

CANADA ROAD - PUBLIC WORKSHOP NO. 2

Additional Comments

#	Alt	SD	Comment(s)
1	A	CM	Alt-A provides for a wider road with fewer access points and no grave site encroachment. Also, there is one less home elimination than Alt-C, with fewer impacted and affected homes.
2	A	CW	I need to see the alternative plans to complete accurately.
3	A	ES	Those residents who are complaining because the new road will impact their neighborhoods have no beef since it has been on the major road plan for years and parts of it were already in place in both areas when they bought there homes.
4	A	LE	Most sensible route is through the already designated roadway through Plantation Hills and Woodbridge.
5	A	LE	QUESTION *6: The 96' ROW also applies to Alternative A. Also Alternative C does not go through Plantation Hills.
6	A	LE	Feeder Road connecting Lakeland Estates on the south end of New Canada Road appears to be an unsafe situation for traffic going south on Canada Road. People coming from Lakeland Estates having to make a left coming out of Green Spruce Drive and then immediately having to make a right turn is certainly not safe. Safety and common sense should rule where the connector road is placed, not what one subdivision wants. I can not believe a good engineer would even consider placing the connector road where it is on the plan. Green Spruce Drive should definitely be extended to New Canada Road for safety reasons.
7	A	LE	Please stick with the plan that has been in place for years. New residents were aware of the New Canada Road when they moved in.
8	A	LE	Do you really want to destroy all the home values on Canada Road?
9	A	LE	Let's not destroy the beauty of Lakeland by cutting out 30' of everybody's yard.
10	A	LE	The whole idea that the plan would change to cater to people who bought their home knowing that the road was going through their neighborhood is a complete travesty. You HAVE TO protect the rights of people!
11	A	LE	<p>I am in favor of Alternate A in lieu of Alternate C for the following reasons:</p> <ol style="list-style-type: none"> 1. I have lived in Lakeland since March, 1998. I moved here due to the excellent location and was told at the time that although Canada Road was to be expanded in the future that it was definitely not going to be the existing right of way but would be expanded to the west (Alternate A) in order to alleviate the traffic flow on the existing Canada Road. I would never have built on Canada Road had I have known that the expansion was to be along the existing Canada Road right of way (Alternate C in lieu of Alternate A). 2. Due to the fact that it has always been the intention to expand Canada Road via Alternate A it is not right to bring this back up at this time due to a few disgruntled residents from Plantation Hills and Woodbridge subdivisions. At the time homes were purchased in these subdivisions everyone was aware of the existing right of way through these subdivisions. 3. I am an elderly widow on fixed income and am also handicapped. Having the expansion moved to Alternate C would be a major inconvenience for me at this time. Due to being on a fixed income, should the expansion go to Alternative C, I would not be able to replace my home and it would cause a great hardship. 4. Due to being an elderly widow, it would be extremely difficult to enter Canada Road from my driveway if Alternate C were to be chosen. 5. The right of way through Plantation Hills has already been purchased and set aside and is more economically feasible. Using Alternate C via the existing Canada Road would take many additional houses and not be cost effective. 6. Over the past 13 years, I have made extensive improvements to my home. I would not have made any of these improvements if the expansion was to been along Alternate C. 7. As has always been proposed, Alternate A would have relieved the traffic flow and noise in front of my home. This will not be the case should Alternate C be chosen. 8. Should Alternate C be chosen, it would greatly devalue my home and make it virtually impossible to sell should the need arise.

