

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Subject: 70093 - Support path on Hammersley
Date: Sunday, March 6, 2022 8:48:03 PM

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Dear commission members,

I used to live in Greentree, and I have friends living in the area still. It was from one of them (and their enthusiasm for this) that I learned about the plans for Hammersley including a multi-use path.

I appreciate city staff's openness when residents bring forth new ideas, taking them seriously, and doing the work of interpreting that idea into an actionable plan. It's not like this proposed multi-use path came out of nowhere, it came from residents themselves gathering and organizing in support of it. But it also wouldn't be before you without help from city staff.

These days, I live on the east side. When there are proposed redesign/reconstruction projects near me, I make sure to advocate for better safety, traffic calming, and consideration of all road users, and my area has seen projects in recent years that have achieved great results. Starkweather Drive has become a prime example of what's possible. Residents on and near Hammersley should not have to expect anything less now that their neighborhood is finally getting a turn.

This Hammersley project is back on your agenda because residents of Hammersley have learned that the design includes a reduction in street parking. Good! Better that they find out now, rather than it being a surprise later.

However, the letter claiming to represent Hammersley residents also makes the claim that roads like Hammersley should not be constructed to the same safety and usability standards that we're applying elsewhere in the city. I disagree.

We're not talking about the fringes of the city, nor are we talking about a freeway. Hammersley is just beyond the beltline, in an area that has been saturated with residences for decades. An area that has historically been underserved by multi-modal infrastructure. This is why I feel a responsibility to supplement the voices of my friends, in support of their vision of what Hammersley Rd could be.

Between Gilbert and Rae, every single house on Hammersley has a significant setback from the street, and a driveway covering that distance. Repurposing the width of the public roadway is not going to deprive any of these residents from vehicular access to their home.

These residents also fail to imagine how things like mail delivery would work. Eliminating on-street parking doesn't need to mean prohibiting vehicles from stopping momentarily to make deliveries. This happens in bike lanes all the time, and when it does, we go around the momentary obstruction. Optionally, you can also grumble about it. But something that takes maybe one minute per week is not worth designing the road around.

I hope giving a forum to these residents' concerns will be an opportunity to help them better

understand the proposed design, but that you'll continue to also listen to the many residents who have come together around this.

Thank you,

Nick Davies
[REDACTED] Richard St