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A KILLER STALKS: GYPSY MOTHS

The gypsy moth is a serious environmental, economic and quality-of-life issue, the worst insect pest in the eastern U.S. If a severe infestation is untreated, the moths can kill a tree within a couple of years with the help of environmental stresses or opportunistic diseases attacking the now weakened tree, according to Marla Eddy, the City Forester.

In addition, recreational areas experiencing a gypsy moth outbreak can be unpleasant. The swarms of large caterpillars and their rain of excrement are distasteful, and the hair on the caterpillars may trigger allergic reactions in some people. Defoliation of ornamental and shade trees in late June and July contributes to the annoyance.

This insect pest is not native to North America, and so has few natural enemies to

keep its periodic population peaks in check. The moth loves to feed on over 600 species of trees and shrubs. Its favorite food is the oak, followed by aspen, birch, basswood and willows. It likes the ash tree the least, as well as maples, tulip poplars and most conifers.

The moth was introduced to New England in 1869 in an effort to breed a hardy silkworm. It has spread steadily west across the United States ever since, appearing in Wisconsin in the late 1980's. Now the entire eastern half of the state is infested.

History of Treatment in Madison

Folks may recall low flying planes circulating the city very early in the morning between 1998 and 2003. The planes were spraying a benign pesticide in a state-funded program to slow the spread of the gypsy

Moths continued on page 4

Traffic Circle Etiquette Revealed

During the month of October, two traffic circles were installed on Edgewood Avenue between Fox and Monroe Street. These circles have appeared around the city, and they take some getting used to.

Drivers (and bikers and pedestrians) should be aware that it is legal to turn left in front of the circles, unless they are marked with "keep right" signs. That is, when you approach the circle and want to make a left turn, you can either go around the circle 270 degrees to the right or make a 90

degree left turn in front of the circle.

This is confusing both to the turning vehicle and others at the intersection. That confusion, though, is part of the point of the circles. Most accidents happen when drivers are lulled into inattentiveness—streets are so straight and traffic so light that one doesn't have to focus on the road. By introducing traffic calming devices, circles, islands, and speed humps, attention is forced back onto the road. So remember, if it takes a little thought to negotiate the new circles, that's a good thing.



Winter 2007

The Dudgeon-Monroe Hornblower is published four times per year.

The article deadline for the next issue is February 20, 2008

For information on display ads -sizes and costs- contact Judi K-Turkel
jkt@cpacomputerreport.com
Advertising deadline for the next issue is January 15, 2008

Neighborhood-centered story ideas welcome.
Submit them to: annclark@tds.net

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Click on "newsletter" on the home page

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Glenwood Moravian Community Church

We invite the neighborhood to join us for Sunday School at 9:00 am

Join us for the Advent Concert on December 1st at 7:00 pm and
Christmas Eve services on December 24

Watch the progress of our prairie restoration project behind the church to
commemorate the 350th anniversary of the founding of Moravian Church, the first
Protestant church, in 1457 in Moravia

Call the church office for information on youth events

Join our weekly meditation group from 10-11:30 am every Friday

Worship 10:30 a.m. Nursery provided Pastor Mary Lou Plummer
725 Gilmore Street 233-8709

Shoveling Sidewalks: Snow, Safety, and Salt Reduction

by Aileen Nettleton

Our neighborhood is a walking neighborhood and with the arrival of winter, it is a good time to consider snow shoveling as one way to be kind to your neighbors and the environment. We need to keep our sidewalks safe for all pedestrians--parents with strollers, walkers to bus stops and area businesses, walkers out for exercise, and elderly or handicapped neighbors. Remember, just one area of snowy, icy sidewalk on a block can prevent accessibility to many pedestrians. To assure safety for pedestrians, the city requires that snow and ice be removed from your sidewalk before noon of the day following a storm.

What's best for safety and the environment?

1) Shovel, shovel, shovel. Frequent shoveling, during and immediately following each snowfall, keeps sidewalks free of snow and reduces melting and icing. Use a hoe or ice-chopper to chip and scrape any ice off the surface. Divert melting snow away from your sidewalks if you can. Frequent shoveling will eliminate or reduce the need for chemical de-icing or salt. You can get free exercise while you make your sidewalks safe and environmentally friendly!

2) Sand. Use sand when necessary to provide traction on ice and packed snow, applying as little as possible. A bag of sand is inexpensive and small amounts are harmless to grass, plantings and lakes. The downside of sand is that it is easily tracked into homes or businesses. It also accumulates in streets and Lake Wingra and needs to be swept up when the ice is gone.

3) Reduce your salt use! If you still have ice remaining, use de-icers with Calcium Magnesium Acetate, Calcium Chloride, Potassium Chloride, or Magnesium Chloride. Apply sparingly, as a little goes a long way and adding more does not speed up melting. Follow the directions on the product. Check the temperatures on the label. Many products will not melt ice when temperatures fall below 15 degrees F.

