

**From:** Katz, Martin

**Sent:** Sunday, January 29, 2017 9:23 AM

**To:** City of Columbia Mayor; ward1@CoMo.gov; ward2@CoMo.gov;  
ward3@CoMo.gov; [ward4@como.gov](mailto:ward4@como.gov); ward5@CoMo.gov; ward6@CoMo.gov

**Subject:** Ridgemont Park Development comments to Columbia City Council 01-29-17

Dear City of Columbia Council Members,

As you may know the developers of "Ridgemont Park" have submitted a revised plat for the development to the City Planning Department that you will vote on at the next Council meeting. I am strongly opposed to the plan as submitted as it will create a serious traffic safety hazard both for vehicular traffic and for pedestrians. The revised plat shows a single access point to the development at a location on Ridgemont Road that is between two blind curves and very close to where the County House Branch trail crosses Ridgemont. It is at a location on Ridgemont where all traffic entering or leaving the neighborhood to Stadium Blvd. via College Park converges. Cut-through traffic between Forum Blvd and Fairview St. also passes through this segment of Ridgemont. This portion of Ridgemont Road carries by far the highest traffic volume of any street in the neighborhood. As documented by the City traffic division, average vehicle speeds through this area are in excess of 40 mph (posted speed limit is 25 mph).

I propose that if the majority of the Council Members still believe that a single entrance to the development is preferable to the through street illustrated in the plat you considered at the last City Council meeting, a much safer alternative is to make that single entrance an extension of the eastern terminus of Ridgfield Rd. that would terminate in a cul-de-sac within the new development. Although this would require granting a variance on the maximum length of cul-de-sacs, I believe this is justified on the basis of public safety.

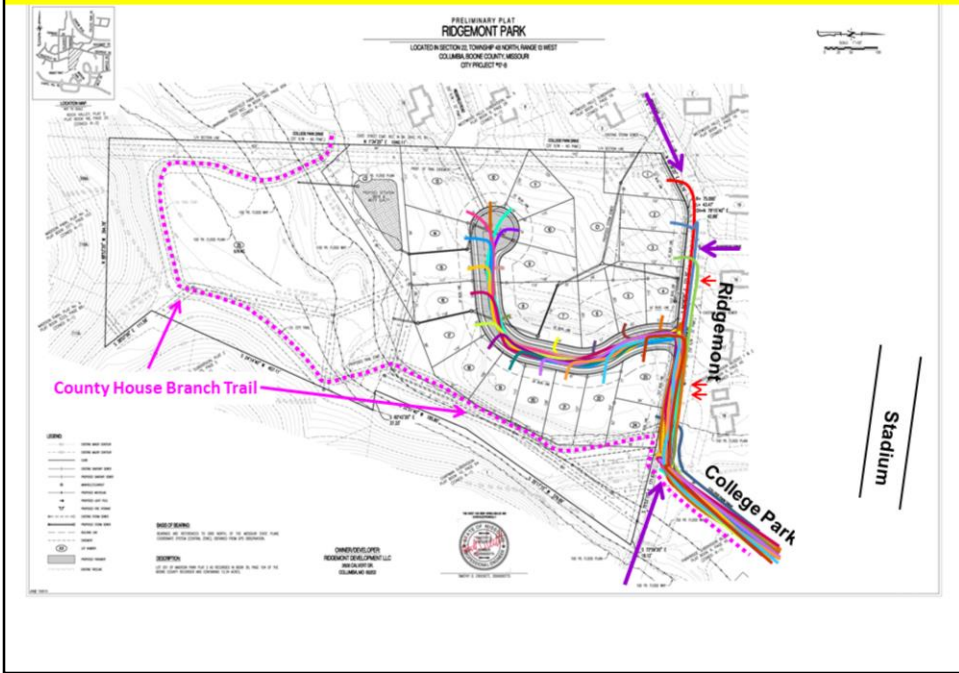
Mayor Treece has informed me that he will not allow public comment on this issue at the next Council meeting. I have therefore attached a Powerpoint presentation in which I make the case for my proposal. I believe you will find that viewing the Powerpoint will enable you to make the best-informed decision on this important issue, particularly if you have not been able to visit the site in person. Each slide in the Powerpoint has explanatory text that you can read by viewing the file in "Notes Page" view, but many of the slides also have animations that you will only be able to see if you view the file in "Slide Show" view. Therefore, I suggest that you print out the notes pages and then view the Powerpoint in Slide Show view while reading the accompanying text for each slide.

In the interest of public safety I respectfully request that you to reject the most recent plat that has been submitted by Crockett Engineering on behalf of the developer and request that a revised plat along the lines I have suggested be considered in its place.

