

**From:** [Alexander Harding](#)  
**To:** [McGuigan, Patrick](#)  
**Subject:** Why is E Wilson eastbound @ John Nolen keeping 3-4 lanes @ the intersection?  
**Date:** Saturday, June 20, 2020 9:05:49 PM  
**Attachments:** [PastedGraphic-1.png](#)

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Hello,

Please let me know who is best to contact about this.

I am having trouble understanding why dedicated right turn lane, left turn lane, and two thru lanes are being considered (see picture) for the John Nolen/E Wilson intersection.

When the light turns green here, there is a left protected turn for the whole light cycle.

I do not understand why a dedicated left turn lane is required when there is no conflict with left turning and thru traffic due to an always-on protected left turn traffic light.

Furthermore, it doesn't seem warranted to have FOUR, or even THREE, lanes in one direction here. This part of the street doesn't ever seem to be congested or getting high traffic volumes in my experience. There's always only about zero, one or two cars waiting here at a cycle. It seems like it would be fine with two lanes, one left/straight and one right turn/straight, and getting rid of the slip lane. This would also provide a ton more space for the proposed bike path. And make the pedestrian crossing significantly shorter.

Please let me know the justification for so many lanes in one direction here. Especially the left turn lane, and two straight (thru) lanes!

With the city pursuing Vision Zero, this Blair st project seems very counterproductive and confusing to me. It's proposing door-zone bike lanes westbound, too, a very very bad practice.

Thank you  
Alexander Harding



