

From: [Guequierre, John](#)
To: [Tom Still](#)
Cc: [Plan Commission Comments](#)
Subject: RE: Gammon Road concepts in West Area Plan
Date: Sunday, June 9, 2024 1:35:37 PM
Attachments: [image001.png](#)

Hello, Tom,

Those are all good points. I've come to realize that the new area plans are more like "things to consider" for the next thirty years than explicit directions. Until streets engineering puts Gammon multi-use paths on their agenda, the concepts floated in the West Area Plan are just general concepts. For instance, details of the paths along Mineral Point, set out as a general plan as part of the E-W BRT project were just getting finalized as I joined the Council. I've signed off on a couple of details, including use of eminent domain to take some property slivers to provide a sufficiently wide path and avoid removing additional trees.

The Mayor and staff have put a high priority on safety, both in the "Safe Streets" and "Vision Zero" initiatives, all data driven. Anyway, I certainly hope your concerns are taken into consideration. I'm copying this conversation to the West Area Plan comments portal. The usual drill is that when a detailed plan is eventually (if ever) developed, there will be another round of public meetings to gather comments.

Gammon is the dividing point between D19 and D9 south of Old Sauk Rd.

All the best,

John Guequierre
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From: Tom Still <TStill@wisconsintechcouncil.com>
Sent: Saturday, June 8, 2024 10:00 AM
To: Guequierre, John <district19@cityofmadison.com>
Subject: Gammon Road

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Hi John –

You probably read the story in the June 8 Wisconsin State Journal regarding Gammon Road. I drive North Gammon Road a lot because we live on Longmeadow, so I am familiar with some of the issues the story outlined. One physical reality that will make the Bike Fed's goal very difficult is the narrow nature of the street north of Colony Drive and south of Old Sauk. At some points there, the lanes are so narrow that drivers can "clip" oncoming traffic with their

side mirrors – or even risk doing so with cars in their own lanes. It appears to be all private property on either side of the street and there are no medians and few side terraces. Where a bike lane might go, I'm not sure, unless private lot right-of-ways are acquired and used. I think the district line between the 19th and the 11th runs down the middle of Gammon, so it might be a point of discussion with others.

Best, Tom



Tom Still, president

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