

# CANADA ROAD ADVISORY TEAM RECOMMENDATIONS

September 8, 2009



*“CONTEXT SENSITIVE SOLUTIONS is a collaborative, interdisciplinary approach that involves all stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.” FHWA*



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**Project Overview:** The proposed Canada Road has been planned since the early 90's. Funds for the design and construction have been authorized by the Tennessee Department of Transportation (TDOT). The City is utilizing an interactive Context Sensitive Solutions (CSS) process whereby various stakeholders have been invited to work with project designers to provide input in the alignment and design of the roadway features. The proposed north-south roadway will extend from Hwy 70 to I-40.

**Team Members:** The 15-member citizen Advisory Team represents stakeholder groups in the community and are appointed by the City's Board of Commissioners.

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

### **Team 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.

### **Team Project Goals:**

- Produce an excellent design that enhances and embraces 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.

**Chronology & Process:** The Advisory Team began work in December 2008 with consultants hired by the City to facilitate the CSS process. Agencies such as TDOT, Tennessee Department of Environment & Conservation, the Corps of Engineers, Shelby County Government and the Metropolitan Planning Organization provided invaluable input to the team and the process.

The Team held its first meeting on **December 11, 2008**. This initial Partnering Meeting provided the Team with a brief history of Canada Road and an overview of the CSS process. The Team developed their "Team Goals."

The Team met again on **January 22, 2009**. This 2nd meeting included the development of the "Team Project Goals" and presentations from City Staff regarding Natural Resources, Parks & Recreation and Planning issues. This meeting concluded with an overview of design parameters and the agenda and goals for the Public Workshop.

The first Public Workshop was held on **February 19, 2009**, and followed an Open House format with a "blank page" concept. An aerial photograph of the study area was provided and the public was asked to sketch their suggested alignment for Canada Road. A Questionnaire was provided to solicit public input.

The Team next met on **April 7, 2009** to discuss the results from the Public Workshop. Public input included information about existing problems on Canada Road, desired outcomes for the project and suggested alignments. The Team studied and discussed alternate alignments as suggested by the public, and selected three alternatives for further analysis.

The Team met on **May 19, 2009** wherein the consultants provided an overview of the NEPA process, ongoing concurrent to the CSS process. The Team then reviewed the three alternatives in more detail, and narrowed the alignments to two alternatives. The Team discussed typical roadway sections, and selected two residential sections and one commercial section to be used for the project.

The Team met again on **June 30, 2009**, and reviewed photographs of typical roadways similar to the sections proposed for Canada Road. They reaffirmed the typical sections as selected at the last meeting, and reviewed a preliminary decision matrix outlining project impacts. They discussed the schedule and agenda for the Public Workshop.

Public Workshop No. 2 held on **July 28, 2009** included a presentation of the two alternatives, including aerial photographs and visualizations. Team members discussed the alternatives one-on-one with the public, and input was solicited through Questionnaires provided at the workshop and on the project website.

The final Team meeting was held on **September 8, 2009**. The Team reviewed the public input, reviewed the final decision matrix and discussed the two alternatives in detail. Finally, the Team reached consensus on the recommended alternative and design elements.

The final Public Workshop is scheduled for **September 29, 2009**, and the Team Recommendations will be presented to the public.

Six meetings of the Canada Road Advisory Team and two Public Workshops were held between December 2008 and September 2009.

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**Team Recommendations** include the following:

1. Basic Design Elements
2. Preferred Typical Sections
3. Preferred Alternative (Alignment)

## 1. Basic Design Elements

- 4-lane Roadway with Median
- Travel Lanes: 11-foot for Residential  
12-foot for Commercial
- Median: 14-foot minimum
- Design Speed: 40 mph  
Posted Speed Limit: 35 mph
- Landscape Zone: 9-foot minimum  
(Except for 96' Residential ROW)
- Bicycle & Pedestrian Path:  
Meandering 10-foot Shared Path

## 2. Preferred Typical Sections

(see illustrations on this page)

- 96' Residential ROW
- 108' Residential ROW
- 116' Commercial ROW

## 3. Preferred Alternative (Alignment)

(see illustrations on next page)

**Alternative A** follows the existing alignment of Canada Road up to the north edge of Club Windward, then extends northwest to New Canada Road through Plantation Hills and Woodbridge Subdivisions, then continues north along the east edge of I H Park to Highway 70.

