



Dudgeon-Monroe Neighborhood Association's
official herald

THE *Hornblower*

www.dmna.org sponsored by IDC

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MEMBERSHIP DRIVE *Slightly Transformed*

Yes, neighbors, another old stand-by, the D-MNA Membership drive, has become New and Improved. In more ways than one. (Please see the related article on page 4.)

Your Block Captain will still call at your door during Sept. or Oct., and dues are still just \$7 per household, directory included. But you also will be offered some new, more convenient ways to become involved in neighborhood activities and concerns.

The membership form has literally taken a page from the Transportation Committee, which has a group of volunteers who mobilize for special events like *Flags Over Monroe Street* but don't generally attend committee meetings. Now you can sign up directly for that action group and similar groups attached to other D-MNA committees or just to be notified of committee activities.

In addition, you can arrange to receive e-mail notice of major neighborhood concerns, meetings, and events that materialize between *Hornblower* issues. And there will be a box for suggesting new committees and projects or making comments.

So, as always, please welcome your Block Captain, but this year allow some time to take advantage of the new opportunities the form offers for you to become an active, involved D-MNA member.

Join us at...

The 25th Annual

**MONROE STREET
FESTIVAL**

September 28th, 2002
on Monroe Street—Of course!

WHAT Do Dues Do

For \$7 per household, they make possible:

- The 2003-2005 D-MNA Directory
- Four issues of the *Hornblower*
- Our website, dmna.org
- Fall and winter socials
- Jazz in the Park – Lake Wingra Clean-Up
- D-MNA's many committees and action groups, described on page 4.

President's Letter

As another annual membership drive gets underway, I find myself thinking of the history of the neighborhood association and the value of the hands-on government it promotes.

The D-MNA officially formed on May 14, 1973, when 75 neighbors voted to adopt the Dudgeon-Monroe Neighborhood Association By-laws. But prior to that, the unofficial work of neighbors defined the need and the focus of the D-MNA. Parents concerned with speeding volumes of traffic on Gregory Street convinced the city to send a representative to meet with neighbors. In a departure from standard procedure, the city agreed to install stop signs at T-intersections along Gregory. The action reduced the number of cars on Gregory by 800 a day. Thirty years later, the neighborhood association worked to again mitigate speeding on Gregory. Speed bumps were installed (see Alder Golden's article on page 5).

Also in the early '70's, neighbors, led by **Rebecca Young**, responded to the closing of Dudgeon Elementary School with a rally to keep the building intact and serving the community. The effort was successful in keeping the building from the wrecking ball and the grounds and building from control of private interests. To this day, the land around Dudgeon Center remains city park land and the building provides a home for education focused non-profits and a meeting place for the neighborhood. The D-MNA continues to support the non-profit, community-based use of the building and works with the Dudgeon Center Board to plan for the Center's continued success.

The issues of our neighborhood continue. With increased population and increased suburban development, traffic issues are a bigger concern than ever. As businesses merge and small, independent businesses work hard to survive, the convenience and neighborliness of our business districts are at risk. In April 2001, we suffered the loss of our neighborhood grocery store. The Association is committed to working with developers to create projects that satisfy the developer and at the same time support the neighborhood.

This is a wonderful neighborhood and the strong support of the neighbors—that's you and me—manifested through the D-MNA is one of the main reasons. I hope you'll take some time to talk with your block captains when they stop by your home during the membership drive. They will have information about the Association and its committees and they will probably point out the "Suggestion Box" on the membership form. I look forward to hearing from you and working with you.

Jane Riley
murriley@msn.com 238-6824

WANTED: WELCOME KIT COORDINATOR

When somebody new moves into the neighborhood, the block captain stops over with a welcome kit that contains menus, bookmarks, DMNA publications, gallery schedules, church brochures and a fresh loaf of bread from one of our Monroe Street bakeries.

It's a great ice-breaker, and gives new residents a to-your-door introduction to all the great things our neighborhood has to offer.

If YOU would like to be the person who packs these kits and delivers them to the block captains, the position is open. You set your own schedule, and there are no meetings to attend. It's a pleasant way to be in touch with area merchants.