Thank you and best regards,

Martin Katz  
1304 Fieldcrest  
Columbia, MO 65212

Allowing the connection of the new development to Ridgemont would create a serious traffic safety hazard

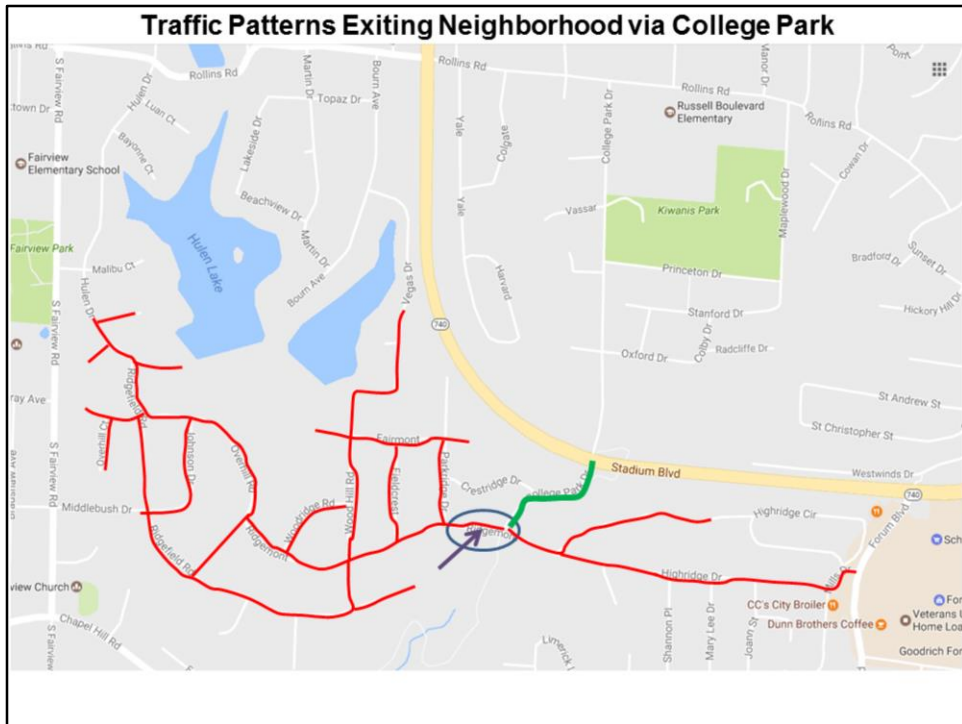


I respectfully request that City Council reject the revised plat for the Ridgemont Park development on the basis that the development as proposed would create an unacceptably high traffic safety risk for both vehicles and pedestrians on the section of Ridgemont Road near the proposed entrance to the development.

This section of Ridgemont bears by far the most traffic in the neighborhood being located where vehicles converge from all over the neighborhood to access Stadium Blvd. via College Park.

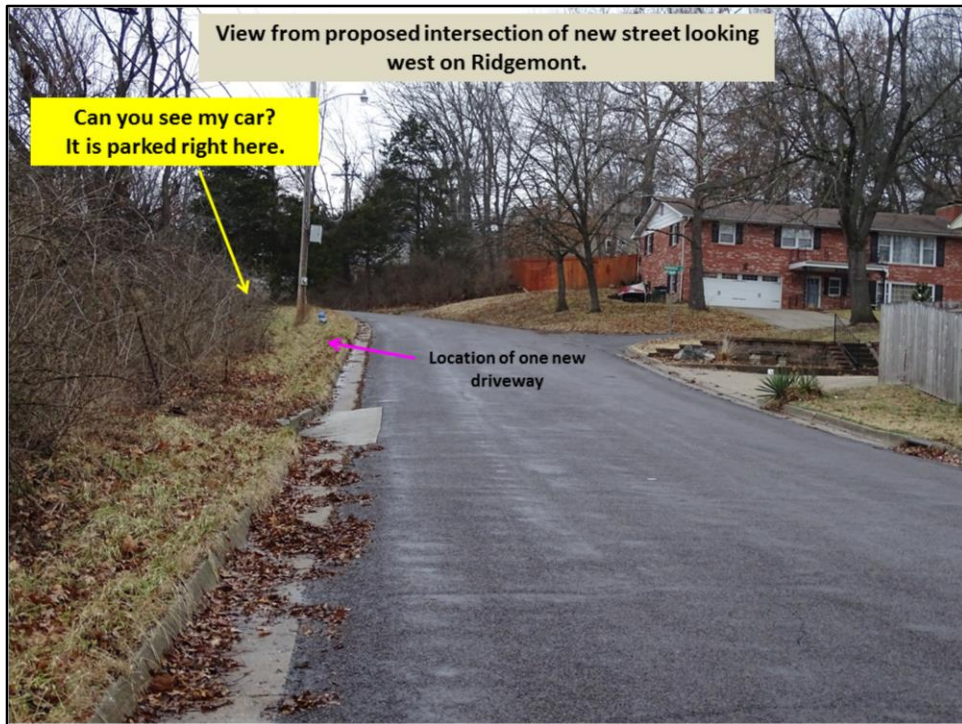
In addition, the proposed entrance to the development is located near where the County House Branch trail crosses Ridgemont.

