

Baldwin St (N & S)

Safe Streets Madison Meeting Feedback

March 13, 2023

Let's
Talk
Streets

S Baldwin – Bike Lane

- E Washington to E Mifflin noted as a minimal impact as parking has low utilization
 - Provide a connection from E Wilson Bike Boulevard & Path to the north Isthmus

N Baldwin – Bike Lane

- Bike Lane: Support for the idea of a climbing lane for biking on uphill sections
 - Add “Bikes May Use Full Lane” signs on sections without a bike lane
- Concern over loss of parking if add bike lanes on all of N Baldwin due to high parking demand
 - Highly utilized parking helps narrow street and would feel wider with painted bike lanes



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S Baldwin at Wilson

- Marquette Neighborhood transportation committee feels this location is a top priority
- Support for curb bump outs
- Support for 4-way stop study
- Continental crosswalks desirable at all parts of intersection
- [Raised intersection](#) as potential way to slow vehicles without impacting emergency access

N Baldwin at E Mifflin & E Dayton

- Support for keeping the islands from many neighbors – makes walking easy, like aesthetic of planting
- Support for 4-way stop study at both E Mifflin & E Dayton
- Interest in [rapid flashing beacon](#) – potentially at E Mifflin
- Interest in E Dayton being a Bike Boulevard



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Other

- More education of drivers on the ramifications of crashes to people walking and biking
- Could a [speed cushion](#) be used on emergency routes in place of [speed hump](#)

Other

- Need better defined lanes (right, straight, left, bike) at E Washington, Williamson, Johnson
- Add traffic circle with bump outs where possible
- Support for No Turn on Red – specifically mentioned Williamson and at Baldwin/E Washington
- Add additional continental crosswalks (



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- People driving too fast
 - N Baldwin towards E Washington
 - Baldwin at E Mifflin
 - Baldwin at E Dayton – hill reduces visibility
 - All of N Baldwin
 - S Baldwin from Jenifer to Rutledge
 - S Baldwin from Williamson to E Washington
 - Turning from Johnson onto Baldwin
- Baldwin too wide
 - Between Johnson and Dayton
 - 100-300 S Baldwin
 - Most of Baldwin
- Bike lanes needed approaching E Washington and bicycle detection at intersections
- Crossing Johnson and Gorham - people do not look/yield to pedestrians
- Crossing Baldwin at Wilson is difficult and visibility is challenging
- Crossing Baldwin at E Mifflin is challenging
- Cars don't stop for red on Williamson making it dangerous for pedestrians



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- Request for 20 mph speed limit
- Safety for people walking & biking at E Mifflin and Dayton
- Request for more enforcement – concerns with littering, loitering, speeding, red light running
- People do not stop at stop signs
- People turning left from Baldwin onto Dayton have poor visibility due to hill and plantings which makes it less likely they will see pedestrians crossing
- Add bike “climbing” lane on hills approaching Johnson & E Washington as people biking are going slower here
- Need to add more safe places where bikes can easily cross the Isthmus



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- Traffic turning right from E. Johnson onto Baldwin is often moving very fast and not looking for pedestrians.
- Sidewalk near railroad tracks lacks curbs and separation from road
- Islands on Baldwin make it worse for biking
- Flashing beacon at E Mifflin (some support, some do not) – some want signal
- Stop sign additions/changes
 - E Wilson St
 - E Mifflin St
 - E Dayton St
 - Change Baldwin at Rutledge stop sign to Rutledge



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- Look at light timing on E Johnson to better encourage people to turn on First instead of Baldwin to reach Gorham St.
- Add bike lanes from East Washington to at least E Wilson
- Car hit while parked on the 200 block of N Baldwin twice – mark parking spots with reflective paint
- The traffic signal/walk button on the north (or northeast) corner of Baldwin at Johnson is significantly closer to traffic than all other signals. Have to stand too close to traffic to use.
- Concerns over additional development near Baldwin
- Baldwin is fine as is

