

CANADA ROAD - PUBLIC WORKSHOP NO. 2

Feedback regarding Alternatives and Typical Sections presented at the Public Workshop

#	Alt	SD	Comment(s)
1	A	ES	Alternative A is the safest, will provide the best traffic flow, is the most economically feasible, will cause the least delays during construction, and conforms with the plan that has been in place for years.
2	A	LE	I support Alternative A because it's more cost effective for the city, it is a safe roadway and more environmentally friendly. Also Alternative A negatively affects fewer homeowners.
3	A	LE	I think it would be silly to go with C.
4	A	LE	The original plan should stay in place. We have lived here for more than 18 years with the original plan known since before we came to Lakeland. This information has not been hidden from any "new" residents and has been evident in the planning of the "new" subdivisions prior to construction. The added expense would be a waste of funds that would have a better use in the city.
5	A	LE	Cut new Canada Rd... using Alt. A.. why would you spend more money on the existing route. Plantation Hills and Woodbridge knew when they bought that the new road was coming through there. We have been here 19 yrs. and this was planned way before new subdivisions.
6	A	LE	"A" is the only route to use. The property has already been dedicated and is less intrusive for everyone who now lives on Canada Road.
7	A	LE	"A" has two roads crossing and no drives entering the proposed highway. "B" has ten roads and 20 driveways. Keep "A" on track.
8	A	LE	I absolutely do not want to see Canada Road changed into a four lane road. The original plan has been set for years. People purchased homes (including me) around this plan. I will take all legal actions possible if Plan C is chosen.
9	A	LE	My family and I are new to the Memphis area. We began our search for a home and community one year ago. We chose Lakeland Estates because of the peace and lifestyle we desired for a long time! Other neighborhoods (Collierville/Germantown) did not offer the quiet, tranquil feel that Lakeland appeared to have. Our family and other families will be so affected by the "C" alternative! Our home and other homes will lose their appeal. And those that are opposing "A" knew of it's plans! I am outraged!
10	A	LE	I support Alternative A only. If Alternate A is chosen, it makes no difference what ROW is chosen. I do not support any ROW for Alternate C.
11	A	LE	Alternative A was determined years ago and this should remain the decision. Those wanting Alternative C knew the proposed path of New Canada Road before they purchased their property. Alternative A would also be the most cost effective as fewer homes would be affected. At the meeting, people wanting Alternative C were concerned about safety and noise. These really wouldn't be a problem for them as the New Canada Road goes in their backyard and sound barriers could be built. These options are not possible for me. Safety is a big issue for me as there will be very very little space between my house and the 5 lane road should Alternative C be selected. The location of New Canada Road should remain as originally intended - that is Alternative A. Thank you.
12	A	LE	When I purchased my home a few years back it was with the understanding that the New Canada Road had been approved and the land was already purchased following Plan A. I was shocked to hear of the Alternative C just this week. I thought I had been following this proposal fairly closely for some while. I'm curious as to when Proposal C came about and why. My understanding was that the residents in subdivisions of Plantation Hills and Woodbridge knew or should have seen the gated right of ways going through their subdivisions when they purchased their homes. I have about 40' of front yard and no property to "donate to the cause". Thanks for hearing my concern.
13	A	LE	"A" makes the most sense.
14	A	LE	Strongly favor the Plan A (original New Canada Road). Our decision to buy property in Lakeland Estates was greatly influenced by the original route (plan / option A). Also it has the smallest impact on long time residents.
15	A	LE	Strongly believe Alternative A should be final plan due to right-of-ways being in place before subdivisions were developed. Residents bought there knowing New Canada Road would be there.