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			9. Should Alternate C be chosen and my house was to be taken, I would not be able to receive an equitable price for my home. 10. I currently have a reverse mortgage on my home which gives me additional income. Should Alternate C be chosen, I would lose the reverse mortgage and this would cause me to lose a large sum of money due to having to repay this loan. This would cause an additional hardship for me.
12	A	LE	Before lot was bought in 1995, went to Lakeland City Hall and was told by them that Canada Road would not be widened because too expensive. New Canada Road would be built instead. This is our retirement home and we are living on a fixed income.
13	A	LE	Have drainage problems been addressed? Will Garner Lake be affected?
14	A	LE	Those people who purchased houses in that area were aware of the situation and should not expect any compensation. I moved here for the peace and quiet and I have not objected to that changing in a few short years, including their new subdivisions, even if it does take me forever to get out of my street on to Old Canada Road when driving.
15	A	LE	We bought a home in Lakeland Estates in 2006 primarily because we knew Canada Road would be moved to the New Canada Road through Woodbridge and Plantation Hills when widened.
16	A	LE	My wife & I, when moving to Lakeland, decided against Plantation Hills & Woodbridge. The main reason for this decision was that we were going to stay away from the New Canada Road Easement. The Homeowners of the Plantation Hills & Woodbridge subdivisions were aware of the proposed path & existing portion of the new road at the time of purchase. Why deviate from Plan "A" to appease homeowners who did not have a problem with this easement which has been planned since the 90's?
17	A	LE	"A" because follows more closely the plan shown in early 90's - downtown by City Engineer. Noise of traffic and sirens and some lose front yards (alternate).
18	A	LE	"A" has been early concept and will disrupt lowest number of lives. "C" will impact a lot of long time residences with no benefits.
19	A	LE	The route was "chosen" long ago with land in subdivisions already reserved. If we plan to deviate then everyone should be polled.
20	A	LE	Putting in Alt. C takes away from rural setting that Lakeland has always stood for. Don't ruin the original road through Lakeland. The access from Canada Road to the Alt. C road also was not well thought out. It was designed for City convenience, not residency.
21	A	LE	Plan C will call for traffic lights at Windward Slopes, Green Spruce, Pine Point and Blue Spruce thus taxes, taxes, taxes.
22	A	LE	The land for Alternative A has already been set aside and would not require additional purchases to complete the project. Alternative C would require the ROW to be purchased and would be disruptive to existing property owners.
23	A	LE	The land for Alternative A has already been set aside and would not require additional purchases to complete the project. Alternative C would require the ROW to be purchased and would be disruptive to existing property owners.
24	A	LE	Seeing as how Alternative A has land that has already been dedicated to this project it will be more cost effective. Also, because that land is already set aside, less people will be disturbed. The city will not have to spend all the time and extra money to buy all the property on the existing Canada Road.
25	A	LE	Alternative A is cost effective, affects fewer houses, plus land is already dedicated for Alternate A.
26	A	LE	This road should be completed as designed and promised many years ago - through Plantation Hills northwest of Club Windward.

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27	A	LE	I have lived in Lakeland for about 16 years and I have always looked forward to the day New Canada Rd. would be built. It has never been a secret where it was going to be built at least approximately and part of the right of way has been in the middle of a neighborhood with a sign for the world to see for a few years now. After all these years and planning why are we even entertaining the thought of changing it?
28	A	WB	1. I would like to know more details about why Option B was eliminated. 2. I think we would be wise to include "dark sky" compatible illumination, at least along the bike paths if not the roadway. 3. I also think we could save money by installing underground conduits (presumably at an 80% discount to Lakeland) which could be used/sold for future utilities such as lighting, telecommunications, power (for irrigation, sign illumination, wireless access points, video surveillance, etc.). These conduits/utilities could prove to be profitable for Lakeland in the future. 4. I would like to see video surveillance incorporated into the project which could: a. Help keep speeds under control through automated ticketing. b. Be used to reduce crime by targeting the main entrances and exits to the City so that when a crime occurred, video evidence could potentially be used to identify vehicles or individuals associated with the crime. c. Could be a source of revenue for the City. 5. I appreciate the hard work of everyone involved with this project!
29	A	WB	During the last public meeting any public discussion was squelched immediately. This isn't a CSS, this is a clever way to "sell" a solution that the direct stakeholders have no interest in: Another Memphis Motor Speedway through a residential neighborhood. The destruction of habitat and removal of century-old trees that provide very livable conditions are to be replaced by a "shortcut" for more cars to get through Lakeland, adding noise, pollution and potentially more crime.
30	A	WS	I didn't exactly know which to choose for the bike path/ pedestrian path. I'm assuming "straight" will follow the pattern of the road.
31	C	PH	The addition of the bike/walking trail will become wasted space in the future due to the volume of traffic expected on the new roadway combined with the high speeds traffic will be travelling. Also, the city should take another look at the addition of speed bumps on the roadway as an additional method of speed control. Also Alternative A will destroy a large amount of trees and related growth. The destruction of so many trees seems counter to the repeated stated policies of the City of Lakeland of tree and green space preservation
32	C	PH	More traffic is going to be created making it hard to continue to let all the kids of the neighbors ride their bikes and walk without worry.
33	C	PH	Canada Road is not congested anywhere except at the interchange at I-40. If we must widen the road, which I don't see being necessary, I prefer Alternative C and minimum width typical sections that minimize demolition of our trees. Alt A unnecessarily requires clearing a large area of trees in which our wildlife live. I've seen dead red foxes and deer along Canada Road. I think widening will worsen these occurrences. Attention should be given to noise abatement, increased runoff and an increase in pavement means an increase in ground heat. Also Lakeland residents will be interested in each of the alternate costs since we are funding 20%.
34	C	PH	The proposed solution crossing through the Plantation Hills and Woodbridge subdivisions hardly seems like a viable alternative in my opinion. The proposed routing would serve two purposes: cut PH into smaller pieces thereby damaging the neighborhood feel of our subdivision and cause a traffic nightmare. William Little and Owl Hill are both impacted by this proposed routing. These serve as the main egress arteries from the neighborhood. Besides the traffic inconvenience, the changes to the landscape would be such that the area would lose the natural beauty and charm only to resemble another Kirby-Whitten type area possibly harming our property values. Where's the context sensitivity in that type of approach? An alternative approach would be to set aside the land currently proposed for New Canada Road in the two subdivisions (PH and WB) as neighborhood parks/green spaces.

