

**From:** [Kevin Luecke](#)  
**To:** [Transportation Commission](#)  
**Subject:** Safe Streets Improvements for N Baldwin St  
**Date:** Thursday, September 7, 2023 9:10:12 AM

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Hello,

As a nearby resident whose children (8 and 10) bike across Baldwin daily to attend Marquette Elementary, I would like to provide the following comments on the Safe Streets Improvements for N Baldwin St:

- Consider making the Mifflin/Baldwin intersection a 4-way stop. While it is unlikely that a 4-way stop at this location meets vehicular warrants, a 4-way stop can be justified as the Mifflin Bike Boulevard is the primary route for children biking to Marquette and O'Keefe schools from the area between East Washington and Johnson streets as they make their way to the Yahara River Path. The street also carries substantial non-student bicycle traffic. Visibility for people using the Bike Boulevard can be challenging when crossing Baldwin, and wait times to cross Baldwin can be lengthy during the morning and evening peak periods. A 4-way stop would significantly improve conditions for people walking and bicycling along East Mifflin.
- Consider marking all crosswalks across Baldwin as high-visibility crosswalks. Newly released guidance from FHWA ("[Crosswalk Marking Selection Guide](#)") states "This guide recommends using High Visibility Crosswalk (HVC) markings everywhere an agency has determined to mark a crosswalk." In other words, all marked crosswalks in the city should be updated to high-visibility markings.
- Consider marking a bike lane on at least the northbound side of Baldwin between East Wash and Mifflin, similar to the design of North Ingersoll in the same block. Shared lane markings are not an acceptable or recommended treatment on a street carrying more than 5,000 vehicles per day.

Thank you,  
Kevin Luecke  
121 N Ingersoll St

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