Call **Shawn Schey** at **238-7937** to find out more.

After doing this for six years, she would be happy to allow someone else the opportunity to take it over.

"FLAGS" IN SALT LAKE CITY

It was standing room only in the ever-secure Municipal Building on June 15 as D-MNA Transportation Committee members, several Alders, County Supervisors, City and State Transportation professionals, Safe Community advocates, pedestrian activists, and Madison neighborhood association officers met with one of the higher-profile mayors in town for the U.S. Conference of Mayors.

Ross "Rocky" Anderson of Salt Lake City is a proponent of walkable cities in general and pedestrian crossing flags in particular. Under his administration the city has installed flags at 34 locations and has convinced schools, businesses, and civic groups to place them at 58 additional crosswalks. He also has devised an effective power-point presentation to illustrate the relatively low cost and great success of his award-winning program, by far the largest of any in the U.S.

Anderson's own enthusiasm was as effective as his presentation, but he clearly was describing a reform implemented from the top down. The consensus of his local audience was that although a similar program could do much good in Madison, it would require broader grassroots support here. In this regard, some actually were surprised and even more, were encouraged to learn that D-MNA's "**Flags Over Monroe Street**" fits that description.

Kudos to D-MNA's Transportation Co-Chair, **Ann Clark**, for organizing both our own Flags project and Wisconsin's inspiring encounter with Mayor Anderson.



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ARE THE FLAGS WORKING?

You might ask how well the "Flags" are doing their job. We have begun a formal video evaluation of the project by the city and state bike/ped coordinators. Results are not yet tallied, but preliminary observations show that a quarter to one-third of pedestrians crossing at Sprague and Monroe are using the flags, including nearly all adults crossing with children, and that they are getting across safely and in a very timely fashion. Pedestrians not using the flags and seen in the usual cringing pedestrian posture at the side of the road are taking much longer to cross during busy times, although a few cars have begun to stop for them as well.

Drivers get an admirable A- in this observer's book, as all but a very occasional rogue driver stops for the "flagged" pedestrians. As long as the pedestrian raises his flag high and maintains eye-contact with the first driver with enough time to stop (think 8 car lengths), nearly all drivers stop for him. Walkers need to remember the "nearly" and avoid actually stepping into the path of a car that is not obviously stopping. It's really popular with drivers if you reward them with a friendly wave to thank them for stopping.

Don't think of yourself as a pedestrian? Nearly all trips begin or end with walking, so you are more of a pedestrian than you may realize. And conversion to more walking provides you with a healthier lifestyle, a lower impact on the environment, and a closer connection to your wonderful, walkable neighborhood. If you haven't done it already, walk right on down to Sprague Street, or to Chapman/Arbor Drive and Monroe, and raise a flag over Monroe Street. **Try it... you'll like it.**



OUR NEIGHBORHOOD IMPROVEMENT FUND DRIVE

For the past decade, each D-MNA membership drive has offered neighbors the opportunity to contribute additional money to a separate **CAPITAL FUND DRIVE**. This fund has paid for such amenities as the **neighborhood welcome sign** at the corner of Spooner and Monroe Streets, **playground equipment** at Wingra Park, and **landscaping** for the Southwest Ped/Bike Path and the **Glenwood Children's Park**. Yet not all of these great enhancements are, strictly speaking, capital projects.

Consequently, this year, your block captain will ask you to contribute to the "**Neighborhood Improvement Fund.**" This change should encourage the D-MNA Council to recognize areas of work in the neighborhood that could benefit from direct financial support without having to debate whether or not the results can be considered capital improvements. Your membership dues will still fund publication of the *Hornblower*, the directory, the *Jazz in the Park/Lake Clean Up* (with additional sponsor support), the fall and winter social events, the annual meeting and the routine operating budgets of the neighborhood committees. But when one of these committees needs additional funds to accomplish its goal, the "**Neighborhood Improvement Fund**" can serve that purpose.

