

**From:** [Nicholas Davies](#)  
**To:** [Transportation Commission; JNDproject](#)  
**Subject:** Re: JND: Separate and widen multi-use path  
**Date:** Monday, April 10, 2023 10:20:44 PM

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Sorry, I forgot to include the JND project folks...

I also want to add: It seems like there'd be a real safety improvement to moving the stop line for N Shore Dr back, to more effectively prohibit right on red. And this would also eliminate potential train vs. car conflicts, because the tracks could be in front of the stop bar. This is a chance to do something right both for vulnerable road users and for the Railroad Commission.

On Sun, Apr 9, 2023 at 7:19 PM Nicholas Davies <[nbdavies@gmail.com](mailto:nbdavies@gmail.com)> wrote:

Dear commissioners,

At times I've lived downtown and used the JND causeway quite regularly as a cyclist and as a pedestrian. It's an important connection already, but there were two problems that made it unnecessarily stressful:

1. High traffic
2. Road noise from John Nolen Drive

So the most important things to me are:

- \* Pick a road design that allows for more trees/vegetation between the road and the path. (Roadway alt 2)
- \* Widen the path, and allow modes to self-separate. (Pathway alt 3)
- \* Put the path on separate bridge structures. (Bridge alt)

For the intersection at North Shore, I urge you to take the deadly record of this intersection into account, and include an underpass.

For the surface crossing (which some may still need to use), I like that Alt 4 gets rid of the queueing island that often becomes cramped, forcing people to take risks against the signal.

Thank you,

Nick Davies  
3717 Richard St