This slide illustrates the impact of the proposed development on traffic on this section of Ridgemont. Vehicles from 24 new dwellings would enter this highly trafficked area where it has been documented by the city traffic division that average vehicular speeds are in excess of 40 mph.



This slide illustrates the streets from which traffic converges on the area under consideration both for access to and from Stadium via College Park and cut-through traffic from Forum Blvd.

Adding access to a new development at this location would exacerbate an already dangerous situation.



This photograph was taken looking west on Ridgemont from the proposed entrance to the new development. As you can see, Ridgemont goes uphill and then curves to the left a short distance from the development entrance. Vehicles coming down Ridgemont from the west will not be able to see vehicles exiting the development until they are almost upon them.

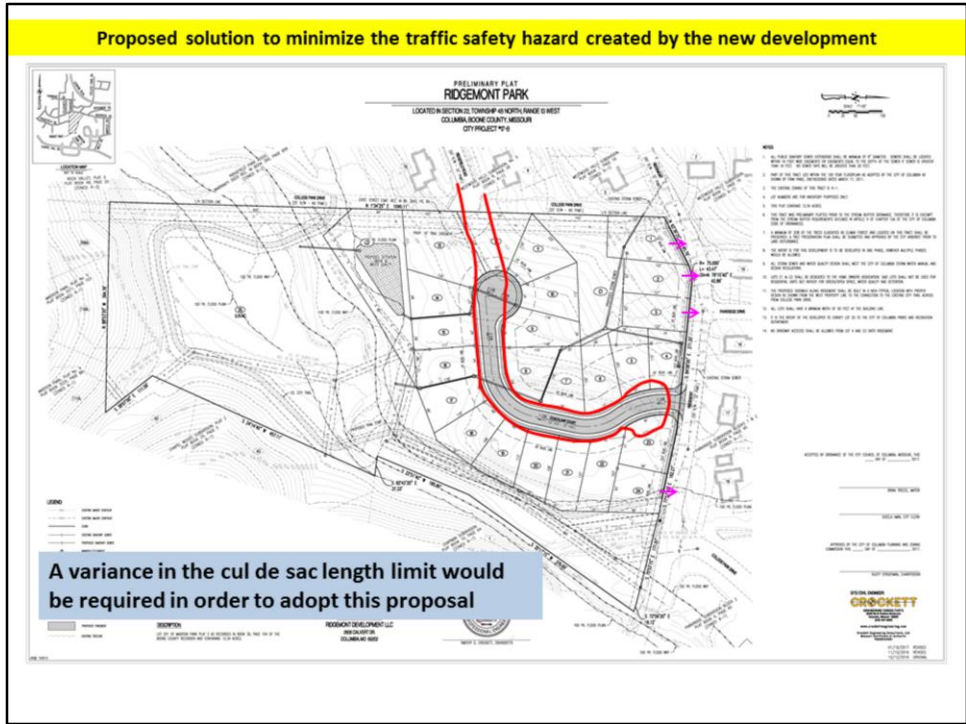
Safety is further compromised by locating a driveway for one of the new houses that would front on Ridgemont right near the blind curve as illustrated here.



If we look to the east on Ridgemont from the proposed entrance to the new development we can see that the County House Branch trail crossing is just a short distance away and that beyond this is another blind curve on Ridgemont as it comes into this area from the east.

As you may be able to tell from his condition, this poor pedestrian who so bravely guards the trail crossing has been run over numerous times. In fact he has had at least one predecessor who did not survive after being run over one too many times.

Proposed solution to minimize the traffic safety hazard created by the new development



I hope that in this brief presentation I have convinced you that approving the preliminary plat as presented will create a dangerous situation for both vehicles and pedestrians in this area.

That being said, is there a way to allow this development to proceed while minimizing the added danger?

I propose that a reasonable solution would be to move the access point to the development from Ridgemont to Ridgefield and creating a cul-de-sac as illustrated in this diagram.

Adopting this proposal would be in keeping with the directive of the majority of the Council to keep Ridgefield a cul-de-sac, but in a way that would be much safer for the public than the plan presented by the developer's representatives.



In this view you see what it would look like to a person exiting the proposed new development onto Ridgefield at the proposed access point from the current terminus of Ridgefield. As you can see, Ridgefield is perfectly flat and straight at this point with no nearby intersections or pedestrian crossings and no through traffic.

Clearly placing the access point to the Ridgemont Park development at this location would be much safer than placing at the location on Ridgemont as proposed by the developer.



Again, in this view looking east on Ridgefield toward the proposed alternate entrance to the Ridgmont Park development you can get an appreciation of how much safer it would be to access the development by extending Ridgefield to a new cul-de-sac within the new development.