

**From:** [Craig Weinhold](#)  
**To:** [Transportation Commission](#)  
**Subject:** Comments on Agenda Item #9, John Nolen Drive  
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By limiting the John Nolen Drive project area to North Shore Drive, the City is sabotaging the needs of many other plans. For example, the 2017 "John Nolen Drive Corridor Master Plan Collaborative" offers two bike/ped JND underpass ideas that requires that North Shore Dr and its railroad crossing be adjusted. The City's 2012 "Downtown Plan" calls for a "Broom Street Gateway" that will rebuild the area from North Shore to Broom St. Similarly, plans for Bassett Neighborhood and Law Park also are impacted with what happens at North Shore Dr.

From thirty-year old plans to the JND public information meeting, everyone agrees on the need to strengthen and make safer the bike & ped connections between the lakefront and the city. The current at-grade North Shore Dr crossing is crowded and dangerous with multiple car/bike accidents every year. The Broom St crossing is an awkward embarrassment. Even though the City JND reconstruction plans are ambitious for the causeway itself, they will need to meet the existing railroad and highway jurisdictions exactly as they exist today. By doing that, the City is effectively ending any chance of improved bike/ped connectivity for decades to come.

Citizens, visitors, and multiple comprehensive plans all see JND from Olin to Blair as a single corridor. The City should be working with the State, County, and Railroads to treat it as such. You are supposed to be friendly and collaborative with each other! Please stop using "multi-jurisdiction" as an excuse to not include areas beyond North Shore Dr in the plans.

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