

Tolley, Sabrina

From: Mark Opitz [mopitz@ci.middleton.wi.us]
Sent: Tuesday, March 25, 2014 2:18 PM
To: Tolley, Sabrina
Cc: Clear, Mark; Robbie@robbiewebber.org; Michael Rewey (hiwayman@chorus.net)
Subject: PBMVC item E2: Middleton proposal re: N. Gammon Road cross-section
Attachments: Middleton-Gammon-11x17-BikeLaneAerial.pdf

Sabrina,

I had hoped to attend the PBMVC meeting tonight, but I need to help staff a City of Middleton meeting instead. Ald. Clear suggested I forward the email to you so that it could be made available to all committee members (I didn't see any reference to Middleton's proposal in the meeting packet that is online).

I also wanted to point out to PBMVC members that the traffic volume NORTH of the Gammon/Stonefield/Longmeadow intersection (the portion of the road that straddles the Madison/Middleton boundary) is **actually 12,600 ADT**. The slides presented at the Lussier Center implied that over 15,000 vehicles travel this stretch of Gammon on a daily basis.
http://www.cityofmadison.com/trafficEngineering/documents/Flowmaps/11_flowmap_far_west.pdf

Thank you for your help in distributing this information.

Mark Opitz
Assistant Planning Director
City of Middleton
608.821.8394

From: Mark Opitz
Sent: Wednesday, March 19, 2014 2:17 PM
To: 'Dryer, David'; Bachmann, Christy
Cc: Langer, Scott; Phillips, Rob; aross@ci.madison.wi.us; Anthony Fernandez (afernandez@cityofmadison.com); 'district19@cityofmadison.com'; 'district9@cityofmadison.com'; Shawn Stauske
Subject: Middleton proposal re: N. Gammon Road cross-section

David,

As requested at the March 11 meeting at the Lussier Community Education Center, Middleton engineering staff have prepared the attached drawing to illustrate a concept we hope Madison will consider as a way to enhance bicyclist and pedestrian safety along Gammon Road north of the Stonefield/Longmeadow intersection, along a stretch of road that carries between 12,000 and 15,000 ADT.

Middleton plans to install a median island / pedestrian refuge in the north leg of the Gammon/Fortune Dr. intersection (off the map), and we're hoping Madison would be willing to partner with us to install an island in the north leg of the Gammon/Middleton St. intersection to facilitate access to/from the adjoining shopping center. We are not proposing an island in the south leg of the Gammon/Stone Glen Drive intersection because such an island would conflict with access to two driveways on the west side of the road.

Regarding bicycle accommodations, we would like to see the bike lanes terminate at an intersection where bicyclists can choose to access a parallel route. (Although not a very direct route, to the east is Pebble Beach Drive.) While we believe it would be preferable to extend the bike lanes south to Sawmill so that bicyclists can get to/from Westfield Road, the concept we're proposing takes into account that the existing roadway is narrower south of the Stonefield/Longmeadow intersection.

Please let me know if you have any questions about the concept Middleton staff is proposing. Thank you for the opportunity to provide input as you consider design options for the Gammon corridor.

Mark Opitz
Assistant Planning Director
City of Middleton

From: Dryer, David [<mailto:DDryer@cityofmadison.com>]
Sent: Monday, February 03, 2014 5:39 PM
To: Bachmann, Christy; Mark Opitz
Cc: Langer, Scott; Phillips, Rob
Subject: Re: N. Gammon Road cross-section

The Council has directed CE and TE to review the cross-section, we are shooting for the March Ped/Bike Meeting.

I would add that the transition from four to two lanes is the most critical component of the twtlt conversion and the one that generates the most complaints. It would be helpful if Middleton looked at their options within their jurisdiction to see what potentials exist there. We can also consider but we want to be sure to exhaust all options.

Sent from Windows Mail

From: [Christy Bachmann](#)
Sent: Monday, February 3, 2014 5:20 PM
To: '[Mark Opitz](#)'
Cc: [David Dryer](#)

Mark, sorry for the late response. I meant to discuss this with the City's Traffic Engineer David Dryer to find out the status but have not had a chance. I've now copied him for a response. This would be their decision. Christy

From: Mark Opitz [<mailto:mopitz@ci.middleton.wi.us>]
Sent: Friday, January 24, 2014 3:18 PM
To: Bachmann, Christy
Cc: Shawn Stauske; Fernandez, Anthony
Subject: N. Gammon Road cross-section

Christy,

Following up on my voice message, I would appreciate a call to discuss the future cross-section of N. Gammon Road. Middleton is planning a chip seal project this year south of University Avenue through the Fortune Drive intersection. South of the railroad tracks, we plan to stripe the road so that there is a 14' wide TWLTL, one 11' wide travel lane in each direction, and a 5-6' wide bike lane in each direction.

So the question is, where should the transition back to the traditional four-lane road occur? Personally, I think it would be ideal if the "Schroeder Road" cross-section would extend south into Madison to Old Sauk Road (and its bike lanes), or perhaps even over the hill farther to the south, where the travel lanes are already very narrow. But, if Madison doesn't want this cross section to extend that far south (due to traffic volumes), then I am hopeful that you might consider allowing bike lanes to extend south to Harvest Hill Road, which provides access to a parallel route on both the west and east sides of Gammon.

Mark Opitz
Assistant Planning Director
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GAMMON

MIDDLETON ST

N

STONE

GLEN

LONGMEADOW RD

STONEFIELD RD

Gammon Road Bike Path

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CITY OF MIDDLETON
DANE COUNTY, WISCONSIN
25' 0' 50' 100'



Gammon Rd Bike Path