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35	C	PH	The grassy section between Owl Hill and William Little would be a great place for a neighborhood gathering spot, as PH section II & III have no park.
36	C	PH	I'm terribly disappointed in our City Hall representative and political representation. This is politics at it's finest.
37	C	PH	Where is the additional monies for cost of this project coming from, Lakeland's 20% or two million dollars? Can we expect that Lakeland will be considering a city tax ? Will there be additional monitoring by law enforcement in our community and speed traps for this new road?
38	C	PH	Should Alternate "A" be selected, it is just a manner of time and the number of accidents before the City of Lakeland will need to install a number of traffic lights along this mile or so straight-a-way which will surely be a speeding problem.
39	C	PH	Canada road is a busy road. Currently kids do not ride bikes down and across it to go play with their friends. I am very concerned that the heavy traffic on New Canada Road in the middle of Plantation Hills subdivision will jeopardize children's lives. Lakeland residents are already used to Canada Road separating Lakeland Estates from Plantation Hills and that is the way it should stay
40	C	PH	We are going to demand speed bumps and consistent monitoring of the road. In the grand scheme it is only going to make traffic worse due to the lower speed, added speed bumps and more four way stops. It is a mistake and waste of funds to add the road.
41	C	PH	I still have to question the intelligence and sanity of anyone who wants to do this in the first place. The city of Lakeland is continuing a north/south traffic corridor starting in Collierville that will bring a hugely increased amount of traffic and noise through this area. To what end? What about the stated goals of controlling growth and keeping the city desirable as a place to live? I've heard that kind of talk since we moved here eight years ago. How does this incredible mistake fit into that scenario? This whole thing is wrong and the city officers are hypocritical. Like Memphis, the Lakeland government is interested in nothing more than developing business to bring in revenue. I'd rather pay a tax. Good luck pretending that this is good for Lakeland.
42	C	PH	I am hoping that the committee will see that Alternative C and the typical sections that take the least amount of space for roadways are what most Lakeland residents want.
43	C	PH	We just purchased our home here in March. Neither the sellers, real estate agent, nor the City of Lakeland mentioned anything about the possibility of a road being built through the middle of my development. We decided on living in Lakeland due to it being quiet and the lifestyle it provides. This road will destroy all the reasons my family and I selected to live here.
44	C	PH	I strongly prefer Alternative C for the alignment of New Canada Road since it will impact fewer homes. Also, Alternative C will not have a long straight section of road that will be an open invitation to drive at high speeds through a residential area. Of the typical sections presented, I prefer the 96' ROW. However, even this section is too wide overall. Twelve foot wide lanes would be good, but other parts of the section should be narrowed, such as the median/turn lane (12 feet), the bicycle lane (8 feet) and the "LS" (3 or 4 feet). I expect to use the bicycle lane frequently and would like for it to be straight. Making it serpentine or meandering would greatly reduce its usefulness and make the overall section unnecessarily wide. I live on Laurel Hill Drive and prefer that Laurel Hill Drive NOT be connected directly to New Canada Road.
45	C	PH	My preference is Alternative C for New Canada Road. This alternative will impact fewer homes. Alternative C will be a better design because it will not be long and straight. Drivers tend to drive faster down long, straight sections of roadways. This is especially important due to the road running through a residential and bike/pedestrian friendly neighborhood.
46	C	PH	We also wanted to know if the natural springs have been considered in both of these plans. We know there is one near the corner of Swan Hill and Owl Hill because it seeps through the street. Will disturbing the springs (if they were to be disturbed) affect the properties in that area on Swan Hill?

