

Polo Road Widening PIM Comments
May 26, 2026

Comment	Response (PDT)
1) Opposed to uncontrolled thru traffic at Miles Rd and Beaver Dam Rd (despite 4-way stop at intersections). a.) To many vehicles (people) cutting thru the neighborhood to get St John Neumann school (Miles and Beaver Dam) 4-way stop (with little effect). b.) Too much traffic is seeking a "short-cut" from Polo Rd to Mallet Hill and then sparkleberry (then Clemson). c.) Safety concern for the children at ball parks on Polo (soccer, baseball, softball, activity center). d.) No concern for taxpayers in the neighborhood- Roads in bad condition e.) Church will add to the current traffic distress- No parking is noted in plan for masses, activities, etc. f.) Decrease of property value! g.) Speeding! Accidents! h.) Sesqui Park endangerment (environmental study to area?)	Thank you for your comments! At this time the intersection of Miles Road and Beaver Dam Road is outside the project limits. The added sidewalks with pedestrian accommodations will be a reinforcing safety measure for the children at the ball parks on Polo Road. The widening of polo road with turn lanes will be an added benefit to provide vehicle space to continue through traffic when others are turning. The design and construction of this project has no control over the Church development or use. The widening of the road and addition of sidewalks should not have a negative effect on property values. The decrease in lane width may help with speeding on Polo road thus being able to help reduce accidents. In this project more sight lines are being added at intersections to provide better visuals for turning vehicles, to help alleviate collision occurrences. There should not be any endangerment to sesqui park.
2) There should be a sound barrier wall on the corner of Polo Road and Running Fox Rd West.	Thank you for your comment! There will not be a barrier wall.
3) Polo Road does not need to be redone. Too narrow. Speeding will be an issue. Intersection at Two Notch does need to be done similar to Clemson.	Thank you for the feedback! A deterrent to the speeding is the narrowing of the lane widths. At this time the intersection of Polo Road and Two Notch Road is not within the scope of the project.
4) How will the sidewalk and bike trail affect our property line? We live on the corner of Polo Road and	Thank you for your comments! For your property, the new right of way does not extend much further than the

Old Still Road. How much of our property will be needed? Noise level?	existing right of way. The new road does not increase noise.
5) There should be a four-way stop at the intersection of Polo Rd and Old Still Road. This will slow the speeders down.	Thank you for your comment! The traffic engineering study that was conducted did not include a recommendation for stop signs at any intersection. The safety benefit comes from the additional turn lanes providing vehicular traffic an outlet to maintain a through travel lane for the rest of the vehicles.
6) The road widening should include plans to slow down traffic at the intersection of Polo Road and Running Fox Road. This is a very dangerous intersection, especially from the Running Fox West direction. Traffic comes from both directions (sometimes too fast) around blind curves (especially from the Two Notch Road direction). Ideally this could become a 4-way stop or maybe a roundabout? If this intersection is not fixed, we will continue to see too many accidents.	Thank you for your comments! At this time the traffic slowing method being used is the narrowing of lanes, thus calming traffic flows. The traffic engineering study that was conducted did not include a recommendation for stop signs at any intersection. The safety benefit comes from the additional turn lanes providing vehicular traffic an outlet to maintain a through travel lane for the rest of the vehicles.
7) My property is located on the corner of Sesqui Trail and Polo Road. I own both lot 47 and lot 48. These lots were combined as one lot several years ago. I get one bill for the combined lots. The widening maps are still showing two separate lots. Concern: Will it be necessary to use any of my property to widen Polo Road? Please send an email response to my email address listed above.	Thank you for your comments! Yes, those are both combined into one lot now, the original lot lines came from before they were combined. It is necessary to use your property as we are upsizing the culvert to protect against future flood events. This will only have the right of way increasing in the back corner of your lot.
8) Please make retaining walls nice, not like what is on Hardscrabble Rd	Richland County will coordinate with the design team on the wall aesthetics.
9) 1.) Why is the design for 2 sidewalks and bike lane? The sidewalks will connect to nothing at Two Notch Road. Only need	Thank you for your comments! The design for two sidewalks and bike lanes is to help accommodate all pedestrians who wish to travel along

sidewalks on West side of the road to connect to Polo Park and then down Two Notch to Sesqui Park. 2.) What is the current traffic count on Polo Road? What is the estimated increase of traffic resulting from road expansion? What will be done to accommodate the additional traffic and noise resulting? 3.) Though the speed limit is 35mph, the traffic limit is consistently violated through the residential area. What is the estimated average speed after the construction completes? Is there any aspect of this project to slow the speeds down? 4.) When will county hold public meeting for this project? 5.) What is the USPS guidance for mailbox placement along the new sidewalks? 6.) When will county come out and show each resident the new rights-of-way?	the road at any point that they enter. The current traffic count is and average daily volume of 10680 vehicles, and in 2043 (the projected year) it is 15800 vehicles. As there is still only one through lane in each direction, this will not have a major increase in traffic in the future. The estimated average speed will be 35mph. At this time there are no future public meetings scheduled by the county. The USPS guidance for mailbox placement will be at the back of the new sidewalk. The right of way agent will be getting in contact with each landowner individually.
10) If Polo Road is widened we will need a sound barrier wall adjacent to our home that is on the corner of Polo Road and Running Fox Road West. I believe instead of widening there should be a caution light, in either case. (emailed comment) I, Dorothy Robinson Drayton, live on the corner of Polo Road and Running Fox Road West. Request a sound barrier wall along my property extending from the easement to the corner of Polo Road and Running Fox West. Polo Road is already very noise with cars, the additional traffic noise at the corner would be unbearable. I recommend a caution light be installed at this corner. Instead of widening Polo Road, There have been many wrecks and accidents in the vicinity noted above. Last year a driver hit another	Thank you for your comments! The new road will not change the volume or noise of traffic. The traffic engineering study that was conducted did not include a recommendation for stop signs at any intersection. The safety benefit comes from the additional turn lanes providing vehicular traffic an outlet to maintain a through travel lane for the rest of the vehicles.

