

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Subject: Option A for Doncaster/Beverly/Danbury
Date: Sunday, March 24, 2024 1:18:04 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Transportation Commission,

These streets are still in their original 1950's configuration--wide roadway, no sidewalks, no curb and gutter--which means that adding on these standard features would take up much more right-of-way and require significantly more tree removals.

I support option A. Overall, option A will be much more effective for traffic calming than a 16 foot(!) travel lane. That's about the size of a lane on the Beltline, no?

If you feel that option A might be odds with bidirectional traffic flow (I don't necessarily think so), I encourage you to reconsider that premise. This project includes a pair of streets; they could each become one-way. I don't think quiet residential streets like these need for car traffic to flow in both directions simultaneously; as long as a given house can be approached from one direction from outside the neighborhood, and can be departed from in one direction, that would be plenty.

I wish option A included a second sidewalk, but comparing options B vs. C, where the second sidewalk is the main distinction, it looks like that second sidewalk is what would require the most tree removals by far. That makes it truly a tough call. I think it's worth considering a more winding sidewalk, or for now a partial-block sidewalk, to connect at least some houses to the sidewalk network. The trees involved here may not live forever, after all, and that could create a less-fraught opportunity to complete the connection in a future year.

Thank you,

Nick Davies
3717 Richard St