This year's "**Neighborhood Improvement Fund**" focus is **transportation**. We're asking residents to support the D-MNA Transportation Committee's work, and, specifically, to support and expand the ground-breaking "**Flags Over Monroe Street**" project. This project, even in its infancy, has shown a real potential to establish a means for pedestrians and motor vehicles to share the streets and you can't get much more basic in terms of daily "quality of life" than being able to walk across the street safely and quickly.

Although using inexpensive flags to alert drivers that a pedestrian intends to cross is incredibly cheap in 21st century transportation terms, the flag replacement rate makes it an expensive D-MNA committee project. More important, we would like to extend the program to additional busy intersections, including one near you! You can help make that happen with your contribution. Or, if it happens that you don't live near an intersection that could benefit from the "Flags" project, please consider supporting the neighborhood-wide effort with a contribution to the "**Neighborhood Improvement Fund.**"

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the next issue is
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or
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233-4135

Story ideas welcome.
Call **Kathy Madison**
at 238-3533.

DMNA reserves the
right to edit articles.

NEIGHBORHOOD POLICY AND ACTION

Throughout the year, every year, our neighbors donate their time, skill and experience to work on neighborhood issues and activities. One thing is certain, this neighborhood is filled with energetic, intelligent, and devoted people.

The following is a list of D-MNA committees that support our neighborhood, a neighborhood that was designed at the turn of the century in a style that urban planners are calling “traditional” and urban developers are trying to re-create.

When your block captain visits your home during the membership drive please be sure to fill out the “Interest” section of the membership form. You will see this year that different types of involvement are indicated, from attending meetings, to volunteering for activities, to reading updates.

Zoning Committee

Monitors and addresses issues concerning neighborhood land use and zoning. An important issue as Madison continues to grow.

History Committee

Works to obtain and archive information, documents, memoirs and photographs of importance in the history of the Dudgeon-Monroe neighborhood. This committee published, “Past and Present: A History of the Dudgeon-Monroe Neighborhood and Association,” in 1998.

Parks and Gardens Committee

Holds annual clean-ups for each park. Plans and leads restorations and improvements in the parks. Tends the garden around our neighborhood sign.

Edgewood Woodlands Committee

Works with the Parks Department staff and Edgewood College to restore the Park and Pleasure Drive corridor to a woodland.

Oak Savanna Restoration Committee

Works with UW Arboretum restoring the native ecosystem across from the Dudgeon Center. Coordinates Saturday volunteers.

Lake Wingra Committee

Monitors and works to sustain the health of Lake Wingra. Organizes the annual lake clean-up held in June on the morning of Jazz in the Park. Works with the Friends of Lake Wingra to improve water quality in the Wingra Watershed.

Hornblower Committee

Publishes our neighborhood newsletter, the *Hornblower*, four times a year.

Web Committee

Designs and maintains the neighborhood web site. www.dmna.org Offering a new mailing list service to the neighborhood (see related article).

Jazz in the Park Committee

Organizes the annual June event. Held on the Saturday of Father's Day Weekend. It's fun!

Social Committee

Generates good-time events for our neighborhood such as the Winter Wine Tasting; the Annual Meeting and Pie Social; the Fall Beer Tasting.

Path Committee

Represents D-MNA Council and neighborhood interests regarding the SW Bike/Ped Path. Coordinates volunteers for planting and weeding along the path.

Transportation Committee

Focuses on neighborhood transportation issues. Carries out “small actions” such as the yard signs campaign. Initiated and monitors “Flags over Monroe Street” project (see related articles). Educates on pedestrian rights and safety.

Your participation is truly appreciated!

WHAT IS THIS ROAD FOR?



Many have asked about the gravel road (some have called it a superhighway) that has appeared in the woods between the cemetery and the bike path.

City Engineering assures us that the road was required to give heavy-machinery access to the holding pond which is directly below the Bike-Ped Path. The pond is essential to control stormwater runoff which, previously, had caused occasional flooding on Gregory and Pickford Streets. It is planned that the pond will be cleaned out once a year.

So that seems to be the answer.

TREES

NOT Knotweed on the Bike Path

by Nicholas Cupery, Age 9

A few weeks ago, me, my mom and my dad started planting three trees.