SUV THROUGH the brick wall beside my driveway. The road has a curve with a steep downward flow that many motorists fail to adjust their speed upon entering the curve. Please contact my at 8033975774 or email scope152@yahoo.com	
11) Big Negative!!! You increase lanes you increase speed. Speed kills! Please spend the money improving roads within Wildewood or spend money on connecting our neighborhoods to the greenway.	Thank you for your comments! The Polo Road widening project is designed to not increase the amount of through traffic lanes, there will still only be one through lane in each direction, with the additional lanes being turn lanes. This along with the narrower lane widths is aimed at helping reduce speeds along the road.
12) Widen Polo all the way to Alpine Rd. Need RC and Dinkins staff to wear big name tags or county ID that you can easy see who they are. Nice presentation. Thank you for not having grass between curb and sidewalk unlike Clemson Rd- the grass there hardly gets cut and grows from both sides into the sidewalk.	Thank you for your comments! At this time the project limits stop at Mallet Hill Road. Widening to Alpine Road may be possible in a future phase. We have noted name tags or identifying information to be worn for future meetings, thank you for the suggestion!
13) Sidewalks are unnecessary on this end. No one walks on sidewalks at Clemson- no schools in this direction. Bike lane dangerous for bikers with heavy traffic and speeding. Agree with turn lanes they are needed. Concerned with traffic situation construction will cause on Mallet Hill Road.	Thank you for your comments! The design of sidewalks and bike lanes being added is to provide access for any people traveling on foot or bicycle to access multiple points along Polo Road. The construction will be completed in stages so as to not overly disrupt the flow of traffic.
14) Northeast Presbyterian Church cemetery need access for grave digging equipment and backhoes at bottom of cemetery (right next to St. Davids church parking lot entrance). Between plots 52+58.	Thank you for your comment! This access will be defined more within the right of way stage as the talks with the right of way agents begin.

15) Project looks good! Thanks for addressing issues here. I would also like you to consider a light or at least a policeman or some other safety solution in the mornings at Polo Rd Elementary. I drive there every morning for work between 7:30 and 7:45 and feel really bad for parents. Who often have to make unsafe decisions, especially to turn left. I have seen a wreck there and there may be others. Thanks for your consideration and commitment to safety!	Thank you for your comments! We appreciate the positive feedback! Currently the project limits do not include Polo Road Elementary, this may be applicable to future phases.
16) After reviewing the designs for the planned road widening complete with sidewalks and bike lanes, I am concerned about the risk to pedestrians, drivers and bikers. There is currently rampant speeding and illegal passing as drivers use Polo Rd. The presented plan does not appear to show any calming influences to slow traffic down to posted limits, and I am afraid this design will simply encourage continued speeding. Also, it doesn't seem feasible that sidewalks are needed on both sides of the road. The engineer (Mac Atkins) indicated that the design of bike lanes and sidewalks on both sides will take less property than continuing one large shared use sidewalk on only one side of the road. That simply doesn't compute. Plus, considering nothing is being done to essentially slow traffic it would seem safer to put pedestrians and bike riders on a large shared path off the road itself away from traffic lanes. Also the entrances at Old Still, Possum Run, and Running Fox (monument walls) are an essential design element that has defined our Wildewood neighborhood since it was built since the establishment of our WW	Thank you for your comments! The lane widths are being narrowed, which can aid in the slowing of traffic naturally. Also, the addition of turn lanes can alleviate some unwanted passings as vehicles have more room to decelerate and turn out of the flow of the through lanes. If the design was to be for a shared use on one side of the road would require additional ROW take from the side the path was installed upon. Polo Road would require widening upon the center line and then the smallest width section allowed (as is currently being utilized along Two Noth near Alpine Rd) is a 3' grassed area then a 10' shared use path. Our current design includes a 5' bike lane with 5' sidewalk. All affected entrance walls will be removed and replaced during construction.