The best alternative environmentally is Calcium Magnesium Acetate. CMA is safer for pets and children, vegetation friendly, and biodegradable. Two commercial products with CMA as the main ingredient are Paw Thaws Ice Melter (Mounds Pet Stores) and Majestic De-Icer (National Sales and Supply, <http://nsalessupply.com>)

Avoid using "rock salt," (sodium chloride) which is the most detrimental to grass, flowers, bushes, our lakes and

even humans via seepage into our wells through groundwater.

The chloride-based de-icers listed above are less toxic to the environment than those with sodium. However, they can damage grass and some shrubs and trees. The chloride also contributes to excess chloride in our lakes and groundwater. For example, in a study by the Madison Public Health Department, the amount of chloride measured in one day at a Spring Harbor storm sewer at Lake Mendota exceeded lethal exposures for many species of fish, amphibians, and crustaceans. (Madison Public Health Department, City of Madison 2004-2005 Road Salt Report) Potassium Chloride is available at Dorn Hardware, a locally-owned business near our neighborhood.

What if you need assistance shoveling your sidewalk?

Elderly and disabled residents who cannot afford to hire someone to shovel may contact one of the community agencies that coordinate shoveling efforts: Independent Living (274-7900) or Westside Coalition for the Aging (238-7368).

What if you have a concern about an unsafe sidewalk? You will be doing your pedestrian neighbors a service by reporting to the City when you find walks that have not been shoveled. Call the Building Inspection Unit, 266-4551.

Just in case you need further motivation to keep your sidewalks clear, the property owner is issued a citation with an initial fine of \$109 and subsequent fines of \$172 when public walks are found in violation of the city ordinance.

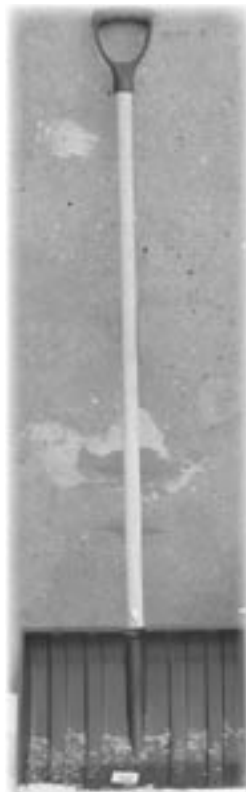
So, do the right thing, the safe thing, and the neighborly thing! Keep your sidewalks shoveled-and try to be friendly to the environment in the process.

(Special thanks to Jim Lorman, Friends of Lake Wingra Board Member and Edgewood College biology professor, for source information.)

City Sand Barrel Locations

Cross St. at Chapman
Gregory at Baltzell
Monroe at Gilmore
Monroe at Glenway
Edgewood H.S. at Monroe
Monroe at Edgewood Ave.
Monroe at Grant
Hillington Green at Rugby Row
S. Prospect at Rowley

Bring a bucket and shovel to get sand (mixed with a very small amount of salt) if needed for your sidewalk.



Moths *continued from front page*

moth across the state.

By 2003 Madison had too many moths to be on the frontier and spraying ceased.

The city didn't pick up the task, so Madison hasn't been sprayed for four years, except for a tiny area this year. Without any sort of aerial treatment, the gypsy moth population has grown to a point where tree defoliation is quite noticeable. Yet city funding for aerial spraying in 2008 is uncertain as we go to press, and in a neighborhood filled with oak trees, its favorite food, we should be concerned. It is an inexpensive project (\$29 an acre) and the most effective method of treatment.

The City Forester lists these benefits of participating in aerial treatment of gypsy moth:

- Protect trees from damage caused by defoliation > expense to homeowners of removing and replacing dead trees. Lost trees cause property values to decline.
- Reduce the levels of nuisance caterpillars and droppings
- Reduce skin rashes and respiratory irritations
- Reduce cost of aerial spraying (lowered price based on large acreage)
- Reduced amount of product necessary for control (less than 1 gallon of product per acre versus 20 + of product for a few individual trees)

What Product is Used for Aerial Spraying ?

The aerial spraying by the DNR would take place in 2008 between the middle of May and early June. The spray is formulated from a naturally occurring bacterium called *Bacillus thuringiensis kurstaki* (Btk). Btk has been used for more than 30 years for gypsy moth control (including our earlier state-sponsored spraying) and is harmless to humans and other animals except caterpillars that feed in May. The spray is usually scheduled for very early in the morning when few people are outside.

What can I do as a Homeowner

If you enjoy your trees, it is vital that you stay on top of the problem. Even if aerial spraying

is done, it won't kill all the gypsy moths. Currently management is finding ways to keep your trees and shrubs vigorous and the moth population from exploding as healthy, unstressed trees can usually survive the low-level populations that become chronic.

Homeowners should make sure that their trees are healthy and stress free. After the dry conditions this summer, watering your trees will be helpful. Applying some mulch around the base of the tree helps with moisture management. However, remember to not apply the mulch directly onto

the trunk of the tree.