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47	C	PH	When we bought our home, we were told there would be a road to go through. We were not told it would be a four-lane divided highway with 25,000 or more cars. We feel that this idea came later after the subdivision was already sold.
48	C	PH	I was made to feel that this survey was a waste of time. Upon attending the meeting, I was convinced that your minds are already made up! You really have no respect or consideration for what we want!
49	C	PH	PLEASE - do not run Canada Road through Plantation Hills.
50	C	PH	The New Canada Road will be a hindrance to the neighborhood due to the privacy of our homes being exposed to so many strangers.
51	C	PH	Alternative C - think of the kids!
52	C	PH	My friends are on the other side. Mom would not let me go across if it was 4 lanes.
53	C	PH	I appreciate the work that the team has done, but I am afraid that you've boxed yourself in to a no win situation. While I definitely prefer option C to option A, I think that there are countless other options that are available to you that could provide a higher quality product than either A or C. I would like to see you return to the brainstorming stage and examine the full spectrum of solutions in order to provide a set of options that will meet a least the minimum of requirements, while minimizing impacts to property owners, and, most importantly, maximizing the safety of our citizens and children.
54	C	PH	Please consider Alternative C. I live on William Little Dr. with two young children and I am concerned about the safety of my kids living near this road.
55	C	PH	In the interest of the safety and well being of the children living in Lakeland, I strongly urge you to seriously consider Alternative "C". If you can find one Shelby County Sheriff that can testify that in their opinion Alternative "A" will be safer than "C", I will support either one. Don't waste your time looking for one because every Sheriff deputy I have spoken to told me, in their opinion, "A" will be 10 times more dangerous because of the lack of curves to slow down the traffic.
56	C	PH	Most people will agree that neither Alternative A nor Alternative C is a very appealing solution to providing a four lane road to a sparsely populated area of Lakeland north of HWY 70. Again, if this four lane thoroughfare must be built, the safest alternative of the two presented is Alternative C.
57	C	PH	I know that many residents on the east side of the lake are objecting to Alternate C because of their fear of runoff into the lake. With proper engineering and construction techniques, this can be controlled to prevent damage to the lake. Subdivisions are still being built around the lake and the fear of runoff has not stopped such construction. Therefore I believe that damage to the lake should not render Alternate C as not being viable since the runoff can be controlled.
58	C	PH	My biggest concern is splitting a neighborhood in two pieces. Plantation Hills subdivision should have been re-designed to accommodate this road, with 20' to 50' "natural" buffer between homeowner property and right of way. Unfortunately, poor planning many years ago, is causing great problems today. I hope future projects will take this into consideration.
59	C	WB	Lakeland should be a only residential area. No 18-wheelers should be allowed.
60	C	WB	Both options seem to be environmentally friendly. But I, as a resident of Plantation Hills Subdivision, support Plan C. Thanks for your consideration.
61	C	WB	What future commercial development is coming to make this road necessary? Why else do we need 4 lanes to connect 70 and 40 if not to support trucks / 18 wheelers?! C runs through 2 subdivisions - Why? Way too dangerous, too many children there!

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62	C	WB	In Alternate Plan C, alignment at Woodbridge subdivision should adjust to avoid going to people's properties. Doing so could avoid an expensive high retaining wall, and not to cut down many trees (are we the tree city?). The City needs to consider "a smarter roadway" as it has been done in Houston Levee Road (see article in Commercial Appeal). We need the roadway to be friendly to pedestrians and bicycles. We don't want a straight line highway that cars can speed through. I am suggesting the City to consider the alignment plan I have drawn on the enclosed sheet.
63	C	WB	The committee commented that it was interested in safety. Alternative A would put the road through the middle of a subdivision. Although your "safety" concerns are interested in orderly flow of traffic, putting a road through the middle of subdivisions would be reckless to motorists and the numerous residents of those subdivisions.
64	C	WB	Please consider the relative serenity and calmness of Lakeland. Having a road right through a subdivision is a disaster for the community, not to mention the potential for pollution, lower property values, higher crime etc.
65	C	WB	As we live in a democracy, I do not see why this issue should not be voted on by the people of Lakeland. Or at least the people in the impacted neighborhoods as we have the most interest in the issue. A vote could not be contested and is less likely to result in the inevitable law suits that are already brewing.
66	C	WB	We DO NOT NEED: More traffic! More crime! Noise Pollution! WE Need: More trees, deer and birds!!!! Safe neighborhoods/city for our Children!!

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Refers to the number of responses

Alt Refers to the alternative preferred by that commentator

SD Refers to subdivision of the commentator - 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

The following comments are from sources other than the Questionnaire:	
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		LE	Roadway has been grandfathered in before homes were built. No need to change plans for route.
		LE	We heard through the grapevine that changes to the route of the new Canada Road were being considered. We are opposed to the change and wish for our voice to be heard. We would like for you to keep the proposed changes to the new Canada Road to the New Canada Road route that has been tentatively approved. The new subdivision already has the new route in its design and we wish for the old Canada Road to be left alone. The old Canada Road should remain a 2 lane service road to get out of the subdivision and the new Canada Road should stay in its proposed route pattern. We do not want the S curve to be considered with the three easements. We want to keep to the original plan. We do not want to widen the Old Canada Road.