

Comments by Dave Barger to the Pedestrian/Bike/Motor vehicle Commission

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Problem: At the intersection of John Nolan Dr/S Blair St and Williamson/ E Wilson streets, for vehicles turning left from Blair onto Williamson and turning left from John Nolan Dr onto E Wilson, there is too little room for a turn lane. Nevertheless, non-turning cars in the two actual lanes try to go around the turning vehicle and.

Proposal: Either widen the intersection (move the two John Nolan Dr/S Blair lanes east) or narrow the lanes (so the left-turning vehicle blocks an entire lane to prevent budging in that lane). To reduce the number of vehicles turning left from John Nolan Dr onto E Wilson, make E Wilson a two-way street so the left-turning traffic uses Broom Street instead (a two-way Wilson St may become more important as more traffic results from the Judge Doyle development). For the widening option, eliminate the parallel road in front of Essen House and use the acquired ROW partly for the shifted lanes.

Problems: 1) The high amount of pedestrian traffic and bike traffic crossing the intersection of John Nolan Dr/S Blair St and Williamson/ E Wilson streets, from the bike path from/to the shore. 2) the ped/bike "islands" on the south side of the intersection of John Nolan Dr/S Blair St and Williamson/ E Wilson streets puts pedestrians and bikes at risk.

Proposal: Relocate the bike path crossing to the Blount/Williamson intersection and upgrade the crossing (add stop/go lights and coordinate with existing stop/go lights at Jennifer/Williamson). Eliminate bike path from Blount St to Williamson, but expand the sidewalk along the north side of Blount St from the bike path to Williamson (possibly eliminate 8 parking spot on Blount St).