I-IV HOA, we have been responsible for maintaining insuring and beautifying those entrances and do not want to lose any of the entrances that define our beautiful neighborhood. We have spent a lot of money and effort to keep our neighborhood's property values intact and do not want to lose this as part of our history and identity.	
18) Please do not put a light at Running Fox Rd. I live at number 13, the second house in from Polo Rd. There are rarely more than three cars waiting to turn onto Polo Rd. A light would be an unnecessary delay to solve a nonexistent problem.	Thank you for your comment! The traffic engineering study that was conducted did not include a recommendation for traffic signal at any intersection. The safety benefit comes from the additional turn lanes providing vehicular traffic an outlet to maintain a through travel lane for the rest of the vehicles.
19) There needs to be a right turn lane from Polo Road to Mallot Hill Road.	Thank you for your comment! At this time the intersection of Polo Road and Mallet Hill Road is outside the project limits. This may be addressed in a future phase.
20) Section of road by 100 Polo Road. SJN Church. Stripping should be a center turn lane in either direction to help turning into and exiting Mass. Current design designates turn lane conflicting with turning into church and out of church. Section of road by SJN School concern on keeping turning radius to continue usage of school drop off flow. How can that be addressed?	Thank you for your comments! A crash analysis was conducted for this project and the intersection of Polo Rd and Hope Rd was the second highest rated intersection for accidents behind only the intersection at Two Notch. Therefore, the left turn lane for Hope Rd was proposed solution. The current design for the SJN School/Miles Rd. includes the addition of a right turn lane for the northbound traffic and a left turn lane for the south bound traffic. There is also a median for traffic make a left turning movement from Miles Rd. onto the southbound lane of Polo Rd.
21) I appreciate that the county is making improvements but I am very opposed to widening Polo Rd. It will only increase traffic through a neighborhood. It will likely increase the number of people who think it is	Thank you for your comments! While we are widening Polo Road, we are only doing so in the ways of adding turn lanes. There will still only be one through lane in each direction.

ok to pass on Polo Rd. There is plenty of people passing on Polo, Mallet Hill, And sparkleberry.	
22) 1.) The church owns Tracts number 47 and 52. The Right-of-Way Data Sheet does not include Tract Number 47. It could be on a sheet that we do not have, but we felt it best to call attention to the possible omission. 2.) There is an existing paved driveway on Tract No. 47. See Dwg. No. 14 at approximately STA 47. We request that a curb cut that will accommodate a 28' F-F opening at the R/W line be added to the plans, and that it be centered on the current driveway. 3.) There is an existing unpaved driveway on Tract No. 52 into our cemetery. See Dwg. No. 14 at approximately STA 57. We request that a curb cut that will accommodate a 16' F-F opening at the R/W line be added to the plans, and the driveway paved to the gates of the cemetery. While this access point is a low traffic access point, it is our only access for large heave burial vaults and granite grave markers. 4.) We understand that there may be a City of Columbia water distribution line along our side of Polo Road (east side). We also are informed by city water officials that there is a City of Columbia water transmission line on the west side of Polo Road opposite the church property. The church has at least two (2) service connections to the water transmission line or the distribution line, if it exists. We request that a service line be added and stubbed to Tract 47. We are unable to identify any water lines on the plans but raise the concerns of conflicts between any existing water lines (either distribution or transmission lines) and the new	Thank you for your comments! The latest set of plans are verified to have Tract 47 included. A driveway is also included in the current design. In regards to the curb cut opening at approximately station 57, this will be determined during the talks with the ROW agent. The ROW agents and design engineer are aware of this area and will be in touch to coordinate a solution. The County has a consulting engineering team that is working on all utility coordination. The design has all drainage for Polo Rd. staying within the ROW for both tracts.

storm drainage system and/or its connection with the existing drainage pipe on the cemetery property at approximately STA57. A larger concern is any conflicts between the water transmission line on the west side of Polo Road and the retaining wall and/or the pedestrian retaining wall. 5.) We are also concerned about any cross drainage that would drain water runoff into any of our exiting driveways for Tracts 47 and 52. We appreciate the opportunity to offer our comments and request that we be given the opportunity to review the 90% plan submittal.	
23) Dear Sir: I live off Polo Road and am very concerned about the proposed widening of Polo Road. First of all, widening is not necessary and will affect the atmosphere surrounding Polo Road. Second, more traffic lights on Polo Road at select locations will make left turns safer. It appears that Richland county is making a concentrated effort to change NE Richland county. Rather than widening Polo Road, I would strongly suggest : Two Notch Road...street lighting, sidewalks, demolition of empty or abandoned buildings, landscape beautification...make Richland NE beautiful, not what it has become. Street lighting on all major roads, repainting white and yellow lines, enforcement of speed limits,...now is the time to take positive action not creating a Road that will encourage more speeding and passing...and by the way, the sidewalks already built for example clemson road are neglected..no maintenance being done...	Thank you for your comments! The goal of widening Polo Road is to provide ample room for turning maneuvers, as we are not increasing the number of lanes for through traffic, only additional lanes for left and right turns. At this time Two Notch Road is not within the limits for this project. In this phase there will be sidewalks added, as well as repainted lane striping. The sidewalks for this project will be different from the ones on Clemson Road, as they will not have a grass buffer, thus requiring less maintenance.

Please do not ruin our little section
of NE columbia..

Diana Rubinger
Retired teacher (who studied urban
planning as a minor in college)