

**From:** [Tim Campbell](#)  
**To:** [Safe Streets](#); [Traffic](#); [Transportation Commission](#)  
**Subject:** Baldwin Street Safe Streets Proposed Improvements - Public Comment  
**Date:** Thursday, September 21, 2023 3:23:26 PM

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Good Afternoon,

I would like to provide a written comment in support of the proposed improvements along Baldwin Street as a part of the city's safe streets initiative. My name is Tim Campbell, and I live on E. Wilson St. between Baldwin and Ingersoll.

I am greatly in favor of the proposed curb bump outs at the intersection of S. Baldwin and E. Wilson. I have seen many people struggle to cross Baldwin Street as cars accelerate downhill from Williamson or speed up coming north past the railroad tracks. Additionally, the poor visibility due to the buildings at the intersection encourages drivers to creep out and sometimes make risky decisions. I witnessed the crash in which "1 MV pulled out from stop sign into oncoming traffic at E Wilson" and I see similar circumstances to that crash almost daily.

I am also in favor of the proposed speed bumps along E. Wilson St, as this road is supposed to be a shared bike path with drivers yielding to cyclists. It's likely been stated already, but people do occasionally drive very fast down both Baldwin and Wilson.

I am curious however which stop sign warrants were not met at this intersection? I can understand the desire to maintain traffic between E. Washington and Williamson St, but isn't the goal of the city to provide safe, equitable, and multimodal transportation options? E. Wilson at this location is shared with a very popular bike path, and in a highly pedestrianized area. I believe that a four-way stop controlled intersection deserves more consideration despite the "warrants".

The FHWA themselves have stated that along 2-lane roadways without a median, there is no statistical difference in pedestrian crashes between marked and unmarked crossings (<https://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf>). It's undeniable that continental style markings are more visible to drivers than standard crosswalks, but if the goal is truly to eliminate traffic deaths and serious injuries on our streets, changing the crosswalk markings is not a significant safety improvement, but almost entirely a visual improvement for the sake of drivers (there are already large warning signs on Baldwin indicating the intersection is a common crossing for pedestrians and cyclists).

I do not intend to sound entirely negative toward the project; I'm thrilled it's taking shape! I wanted to register both my support and concerns with some of the proposed improvements, and suggest that perhaps signal warrants and traffic manuals are not adequate on their own for meeting your "program priorities" and designing truly safe streets for our city.

Thank you for your time and work.