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16	A	LE	I would strongly prefer Plan A. Canada Road is congested and hazardous as is. Plan C would not allow adequate space between the road and front doors. It is a safety hazard for those residents versus a planned and prepared for road with lots of space. Thanks again for the opportunity to make sure my voice is counted equally.
17	A	LE	Alternative A is the most logical, and having a 4-lane all the way to Blue Spruce is unacceptable, and would seriously impact too many homes and yards. It needs to turn at the point Alternative A indicates, and no further down Old Canada Road.
18	A	LE	Use of Seed Tick Road should also be considered.
19	A	LE	Bicycle path is really needed.
20	A	LE	Do not feel there should be an alternative. "A" is what has been discussed from the beginning. We have lived here over 22 years and want Canada Road to remain as it is - rural.
21	A	PH	Plan A is the only plan that makes sense.
22	A	PH	Very well thought out and good visual aids to assist residents in making informed decision.
23	A	WB	1. It is difficult for me to fully decide on either option without considering cost. I think we should at least consider some budgetary estimates before committing to an option. I understand that estimating cost can be significantly expensive, however it would seem that some cost assumptions could be considered in order to produce a budgetary estimate without incurring a major expenditure. 2. I like the typical sections which include bike paths, LS buffers, divided medians, etc., however I think it would be better for some or all of these elements to be minimized in order to keep NCR on the existing CR path. Furthermore, maintenance costs should be estimated with each option. While I really like the landscaped median on the new stretch of CR between I-40 and 64, I'm concerned about its maintenance. The beds are beginning to be overrun with weeds and it seems vehicles are routinely damaging trees. I would want any medians on NCR to be well maintained rather than overgrown.
24	A	WB	The alternatives have been narrowed too quickly. Regardless of design speed, or posted speed limit, a four lane, straight, divided road encourages speeding and other poor driving behavior. This road should be built more like the latest improvements to Houston Levee Road; 2-lane, winding road away from homes that, by design, limits speed and capacity. In fact, minor improvements to the current road are more than adequate for the residents of Lakeland. Use the current ROW for New Canada Rd as a multi-use recreational path for Bike, Walking, Jogging, etc.
25	A	WS	I prefer Alternate A because the city has already established a right-of-way through Plantation Hills and Woodbridge. Alternate A appears more cost effective for the city, safer, and more environmentally friendly. Furthermore, Alternate A meets ALL Team Project Goals as listed in the "Canada Road Public Workshop No. 2" brochure.
26	C	_	We were out of town when the meeting occurred so we do not have enough information to comment.
27	C	PH	Alternative A does not seem a viable alternative to me. The straightness and width of the road will create a speedway through the heart of some well populated neighborhoods. Despite the road specifications for speed and posted speed limits; traffic will maintain high speeds on New Canada Road. This will create a high possibility of injury or fatalities along the new roadway. I am extremely worried about the proximity of large volumes of high speed traffic through these neighborhoods which currently have a large population of young children in them.
28	C	PH	None as planned.
29	C	PH	Alternate A will require a lot of clearing of trees and large quantities of fill. This alternate seems to defy the City of Lakelands Natural Resource Conservation. If Alt C increases the number of homes within 30' of proposed ROW then can we reduce the width to lessen this?

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30	C	PH	Alt C does not transect Windward Slope neighborhood anywhere. At least the few homes facing New Canada (Woodbridge) were built with alley access allowing better access to the homes for residents. No developmental or design considerations were afforded to Plantation Hills II & III.
31	C	PH	Alternative C is the best approach. This road will have many negative affects to our community. I don't feel that we have had much say as to what should happen. This feels like we're having this shoved down our throats.
32	C	PH	In reviewing the decision matrix I see that more access points are involved in Plan "C" as opposed to Plan "A". I realize that less access points (Plan A) defines more safety with regard to access specifically. My greater concern is the safety of the Plantation subdivision with a large access road dividing the subdivision (Plan A). Children's home playing areas will be directly affected, criminals will have a close direct route for home invasions utilizing Plan "A", speeding vehicles pose additional threats to children and homes/backyards. Property will become less desirable in close proximity to this road thereby lowering the values of our homes as investments. Noise will be in fact be significant factor as landscaping will not alleviate the road noise. Additional pollution will have a direct affect on our air quality and plant life. Most certainly our wildlife will suffer casualties because of this road. Plan C is the less offensive avenue with regard to our Community in Plantation Hills. With all this being said I would encourage Plan C as the selection between the lesser of two evils.
33	C	PH	Alternative "A" would separate a community in dividing Plantation Hills and be located closer to the drainage area for Oliver Creek which could cause environmental concerns that would lead to EPA violations resulting in heavy fines for the City Of Lakeland and its citizens. Alternate "C" would keep vehicles leaking contaminants farther away from Oliver Creek drainage area and allow the soil to filter the contaminants in a natural manner prior to reaching the Oliver Creek drainage area.
34	C	PH	The aerial photos were very clear and well laid out.
35	C	PH	None as planned.
36	C	PH	Alternative C makes the best use of the existing road. Why make the whole thing more invasive than it needs to be?
37	C	PH	Alternative C is the least invasive--will have the least negative impact on the community. No one likes development. Canada Rd is already in place and Alternative C makes the most sense to utilize the path that already exists through the community. To be concerned about finding "an attractive gateway from I-40 to Lakeland" should be the least of anyone's concerns. I really don't understand that thinking.
38	C	PH	I don't feel every option has been considered for this road. Like building something east of exit 20 or building a road along the pipeline that runs through the middle of Lakeland as well.
39	C	PH	I prefer the 96' ROW. We have a lot of serious bicycle riders in our community. Therefore, I think the bike path should be straight. A straight path would be more useful for the bikers as well as more efficient. It would use less property allowing less intrusion onto people's property. As noted below, I live on Laurel Hill Drive and my preference is that this street NOT be connected directly to New Canada Road. It would invite more traffic down our street and inhibit the children from riding their bikes freely up and down the street due to the additional traffic and probably higher speeds since it is a long straight street.
40	C	PH	I am concerned about several things with Alternative A. There will be a very large amount of forest area that will be completely cleared to develop New Canada using this alternative. We enjoy the calm and serenity this forest land provides for our neighborhood. We frequently see deer in that area and love to watch them feeding in there. We also like the noise buffer that the forest provides for us and are afraid that without this buffer, we will hear cars and trucks passing. I know there is a noise study that will be taking place soon, but will it consider the thousands more cars expected on New Canada Road in the future?
41	C	PH	You will lose your rural setting. The country-like atmosphere will be gone.