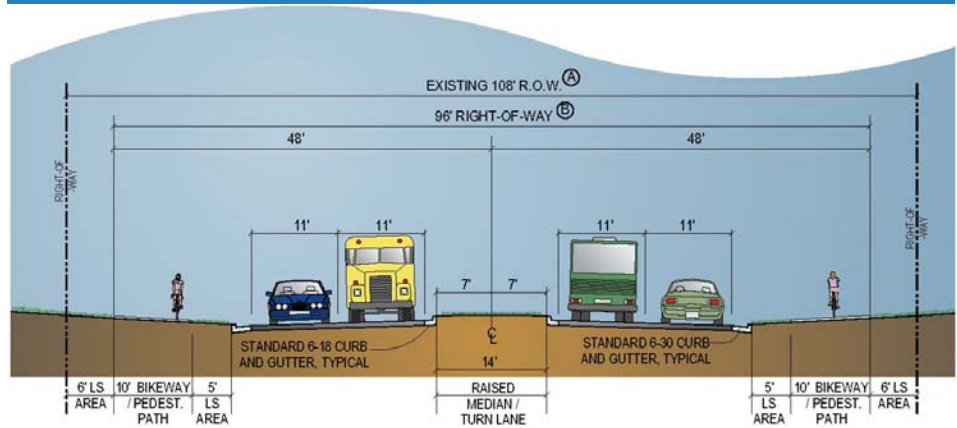
## Other Considerations:

The following items are deferred to the Preliminary Design Phase:

- Raised median is preferred where practical, but final decisions will be up to Design Team
- Control of access (addition or reduction) along roadway
- Land Use along area impacted by roadway

