.
14	A	LE	Doing nothing is my favorite option. Either route will create truck traffic!
15	A	PH	While A impacts more greenspace and forestation, the benefits to the number of impacted homes is preferable.
16	A	WB	I have found the process to be an effective way to promote collaboration on a challenging project.
17	A	WB	My property will be directly affected by either Alt A or C. I don't feel represented at all by the CSS. I wasn't invited as a "stakeholder" to review possibilities, and I have never been contacted by the one resident in my subdivision (Woodbridge) as to our views. This is the 1st meeting I've be able to attend as I travel a lot for work. However, I feel that very little information about New Canada Road has been available (until recently, with all the info now available on the website). During the meeting one of the presenters stated that traffic studies showed the Canada Road, as it currently exist, couldn't handle the projected 26,000 car-a-day capacity years down the road. Is the "Field of Dreams"? Build it and they will come! I, as a resident of Lakeland, don't want 26,000 cars a day through residential areas. We bought a home and live here mostly because Lakeland was one the more resident-friendly cities in the area. If I wanted to live in a town with 4-lane divided roads running all through it, I'd live in Germantown, Collierville, Cordova, etc.
18	A	WS	"New Canada Road" already exists in Plantation Hills and Woodbridge. People bought homes there knowing this fact. Why punish people on Old Canada Road with another plan?

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19	C	_	While not Lakeland residents, our back property line would be greatly affected by the Alternative A proposal. We strongly oppose this measure and we respectfully ask you to consider Alternative C. Alternative A would put a major road against our very private, wooded backyard and decrease the property values of our neighborhood. If the road is expanded as outlined in Alternative C, then it does not appear to affect the Davies Plantation or Plantation Hills subdivision as adversely.
20	C	PH	None as planned.
21	C	PH	I do not understand what this process is - but at the town meeting held on July 28th, there was very limited interaction by the public - In fact citizen input was cut-off and disregarded during the meeting.
22	C	PH	I would have liked to seen a more open forum to express opinions.
23	C	PH	I don't see cost being a parameter in the CSS process. I am concerned that Alt. A is much more expensive than Alt . C. You have given approx \$10 M for both alternates but it appears to me that Alt. A would be significantly more than Alt C due to realigning almost the whole length of the road between I-40 and Hwy 70 where Alt C keeps more of the original alignment which should minimize costs.
24	C	PH	Key terms: Proposed. Proposal requires an acceptance. As a resident of Plantation Hills, the idea of a wide roadway going through the neighborhood was never acceptable. Alternate C allows existing infrastructure to be improved. Commercial traffic is not welcomed for any route. Four lanes would help to keep traffic moving as residential activity slows movement (postal delivery, trash pickup etc.).
25	C	PH	A smoke screen for the Political desires of this engineering team.
26	C	PH	C.S.S does not incorporate enough of the community's input. It appears the solution recommendations are being made by only a very few people. It also appears that the representatives were handpicked by the administrative body of persons.
27	C	PH	Keeping with the current Canada Road right-of-way as much as possible provides for current and future environmental concerns for less harmful contaminants to be washed off into Oliver Creek and fewer tree removal. Remember...we're a Tree City
28	C	PH	I think it is great that the citizens have been involved in this process. It would have been great if we could have asked questions.
29	C	PH	None as planned.
30	C	PH	It is very good and admirable to solicit as many opinions as possible, but I would suggest putting more weight on those expressed by people with property directly affected by the changes.
31	C	PH	It is going to be a difficult task to involve everyone and make everyone happy in this situation--I so appreciate Lakeland's efforts to do this.
32	C	PH	There is a proposed entrance/exit on Laurel Hill Drive off of New Canada Rd (It was labeled Falcon Hill on the board but is actually Laurel Hill instead). We would prefer there NOT be another entrance into our subdivision. We feel like it will give more access to the neighborhood and could possibly bring in more crime because it will be easier to get into and out of. Also because it is a straight road, we are afraid people will exceed the speed limit possibly hurting walkers, bikers, or children playing (there are no sidewalks on this street).
33	C	PH	The straight road of Alt. A will cause drag racing and accidents into houses and yards. Even in fenced yards you will fear for your child's life and yours.
34	C	PH	I personally think it is a bad idea all together to cut Canada Road through the subdivisions. It will become another Germantown Road and this will be bad for our community.
35	C	PH	Please do not split Plantation Hills. Alternate C is the most logical route.
36	C	PH	WHY would you split a subdivision if there is a suitable alternative that does NOT split Plantation Hills? Makes no sense.