There was about a half inch of topsoil, after that was clay and rocks. At one point we had to make drainage tunnels.

Of course we needed to water and fertilize our trees many times. We used sand, gravel, and composted manure. We watered two (or more) times a week. To care for your tree, water, fertilize it, and make sure that it isn't shaded.



By the way, me and my dad have been hacking at some of the knotweed up at the Bike Path. *And I think that people could do a lot of good community work if everyone helped some.*



I'm saying that the knotweed might shade out our trees and a lot more!

Knotweed is NOT native to this area.

GREGORY STREET HUMPS WORK!

by Ald. Ken Golden

The speed humps installed on Gregory Street have had the effect on speeding that was intended.

Measurements taken pre- and post-hump installation suggest that the average speeds on Gregory Street have dropped.

The most significant statistic was that the number of cars exceeding the speed limit went down dramatically—from a high of 50% at some locations in some measurements to a high of 17%.

Three cheers for the Neighborhood Traffic Program and for the Dudgeon-Monroe Transportation Committee and their work on speeding!

DMNA 2002 at a Glance

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VICE PRESIDENT

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NOTES FROM ALDER KEN GOLDEN

Well, for all the years that we have been trying to combat the adverse effects of the automobile, whether it be speeding or increased volumes of traffic, data from the recently conducted census suggests that trends in the Madison area are moving in the wrong direction.

The percentage of commuters driving alone to work continued to increase while the percentages in the other transportation modes such as carpooling, busing or walking declined. Yet, even with these numbers Madison still was quite low in comparison to virtually all of the surrounding communities, with only 65.7% of people driving alone. Carpooling, busing or walking declined, though, as a percentage of the total trips.

At any rate, what these numbers show is that Madison is performing consistently with the national experience and the increased amount of single-occupant vehicles will continue to create the kinds of traffic problems we have all experienced.

THERE'S GOOD UW CAMPUS NEWS & BAD NEWS

The good news is that the University is moving in a very progressive fashion to make it more palatable for its employees to use alternative methods of transportation (see the article *Can You Leave Your Car at Home* on page 7), which the neighborhoods represented on the Joint West Campus Area Committee (composed of University and City officials, and representatives of the surrounding neighborhoods) have been advocating for years.


Our position has been that the sensible thing to do is to support and increase the number of walking, biking and bussing UW employees, in an effort to minimize the commuting traffic moving through the surrounding neighborhoods and the cost to the University of building ramps (necessary because of limited open space). DMNA feels the strain on Monroe Street and Glenway especially, as University commuters wend their way through our neighborhood.

The bad news for the neighborhoods is that, even though the University is taking excellent steps to reduce parking needs, officials are still proposing additional parking—which will result in traffic increases.

The University wants to begin construction of an 880 car ramp which would be located between Neilsen Tennis Stadium and the Pharmacy Building. Currently there is a small surplus of parking spaces on the west campus, but officials claim that there is a need to provide temporary parking to make up for spaces lost in lots displaced by new buildings under construction, as well as parking for all the new employees who will be housed in the planned new buildings.

Traffic to and from the ramp is effectively limited to two streets which flow into University Avenue. When you apply the usual formula of 3 to 5 trips generated per day per parking stall, many of them at peak traffic hours, and requiring traffic-delaying left turns, this is a significant amount of traffic to be added to two failing University Avenue intersections, Farley/U Bay Drive and Highland, and to University Avenue itself. A city traffic engineer tells us that University Avenue has very little reserve capacity. Although employees will have their parking space if the ramp is built, it may be a hollow victory if they-and everyone else already traveling on these streets—are hung up in traffic. In such traffic jams, motorists look for alternative routes that infiltrate neighborhoods. Our neighborhood would be affected with increased traffic on our north-south streets, particularly Glenway, which already carries nearly 8000 cars a day.

It would be premature for DMNA to take a position at this time. As the issue is discussed further at the Joint West Campus Area Committee meetings, we'll post updates on the DMNA Web site. A recommendation by the committee will be made soon, which will go with the UW's proposal for the ramp to city commissions.



