

From: [Ross Milton](#)
To: [Transportation Commission](#)
Subject: Re: N Baldwin St Safe Streets Improvements
Date: Monday, September 11, 2023 8:48:17 PM

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Dear Transportation Commission Members,

To add to my previous comments, I oppose speed humps on E Wilson St. I bike frequently with my toddler on my bike and speed humps make the ride unpleasant for him on the back of the bike.

The bicycle boulevard should be designed to be as attractive as possible for bikes while being unattractive for cars. Humps make it less attractive for everyone, not just cars. Instead, there should be diverters etc that make it very slow or impossible for cars relative to what they could achieve on one of the parallel roads that are designed exclusively for maximum car throughput like Wash and Willy. My previous email suggested a diverter at Baldwin and Wilson that made it harder for cars to use Wilson. This is the direction that TE should go in, not speed humps. Speeding cars are bad, but speed humps are not the solution. Think bigger and check out what some other cities are doing on bike boulevards. If TE has a plan whereby bikes wouldn't have to go over the speed humps that could work.

Sincerely,
Ross Milton

On Sun, Sep 10, 2023 at 9:17 PM Ross Milton <rmilton@gmail.com> wrote:

Dear Members of the Transportation Commission,

I am writing to comment on the proposals for N Baldwin St. Thank you to Renee Callaway for your work on this.

1. The intersection of Baldwin and E Wilson requires fundamental change not slight improvements. It needs a major diverter to slow down vehicles on Baldwin, provide safe crossing for bikes and pedestrians, and prevent cut through car traffic from taking the "bicycle boulevard" of E Wilson. E Wilson needs to be upgraded to an actual bicycle boulevard that prioritizes bikes not just a car road with some extra paint. The diverter should look like this:



The presentation does not include the details or analysis from the "4-way stop study" only its outcome (I asked for the traffic counts but have not received them so far) however, I would note that it is not appropriate to use standard MUTCD guidelines for a 4 way stop on a designated bicycle boulevard.

For one thing, the point is to try to increase the use of bicycles, not just respond to current bicycle use. This is impossible if the streets are designed in a way to exclusively prioritize motor vehicles. The MUTCD is responsive only. The transportation commission should recommend forward thinking policy -- let's be a modern city.

2. The intersection of Baldwin and Mifflin has the same problems as the intersection of Baldwin and Wilson. It should receive similar upgrades that slow drivers on Baldwin so that bikers (some of whom are kids attending Lapham or other surrounding schools and daycares) can cross Baldwin safely. This stretch of Baldwin has heavy traffic during peak hours. Drivers need to be encouraged to take First St instead of Baldwin when traveling between Johnson and Washington. Drivers on Baldwin should be slowed extensively. Continental crosswalks are not going to solve this problem and do nothing for bikes. an RRFB seems reasonable in addition to other traffic calming elements.
3. "Sharrows" paint on the ground will not improve safety on Baldwin between Washington and Mifflin. Instead there should be bike lanes.

There is way too much traffic (somewhat out of date counts are 5-6000 vpd) for this to be a safe shared lane. The city should now allow its bike network to include that kind of crap. Cars turning onto Baldwin off of E Wash tend to drive very fast. The paint will not force them to slow down nor will it give bikes their own safe space. Making this even sort of safe for bikes would require a bike lane on the northbound side at a bare minimum. Also, traffic on Wash should get a No Turn on Red sign at N Baldwin.

4. Some of the other ideas here are good like added bike lanes to parts of Baldwin.

Sincerely,
Ross Milton