

**From:** [Andrew Leaf](#)  
**To:** [Transportation Commission](#)  
**Subject:** Comments on 9/13/2023 agenda item 79770 (Safe Streets Madison)  
**Date:** Wednesday, September 13, 2023 12:35:12 PM

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Hi,

Thanks for working to maintain Madison's status as one of the best bike cities in the country. I cycle year-round almost exclusively for transportation, and the ease of getting around without a car and being able to raise kids with a more sustainable lifestyle is one of the reasons I've chosen to live here. I'd like to comment on the proposed improvements to Baldwin and East Wilson streets.

I have two small children, and live on North Baldwin between East Johnson and East Washington. As we all know, this street experiences high traffic volumes, often at speeds far greater than 20 miles per hour. The relative width of the street, lack of any meaningful traffic control or enforcement, and incentive to make stoplights on East Washington and East Johnson all promote speeding.

The current configuration of North Baldwin is a health and safety hazard and a nuisance not only for Tenny-Lapham residents, but also the many pedestrians and cyclists that must cross or walk along the street, including many small children going to school, and bike commuters taking the Mifflin bike boulevard. This is an accident waiting to happen, but it doesn't have to be this way.

The current configuration of North Baldwin street is inconsistent with multiple city initiatives, including 20 is Plenty, Vision Zero, and most of the goals outlined in the city's own master plan, which seeks to expand mobility choices, improve safety and health, create transportation equity, enhance neighborhoods, promote beneficial growth and promote environmental sustainability. The proposed measures of adding "continental crosswalks" and two 1-block long bike lane segments do little to change this. Currently drivers on this street already speed without visibility and ignore the existing markings for the crosswalks. How exactly is adding some new paint going to meaningfully change this?

Where are the city's priorities here? Unlike other high traffic cross streets such as North First Street or North Blair Street, North Baldwin has only two lanes, poor visibility because of the hill, and is zoned almost entirely as traditional residential. North Baldwin is also the only cross street along the East Mifflin bike boulevard (besides Dickinson) that has no mechanism to stop oncoming cars. Why is the city continuing to manage North Baldwin primarily as a thoroughfare for speeding automobiles? As the density of the Near East Side continues to increase and the city presumably continues to work towards their stated goals in the master plan, the number of pedestrians and cyclists in this area is only going to

increase.

**I would like to see**

1.

**A stop sign, or at least a traffic light** (i.e., similar to the North Blair crossing) **where North Baldwin crosses Mifflin**, to allow users of the bike boulevard to safely cross, consistent with most other cross streets along the bike boulevard.

2.

**A stop sign where North Baldwin crosses East Dayton Street**, to prevent cars from speeding over the hill with limited visibility.

These two measures would greatly improve safety for everyone.

Regarding East Wilson Street, I cycle along that stretch often and have had few if any issues with cars. I do not support speed bumps as they are just as much of a nuisance for bikes as they are for cars. If the city wants to encourage more people to cycle, they need to make cycling easier, not harder. If you want to make bike boulevards like East Wilson safer, consider adopting more elements of the Dutch fietsstraat (cycle street), which is based on the concept of bikes being the primary users, and cars being “guests.”

Thanks for your consideration.

Andrew Leaf  
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