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42	C	PH	Alternative C is preferred. Alternative A will bring much disturbance to the quiet neighborhood. Children will be at risk when playing outside.
43	C	PH	No one wants a four lane road next to their home!
44	C	PH	Our children play with kids on both sides of the proposed New Canada Road on William Little. The current speeders are dangerous and now this potential - please consider the Alt C so it does not cut a neighborhood completely in half.
45	C	PH	I support Alt. C. We live on William Little and my son plays with his best friend daily who lives on the other side of the New Canada Road potential cut-through. William Little is dangerous enough with all the speeding already and now this would make it worse.
46	C	PH	Limiting yourselves to the 108'/96' right-of-way options has seriously degraded your ability to produce a high quality design. Both options A and C are "high impact," simply varying in which segments of the population are impacted. Where is your "minimum impact" option? Why isn't there an option similar to the new Houston Levee section that was recently opened near Briarcrest School? This section of road, connecting Collierville and Cordova has significantly higher traffic than we have in Lakeland, but is adequately served with a high quality two lane road. I think you've gotten so wrapped around your desire for a major, four lane roadway that you've lost sight of other options. Remember Occam's Razor -- The best solution is generally the simplest.
47	C	PH	I truly believe that all that needs to be done is put traffic lights at the area near the freeway ramps and to perhaps just widen the current Canada Rd.
48	C	PH	Please consider Alternative C.
49	C	PH	I feel Alternative "A" is a DEATHTRAP waiting to happen. There is no way a 1 mile long straight 4 lane road can be designed and constructed and have drivers obey the 35 mile proposed speed limit. The intersections of Alternative "A" New Canada road crossing William Little Drive and Owl Hill Road will be dangerous. There will be accidents and eventually one of these accidents will be fatal. And in the future when you re-read my comments how will you feel that your design contributed to the death of a human being?
50	C	PH	Safety is Job One. Every work site in America has safety posters and placards posted in the work place. If safety is the number one priority with the construction of a four lane road between I-40 and HWY 70, then Alternative C must be chosen for this road. Bisecting an established community/subdivision with a straight four lane thoroughfare adds unnecessary safety risks to Lakeland Plantation Hills residents. Although pedestrian statistics probably don't exist, anecdotal evidence is that many folks walk Owl Hill Rd. and William Little Dr. and would cross a New Canada Rd. to do that if Alternative A is chosen for the four lane thoroughfare. Conversely, few pedestrians cross the existing Canada Rd. Hence, widening the existing Canada Rd. is the safer option for pedestrians.
51	C	PH	I strongly prefer Alternate C. There is no reason to run the new road thru the middle of Plantation Hills. If the route can be cut thru undeveloped land as shown in Alternate C, then I believe this to be better. It would have the least impact on neighborhoods, trees, land, etc. as was shown on the comparison board at the meeting. I do not agree with the assessment shown on the same board that no residents are severely impacted by Alternate A. I know of 8 right off the top of my head that will be stuck on the corner of this busy street and residential streets, not to mention those whose backyards will be along this busy street. Canada Road already has widened curbs and curb cuts at the intersections of William Little and Owl Hill, which were apparently placed there in anticipation of widening the existing Canada Road. Also, even though the street is to have a 40 mph speed limit, we all know that there will be numerous cars exceeding the speed limit. With a 45 mph speed limit on the south side of I-40, I doubt that many people will slow down to 40 mph. I live on a 25 mph street and more than 1/2 of the cars passing by my house are speeding. After years of trying to have speed humps installed, I have given up. I can only imagine what it will be like with such a street running thru our neighborhood.

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52	C	PH	Don't recall any discussion about sidewalks being straight or meandering, question 5 above.
53	C	WB	Plan C - Weave road through woods to get away from our backyards!
54	C	WB	Alternative C seems to be the way to go.
55	C	WB	I believe that Plan A will create a 4 lane highway through the middle of a Lakeland neighborhood. The long straight lanes of Option A will encourage speeding and heavy traffic flow. At worst it will be the sight of drag races through the middle of our neighborhood. At best it will be a dangerous road due to its proximity to children who are used to slow local traffic, that gives them the right of way. Option A will likely make Lakeland known as the place where kids get hit by cars. Although I prefer no road to either option, Option C seems preferable. As it will keep the road out of the middle of neighborhoods, and away from homes occupied by children. If option A is chosen, I implore the design team to look into curving the road away from the homes on Swan Lake, into the woods behind those homes. A gradual curve would be both pleasing to the eye, and it would deter speeding. Additionally, it would help maintain property values and most importantly preserve the safety of our neighborhood as much as possible.
56	C	WB	We DO NOT need a New Canada Road!!
57	C	WB	I am against plan A for the following reasons: (1) increased noise level in my backyard (2) endangering abundant wildlife (3) safety for children (4) increased speeding and traffic accidents (5) decreased property values in Plantation Hills and Woodbridge (6) Eminent Domain Laws and seizing people's yards (7) Zoning of commercial property in residential subdivisions (8) Making Canada Road a major route to the interstate with large number of 18-wheelers

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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