

My name is Lucas Karr, and I live on County Road 521 East, just south of the proposed Montgomery/Mongan project. I strongly object to the proposed use of the farm land and I strongly oppose the plans to build an R4 subdivision at this location.

While I have many concerns with this re-zoning and expansion, many of which are being addressed tonight by my peers, one of my major concerns is the numerous traffic issues that this subdivision, in addition to the already planned new elementary school on the southwest corner of Moon and Hadley, and any potential expansion due to the approval of this re-zoning, will cause.

The traffic study that was completed for this project focused on a number of intersections as well as the entrances to the proposed subdivision from US 40 and 600 south. Scott Singleton, Director of Transportation for the Town of Plainfield, summarized the 26 page report into a 3 page document that I have here in front of me and that was made public for this hearing. There is clear evidence that this development is not currently supported by the Town of Plainfield's infrastructure.

Mr. Singleton states, "Increases along Hadley Road are more of a concern for the Town at this time," and continues "As the TIS indicates, there are existing intersection points that pose current and long term concerns that will only worsen with the additional traffic this development, or any new development in the area, is expected to create."

According to Mr. Singleton the traffic study performed by the developer does not project new traffic from other future or potential developments. This traffic study is focused on only the re-zoning and development of this piece of property. It does not also take into consideration the numerous dominoes that are falling, including the building of a new elementary school less than a mile from this location. If this re-zoning and subdivision are approved, the logical next steps will be additional subdivisions west of this location. Currently Miles road, just west of the proposed subdivision, is used as a connection from US 40 to Hadley road. Any expansion in this area will continue to generate increased traffic on Miles, flooding into the already congested area of 600 south where the proposed southern entrance of this subdivision will be located.

Mr. Singleton states "the drive location on Hadley Road is presenting some challenges with accommodating the Town's current Comprehensive Plan and thoroughfare planning." He goes on in the same paragraph to states that "Lining up the access from the development opposite CR 521 is sensible, but admittedly poses a number of both current and long term engineering concerns given its proximity to a low area and a waterway. In short, and at the time of this report, we have been unable to conclude the preferred point of access to Hadley Road."

According to the traffic study, the infrastructure that would be required on 600 south, including the addition of a westbound right turn lane along Hadley Road at the proposed access drive, is not in place. This road is barely two lanes as it is and includes a hill that completely blocks one's view to the west of the potential entrance to the subdivision. Vehicles travelling eastbound on 600 south reach speeds in excess of 50 mph traveling along Miles road and transitioning onto 600 south. Adding any type of entrance to a subdivision along this road is a huge danger to drivers exiting the subdivision due to the obstructed view of oncoming traffic.

In addition to the issues that an entrance off of 600 south would cause, the infrastructure for the Moon/Hadley intersection is not planned until at least 2020 per the traffic study. Mr. Singleton states that "unchanged, this intersection would shift performance from a level of service C rating

to an F rating during the PM peak given the additional traffic. The Town already has intersection improvements planned to be constructed in 2020 which are expected to address any short term concerns." So first of all, the infrastructure will not be available until 2020 at the earliest at an intersection that already causes long lines of traffic both in the AM and PM commutes. How can the Town accept any proposal that will cause further headaches at this intersection, which will also now be flooded with school buses and increased traffic due to the elementary school just south of this intersection?

Another domino that directly impact me and my family is the stated expansion of 521 E. According to Mr. Singleton, "The [Town's Comprehensive] plan anticipates not only an East/West Collector roadway through the development, which the developer has accommodated, but it also highlights a connection getting made to a new roadway corridor by extending CR521 to the south."

I currently own one of fewer than a dozen houses on 521 E. All of us enjoy the peace, tranquility, and safety of a dead end road. One of the major reasons we purchased our home was due to the safety that our dead-end road brings. We do not fear our children playing in our front yard. We do not fear walking back and forth across our street to neighbors. We have very close relationships with our neighbors; we have a true community on this road. It is common to walk back and forth to visit each other, bring each other meals or treats, lend a helping hand, allow our children to play together, and the list goes on. Neighborhood families walk and children ride their bikes up and down our road, and parents have absolutely no fear. The only traffic on our road is that of our neighbors' cars, and I can say with confidence that we are all very considerate of each other's safety-- especially when it comes to the children playing.

The complete truth that needs to be exposed here is that this proposed subdivision will bring along with it the distinct threat to our neighborhood of turning our road into a through-street. Again, this is laid out in the Town of Plainfield's comprehensive plan as something the town is considering in the future. This cannot be swept under the rug or thought of as a separate event. This would be a direct consequence of the proposed subdivision.

Personally, my family and I see this as even more of a direct threat to our safety because we have a child with autism. A 2012 study published in the medical journal Pediatrics shows that 49% of children with autism have a tendency to wander away from or bolt from safe environments and into dangerous ones (Anderson, Kiely Law, Daniels, Rice, Mandell, Hagopian, & Law, 2012). 65% of these incidents include a close call with traffic; 56% of families reported that elopement was the most stressful behavior that their child exhibited; and 43% of parents reported that this behavior interfered with their ability to sleep at night (Anderson et al., 2012).

A 2017 study completed by the National Autism Association found that nearly 1/3 of all autism-related missing person cases related to wandering and elopement ended in death or required medical attention (McIlwain & Fournier, 2017). 18% of those deaths were caused directly by the child being struck by a vehicle, and children ages 5-9 years old showed the highest number of deaths in this study (McIlwain & Fournier, 2017). My child with autism is 5 years old. Fear of my child eloping or wandering has kept me up at night. It's something that his medical team addresses. I have a very safe neighborhood. I chose that for my family and for my child. This is one of the primary reasons I purchased my home. This proposed R4 subdivision brings over development to our rural neighborhood. This proposed project and the increased infrastructure that would be needed to support this development makes me fear for the safety of my child

should, God forbid, something terrible ever happen. These proposed changes bring a direct threat to the safety of my family. This over development makes my neighborhood less safe for my family.

The proposed subdivision and planned expansion is making our town less safe. The traffic accidents and potential for loss of life will increase with this re-zoning and R4 subdivision. I will lose value in my property with additional traffic, and potential for further expansion. The only one's profiting off of this re-zoning are Lennar and Cal-Atlantic homes; the individuals living in this area will only see a loss in property values, increased traffic, dangerous travel conditions, as well as numerous other negative impacts you have heard and will hear tonight.

My friends, the evidence is clear. The Town of Plainfield's infrastructure cannot support development off of 600 south, and it is still years away from the needed developments along Miles road, 600 south, and at the Moon and Hadley intersection. The Town of Plainfield should not and cannot make a decision to support this re-zoning while holding to the integrity lined out in its own charter. I urge you to vote no on this planned rezoning.

References:

Anderson, C., Kiely Law, J., Daniels, A., Rice, C., Mandell, D. S., Hagopian, L., Law, P. A. (2012). Occurrence and Family Impact of Elopement in Children With Autism Spectrum Disorders. *Pediatrics*, 130 (5), 870-877. DOI: 10.1542/peds.2012-0762

McIlwain, L. and Fournier, W. (2017). Mortality & Risk In ASD Wandering/Elopement 2011-2016. Retrieved from <http://nationalautismassociation.org/wp-content/uploads/2017/04/NAAMortalityRiskASDElopement.pdf>