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D-MNA HISTORY PHOTO

These happy looking gardeners are farming a long-gone open space between Keyes and Fox Avenues (the 2100 block) sometime in the early 1920s. On the left is the west side of 2102 Keyes. The next house to the right is 1933 Keyes. To the right of that house are 603 & 611 S. Prospect. Still farther right is 1934 West Lawn. All are remarkably little changed in the eight decades since.



Our thanks to Ken Doran for providing a copy of the photo for the DMNA history archives.

We have no idea who the people in the photo are—can any reader help?

NEW NEIGHBORHOOD MAILING LISTS

by The D-MNA Web Committee

At the July meeting, the D-MNA Council voted to activate an email mailing list for the neighborhood. The *Hornblower* and the web site provide reliable means of communication for the neighborhood, but occasionally an issue or a meeting will come up that is important enough to the Dudgeon-Monroe neighborhood that an immediate announcement is called for. The Council has been interested in finding a way to communicate effectively with neighbors in those instances.

Until now, the D-MNA's only means of sending a time-sensitive announcement has been by door-to-door delivery. This can be effective but it is by no means efficient, nor easy. Door-to-door delivery requires that 9 area reps and 78 block captains be available at last-minute notice and have the time to make the deliveries. Or, volunteers have to form quickly and devote a lot of time and shoe leather to delivering the notices. Hence, the Association's desire to find another way to communicate with the neighbors in those few instances where time is major factor.

The D-MNA Web Committee was asked to find a system that would allow a neighborhood-wide communication; would be immune to non-authorized use of the list, and could be managed with minimal effort. The Web Committee found a service that fulfills these requirements and has an additional benefit. The mailing list function is actually a web-based service which allows access to the list through our web site at www.dmna.org. This added benefit will allow individual D-MNA committees to create mailing lists for their committee members and people interested in the work of the committee. During the Annual Association Membership drive you will see an option to receive information from particular committees. If appropriate, the committees can use the DMNA.org mailing list function to provide that information.

There are two ways to become a member of the DMNA Neighbor Mailing List. You can be invited to join via an email which provides a link to submit your membership. Or, you can go to www.dmna.org and click on the mailing list link and submit your membership. The D-MNA plans to send one invitation to join the "Neighbor Mailing List" to all neighbors who provide an email address on their Association membership form. This invitation must be replied to in order to initiate a membership. Simply deleting the message declines membership in the list.

Another important feature of this service is that it is designed to function without spam (advertisements).

It will avoid incorrect email addresses or "joke" addresses and will not allow non-designated use of the list. The membership submission process uses a separate email to the new list member to confirm membership. This weeds out incorrect addresses or prank sign-ups. A list administrator is the only person who can send email to the mailing list members. This prevents unauthorized use of the list. Finally, when you complete your sign in and confirm your membership you will receive an email welcoming you to the list and providing you with a link to use should you decide to quit the mailing list. One click will eliminate your email from the mailing list.

The D-MNA hopes you will join the "*Neighbors Mailing List*". The link to join will be available at www.dmna.org after the first of October. Or, include your email address on the Annual Membership form to receive an email invitation to join the list. The invitation to join will be sent in late autumn after all the membership drive information is processed.



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CAN YOU LEAVE YOUR CAR AT HOME?

D-MNA resident UW employees have one of the shortest trips to campus, and therefore are among the best candidates for alternative methods of commuting. They also have the most to gain—less traffic through our neighborhood. Not to mention the health and financial benefits. We understand that many people must drive, but hope that those who have a choice will consider the following alternatives.

If you don't absolutely have to drive to the University here are the enhanced alternatives:

- **Free Annual Bus Pass**
- **Emergency Ride Home Program**—if you need to leave work for an emergency the UW reimburses you for a taxi ride home
- **Southwest Bike Path** extension to Randall Avenue to be completed next year. Soon continuing through the "missing link" railroad section to John Nolen Dr.
- **Expanded bike parking** and lockers on campus
- **Extending the campus bike path network**—in the preliminary stages
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