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37	C	PH	Please do not split Plantation Hills. Please choose Alternate C.
38	C	PH	<p>I think that your planning process has serious flaws. You have provided what boils down to two versions of the same plan, varying only in the route the road will follow. You did not provide any justification for the need for four lanes plus a median, other than stating that "someday" the traffic count will climb to 25000 cars per day. There was no mention of when this "someday" will occur, nor what the capability of the current Canada Road is, nor what the capability of the planned, four lane, Canada Road will be. Additionally, I heard no justification for the four lanes of bicycle/pedestrian paths. How many bicycles do you expect to be traveling between US 70 and I 40? Where will the pedestrians traveling these paths be coming from and going to? Currently there is very little north/south pedestrian traffic along Canada Road, but there is significant east/west pedestrian traffic crossing the proposed route of option A.</p> <p>Your process seems to be designed to validate a preconceived solution, and you are restricting your design options and data provided to support your desired outcome. The internal bias towards option A in the design process is blatantly apparent.</p>
39	C	PH	Please consider Alternative C.
40	C	PH	I live in Plantation Hills and the New Canada Road was not brought to the attention of many new home owners. There are a number of small children in this development and Alternative A for the new road will put them in great risk! The increased flow of traffic and speed along with noise pollution will be a huge problem. PLEASE GO WITH ALTERNATE C!!! A beautiful development will be ruined.
41	C	PH	I feel the information presented at the last meeting was purposely manipulated and omitted in order to please the lakefront residents' desire to support Alternative "A".
42	C	PH	<p>We live on William Little Drive right at the corner of the NCR Alt. A proposal. Last night I expressed my confusion at not only the lack of complete/documented/cited information available regarding the studies that have been done. Specifically, I wanted to know how many homes would be "impacted" in both plans, but also expressed that we should be in agreement regarding the correct definition of what "impacted" means. I had questions about that, since the chart they had up listed homes "Impacted" and "Eliminated" under plan C but there was only a dash under Plan A. I was astounded they didn't answer the gentleman's question at the beginning of the meeting and thought it was thoughtless and inconsiderate to brush off any and all questions in a public forum. To then adjourn the meeting so quickly after only describing the CSS process- and tell us to wander around the perimeter in groups looking at charts and talking amongst ourselves was unfair in my opinion.</p> <p>I thought it was going to be a town-hall type public forum so that at least everyone would be getting the SAME information at the SAME time. This was not conducive to receiving cohesive information. There were different conversations going on all over and as I wandered from group to group people were trying to figure stuff out. There should be clear, documented information available after this amount of time! They had a chart up that had a dash for homes impacted under plan A and when someone wrote "26" on top of that dash someone else put a sticker with a "0" over that. An adversarial environment was created that was not called for by any means. Questions should have been encouraged and documented/sourced information should have been provided. It was mentioned in one of the speeches at the beginning that a study had been done that proved that traffic on Canada Road is now at 7,000 cars a day, but will increase to 25 or 30,000. That study information should have been provided. Many people do not believe that to be accurate.</p>

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			<p>We need to have correct information that has been verified by multiple sources. Information about not only environmental impact, but impact to residents, and a clear definition of what they mean by impact. Quite a few Garner Lake residents expressed to me in no uncertain terms that "you knew when you bought your property that the road would be put in" but that they have lived there since the mid '80's and were assured that Canada Road would never be expanded. I explained that we, too went to Lakeland City Hall before we purchased our lot and asked numerous people there about the road. We were assured that New Canada Road would probably never happen due to the lack of funding and the slow nature of things around here. We purchased our lot on William Little Drive in '02 feeling comfortable that we'd be old and gray before anything would even begin to be considered. The opinion I got last night when I relayed that information was that they were sorry we were led astray by Lakeland City Hall.</p> <p>I feel we are being led astray once again...the opinion I heard at the "public forum" more than once is that they have had their plan picked out since the beginning (A) and are stringing us along with this CSS process. Why waste our time? One person I spoke with on the Advisory Board thinks P Hills residents only recourse for fair consideration of Alternate C may be to secure legal representation. What kind of support would there be for that among Plantation Hills residents? There were not any questionnaires left by the time I asked for one before I left the meeting. My printer is not working so I cannot print it right now. Maybe if anyone is gathering information regarding P Hills residents thoughts/feelings you could use my letter.</p>
43	C	PH	Unfortunately, I don't think this meeting was conducted in a proper manner. Not addressing specific questions from the public only made things worse, not better.
44	C	WB	Still don't understand why we even need a 4-lane highway here. I travel the road EVERY DAY and have NEVER experienced congestion. Fix I-40 / Canada Road interchange first - that's the real problem.
45	C	WB	There was no information regarding the bicycle track presented at the July 28 meeting.
46	C	WB	The farther away the road from the Plantation Hills Subdivision, the better.
47	C	WB	We DO NOT need a New Canada Road!!
48	C	WB	They have made little to know effort to inform the resident of Lakeland that Plan C exists. The people of Plantation Hills are unaware that any additional road options exist. They believe that the meetings are to discuss Plan A only. C.S.S. has made no effort to change these beliefs. We as a community are not getting what we want, because we have been convinced by the Planners and C.S.S. that we have no options.
49	C	WB	I feel that the Plantation Hills subdivision is at a disadvantage. We are the only subdivision so greatly effected by plan A. Plan A will adversely effect our neighborhood. The fact that we do not have an organized neighborhood association is going to destroy our subdivision. Other neighborhood associations and potential commercial investors are pushing this upon us.

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#	Alt	SD	Comment(s)
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Refers to the number of responses

Alt Refers to the alternative preferred by that commentor

SD Refers to subdivision of the commentor - legend for subdivision names is provided below

Subdivision Legend	
CM	Creekside Manor
CW	Canada Woods
ES	East Shores
LE	Lakeland Estates
PE	Plantation Estates
PH	Plantation Hills
WB	Woodbridge
WS	Windward Slopes