

**From:** [Ross Milton](#)  
**To:** [Transportation Commission](#)  
**Subject:** N Baldwin St Safe Streets Improvements  
**Date:** Sunday, September 10, 2023 9:17:40 PM

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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. "Sharrow" 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There is way too much traffic (somewhat out of date counts are 5-6000 vpd) for this to be a safe shared lane.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