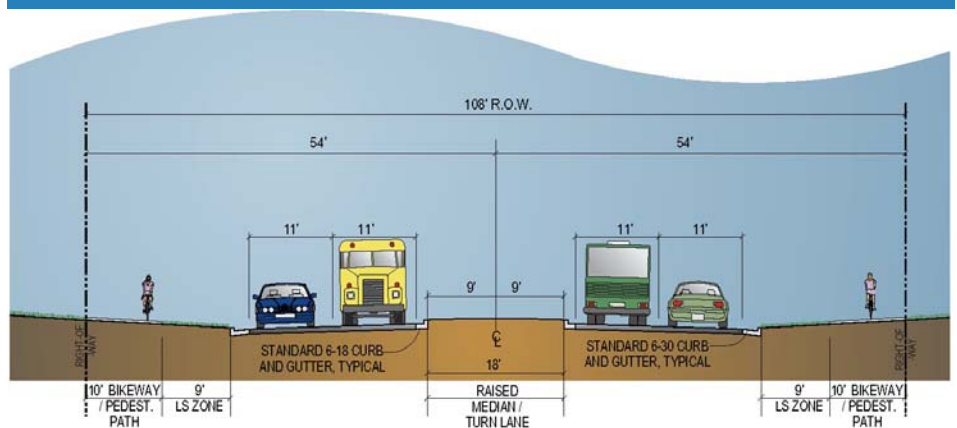
## 96' Residential ROW

Through Plantation Hills and Woodbridge subdivisions



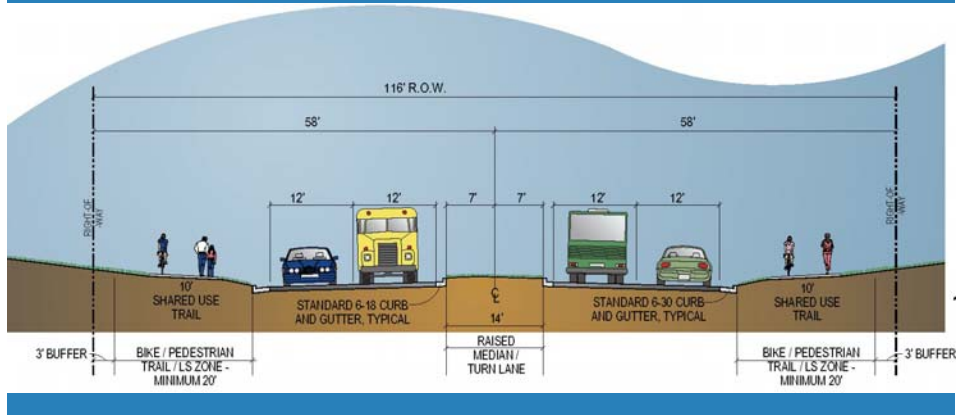
## 108' Residential ROW

For undeveloped non-commercial areas



## 116' Commercial ROW

For commercial areas ONLY; does not include residential areas



**Note:** It is the Team's desire that these recommendations provide a framework for the continued development of Canada Road. The Team recognizes that the designers will verify that all Team Recommendations meet FHWA and TDOT design guidelines during Preliminary Design Phase, and that refinements may be appropriate as additional information becomes available.

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## Alternative A



## Alternative A "Modified" (from Owl Hill to Lake Bridge)



## Alternative A "Modified":

This modification was achieved by reducing the design speed through this section to 35 mph. This mitigates property impacts along Plantation Hills Subdivision and allows for "traffic calming" through the residential areas.

## Location Specific Elements:

The following items are considered essential elements of the Team Recommendations, included to achieve consensus and to "produce an excellent design that enhances and embraces quality of life in our community":

- Incorporate textured intersections and crosswalks through residential neighborhoods at existing roadway intersections, specifically at William Little and Owl Hill
- Incorporate enhanced entrance features
- Incorporate brick fences along existing residential properties, specifically at William Little and Owl Hill



Rendering of intersections, crosswalks, enhanced entrance features and brick fencing

# CANADA ROAD ADVISORY TEAM RECOMMENDATIONS

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*The Canada Road Advisory Team respectfully submits this recommendation to the City of Lakeland and TDOT after extensive deliberation and incorporation of public input.*

<input checked="" type="checkbox"/> Dianne Baldi Planning Commission	<input checked="" type="checkbox"/> Mark Hartz Board of Commissioners
<input checked="" type="checkbox"/> Tom Benke Windward Slopes Homeowners Association	<input checked="" type="checkbox"/> Paul Houghland Davies Plantation Homeowners Association
<input type="checkbox"/> Randy Brockwell North Property Owner	<input checked="" type="checkbox"/> Tony Neri Natural Resources Board
<input checked="" type="checkbox"/> Shirlee Clark At-Large	<input checked="" type="checkbox"/> Clayton Rogers Parks and Recreation Board
<input type="checkbox"/> Jay Conrad (NOT IN ATTENDANCE) North Property Owner	<input type="checkbox"/> Jim Schultz Plantation Hills Homeowners Association
<input checked="" type="checkbox"/> Bob Elliott At-Large	<input type="checkbox"/> Mike Sexton (NOT IN ATTENDANCE) Woodbridge Homeowners Association
<input checked="" type="checkbox"/> Alison Ely Lakeland Estates Homeowners Association	<input checked="" type="checkbox"/> Pat Smith South Property Owner
<input checked="" type="checkbox"/> James Farris South Property Owner	

## Notes:

A checked box indicates concurrence with all recommendations included in this document.

An unchecked box indicates concurrence with all recommendations and participation in a Minority Report attached to this document.

## Team Involvement:

The Advisory Team will be involved in the NEPA process and other future phases to ensure inclusion of Team Recommendations.

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## Minority Report

**Randy Brockwell**

*North Property Owner*

**Jim Schultz**

*Plantation Hills Homeowners Association*

This document is to communicate that the above listed Advisory Team members agree to the Recommendations, but want to convey the following:

- The speed limit through Plantation Hills and Woodbridge Subdivisions should be reduced to 25 mph, which is the standard speed limit for Lakeland Subdivisions.
- We have concerns regarding a 4-lane roadway splitting Plantation Hills Subdivision, adversely affecting the neighborhood atmosphere.