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**Subject:** Comment on Safe Streets Proposal at Baldwin and E Mifflin  
**Date:** Thursday, September 7, 2023 10:48:21 AM  
**Attachments:** [image.png](#)

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Hi there,

Thanks for working to keep Madison a great city to walk, bike and drive in safely. It really is one of the things I most enjoy about our city and I take pride in it when others from out of town visit, although all the credit goes to you all. Thanks!

I have a couple comments about the proposal for Baldwin. First, thanks for adding the left turn lane at E Wash - that has helped a lot already at that intersection.

My second and main concern is the E Mifflin and Baldwin intersection. Cars can come very quickly over the hill at Dayton and accelerate as they go downhill towards Mifflin. Cars also can come fast off of E Wash too. I cross this street pretty much everyday and during the workweek with my daughter on the way to daycare. It's the one intersection that makes me scared on our route. Almost every other street we cross as we take the bike route/path from 1218 E Mifflin to Goodman community center has a stoplight or stop sign:

Dickinson - exception, low traffic so no sign needed  
E Main - stop sign  
Winnebago - stop light  
Russell St - stop sign  
Division St - stop light  
Atwood and Dunning - stop light (love the bike signal here, thanks!)  
Jackson St - stop sign  
Ohio ave - stop sign  
Corry st - exception, low traffic so no sign needed  
Waubesa - stop sign

To me it seems inconsistent to not have better traffic control at the intersection of E Mifflin and Baldwin.

A common occurrence is that we can start crossing Baldwin at E Mifflin with no cars in sight and then one crests the hill at Dayton and can come down towards us fast. We have to hurry across to get all the way to the other side. The median probably helps slow cars down a bit, but it does not really give sufficient space for a group of people with stroller and kid bikes to stop. And in the winter the accumulated snow and ice in the median that doesn't get cleared makes crossing the street even more dangerous than it would be without the median. The vast majority of cars will slow down when they see us crossing, but it is still unnerving. I ask you to please visit this intersection and see for yourself how it feels during morning or afternoon rush hour. I would be more than happy to meet you there when you visit the intersection.

The current proposal which I screenshotted below, is to add continental crosswalks at E Mifflin and Baldwin. I really think that this intersection would benefit from something higher

up that drivers will see sooner as they crest the hill at Dayton. Flashing lights would be a great improvement I think. In my ideal world the stop signs would be put on Baldwin and removed from E Mifflin - a guy can dream right?

Thanks for taking the time to read this suggestion and thanks for all the work you do.

best,

Tedward Erker

1218 E Mifflin Street  
314-324-6079

p.s. sorry, one more third thing: I looked over the proposal again and I think there might be a typo. It's not clear to me what you mean by adding a bike lane on the "uphill segment between E mifflin and E Johnson". Do you mean a bike lane from E Johnson to E Dayton (on the uphill side) and from E Mifflin to E Dayton (on the uphill side)? So do you mean to say "segments" instead of segment?

- **Add bike lanes on Baldwin St**
  - E Wilson to E Washington
  - E Mifflin to E Johnson
    - Bike lane only on uphill segment between E Mifflin & E Johnson
- Add Bicycle "sharrows" between E Washington & E Mifflin
- **Add continental crosswalks**
  - Baldwin at E Mifflin
  - Baldwin at E Dayton

