

Canada Road Questions Raised at the Public Meeting Held February 19, 2009.

Question No. 2

Concerned about volume of large trucks. Eliminate awkward 90 degree angles. The road is becoming a new “Indy 500” as what William Little is now. What type of development will be allowed or planned?

Response:

The City of Lakeland Staff is concerned about the potential for creating a large number of trucks on New Canada Road. Truck traffic is usually as a response to retail or commercial districts. It is typical for trucks to service these types of areas more frequently than local residential neighborhoods. Trucks also use corridors to access certain points along their destinations. For example it is not uncommon for trucks to depart from the Memphis area and travel along Interstate 40 to reach destination such as a Wal-Mart in Jackson or another community. Most likely trucks will not use the New Canada Road corridor since the roadway services mostly residential areas. Therefore we believe that truck traffic volumes will be very low on this newly constructed portion of Canada Road. Please also keep in mind that due to the City using federal monies, the City of Lakeland cannot ban truck traffic from the corridor. We can only regulate speed and incorporate certain design features along the roadway in order to reduce the impacts from truck traffic.

The new roadway will incorporate highway curves that meet the posted speed limit. The new alignment will have horizontal curves that provide safety to the driving public and increase site distance should there be a need for sudden stops.

New Canada Roadway will pass through varying types of land use. On the north end of the new corridor, the land use is commercial in nature while the middle of the corridor there is a large amount of residential land use. The south end of the corridor has land use defined as residential support centers and mixed use centers. Both of these land uses promote commercial or retail development. The roadway features will be established to fit the context of which land use it will be going through. The City of Lakeland is sponsoring this effort through the promotion of a context sensitive design process which evaluates the impacts to adjacent land uses and makes adjustments to minimize adverse impacts.

Question No. 7

Let's get it done already! Main concern is the interchange off the exit ramp. Exiting coming west on I-40 to go north on Canada Road can take 15+minutes to get across bridge! In the meantime can't we get a stoplight put up to help traffic flow? The stop signs are ridiculously slow!

Response:

Shelby County is currently bidding out a project to install traffic signal lights at the Interstate No. 40 and Canada Road Interchange. The governmental agency is responsible for the bidding documents due to the funding sources. The bid opening is scheduled for May 26, 2009. Improvements will include new signals on each side of the interchange along with new driving lanes for the eastbound off ramp. This project is funded through federal monies.

Question No. 15

The driving in neighborhoods is getting more reckless. I really wish we could have speed bumps.

Speed bumps represent a legal challenge and a driving hazard for certain folks. Speed bumps on school grounds such as parking lots or entry roads, housing and apartment complex streets, on shopping center property, and on other similar property, probably make more sense than on streets open to general public travel. Speed limits are expected to be low, and speed bumps are expected to be encountered, on such property. Local roads have higher traffic speeds which creates a potential hazard to the driving public as well as with emergency vehicles.

Questions No. 21.

I would like for it to look like a country road, but 4 lanes. Keep speed limit low at 35 mph. If there is a median strip, it should be landscaped to give it a neighborly look instead of a north-south corridor. We would have safe access to our neighborhood. I would like something done on I-40 as soon as possible. What is happening to our traffic lights that were supposed to be installed?

The City of Lakeland has established a Canada Road Advisory Team which will be looking certain roadway features to make sure that the roadway blends into the surrounding community whether the roadway abuts commercial or residential land uses. Staff will be recommending lower speeds limits to the Advisory Team keeping in mind that the roadway still has to function as a north south arterial roadway. The Advisory Team will also be looking at other roadway features such as islands down the center of the roadway. The island will not be landscaped under this contract but the City will be doing everything they can to promote landscaping in the near future through other means.

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Question No. 27.

If the road goes through any subdivisions, a sound buffer wall needs to be put in to keep down the sound level! We moved out here for the peace and quiet, not to hear traffic noise. How will this effect our property values?

Roadway noise studies will be conducted along the corridor of the proposed roadway according to Tennessee Department of Transportation policy. Specialists will collect existing noise data and project future noise levels for the proposed route utilizing the Federal Highway Administration Traffic Noise Model. The findings will be used to determine what noise abatement measures are required. At this time, we have not studied the corridor for noise impacts. These studies will be included in the upcoming environmental assessment phase which will be finished by the fall of 2009.