After the first hard frost and until the moths hatch in May whenever it's above 40 degrees, homeowners may want to apply a soybean oil product called Golden Nature Spray Oil, available from garden supply stores. It is sprayed directly on the egg mass. Not all the egg masses can be reached but the more sprayed with the oil the less of a problem the Gypsy Moth caterpillar will be next year.

Look for egg masses in crevices and protected hiding spots on rough bark, the undersides of branches, under signs attached to trees, and even on buildings, play equipment and picnic tables.

In early 2008 if aerial spraying is funded, a noticed meeting will be held for all Dane County residents who are in proposed 2008 gypsy moth spray areas (determined by systematic city counts of egg masses in October). We're likely participants, as moths are known to be active in both Nakoma and University Heights.

Additional information is available at <http://gypsymoth.wi.gov/> and <http://www.uwex.edu/ces/gypsymoth/>. The Extension site explains how to assess the severity of your infestation. Check out its links!



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building community

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Neighborhood News Flashes

DMNA Membership Drive

Yes, the membership drive has been delayed by unforeseen circumstances, although by the time this reaches your doorstep we should have it substantially completed. If we haven't gotten to you yet, rest assured that we will be coming!

Vita Source

Vita Source is a newly opened shop in Knickerbocker Place offering vitamins, herbs, sports supplements, organic fruit smoothies, and high-quality tea. Owner Ray Yingling has selected only high-quality products and offers them at competitive prices. The berries used in Vita Source smoothies come from three local farms. Teas are available to try before buying a box to take home. Ray and his staff can work with you to provide the vitamins and minerals you need to lead an active, healthy life. More information at www.vitasourcemadison.com / 233-9740.

Relish Name Change

We missed the name change that went along with the culinary changes at Relish in our last issue. Under new ownership it has been dubbed Brasserie V. Early word on the street is great!

Monroe Street Christmas Walk

The 28th Annual Monroe Street Christmas Walk, featuring refreshments, book

signings, and other special events, will be held on Sunday, December 2 from 12 to 4 p.m. in the 1700-1900 blocks of Monroe Street. The Monroe Street Carolers will be singing songs of the season as they visit participating shops and restaurants. Come out and enjoy the fun, and buy local gifts for your family and friends!

Fieldhouse Station Update

This project, planned for the Urban Pizza/ Grid site across from the UW Fieldhouse at the south corner of Regent and Monroe Street, would replace the current building.

Developer Sieger Architects, unable to find a successful compromise with the stakeholders required in a Planned Unit Development (PUD) approach to this new condo/office/bar development, has announced that they will abandon the negotiation effort and redraw a plan within existing city zoning rules. All three neighborhood associations (including DMNA) and their alders actively opposed the project as it was drawn in its final PUD form.

Update: Wingra Park Condo Development - From the Neighborhood Planning & Zoning Committee

Plans for the approved condo/commercial project across from Wingra Park continue

to move forward. According to project architect Randy Bruce, he and the developer, Jim Corcoran, have been meeting regularly with the contractor and marketing representatives to develop the construction budget and potential sales pricing. Corcoran is preparing market studies to determine the optimum time to begin the marketing and construction for the project. In the meantime, a waiting list has been established for people who have shown interest in a condominium home in the building.

Although not final, current thinking is that the small commercial building on Monroe Street will be the first phase of the project with construction scheduled to start in January.

Gardening Volunteer Wanted

We are looking for a volunteer who likes to work independently to manage the Dudgeon Park plantings between the sidewalk and the fence and around the sign. This will require weeding, probably mulching and more planting as the volunteer sees it's needed. Call Margaret Nelson at 258 9437 or email: mvnelson@wisc.edu for more information.

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Edgewood College Implements New Traffic Management Program

by Shawn Schey

In 2006, a Parking Coalition comprised of students and staff was formed to address the parking constraints on the Edgewood campus. Selling 2000 parking permits for only 530 parking spaces meant that a lot of people were struggling to locate open spaces throughout the day, and in frustration, parking on neighborhood streets.

To alleviate this problem, Edgewood College raised their parking fees for resident students, faculty and staff. Resident students and faculty/staff who park in the Marshall Lot now pay \$400 per year.

Faculty/staff who use the other campus lots pay \$250 per year and commuter students pay \$200. Edgewood College is using these higher fees to fund their expanded shuttle service. They now offer between 100-200 off-campus parking spaces at three lots FOR FREE which includes a free shuttle to the campus. These lots are at Star Theatre, the Alliant Energy Center and the Westward Christian Church. In addition, resident students can store their cars

during the school week on Highway PD for only \$25.00.

At the start of the fall semester, 105 faculty, staff and students plus 12 resident students opted to take part in the shuttle program. The incentives to participate included free movie passes, books, professional development opportunities and meal vouchers. For each all-day vehicle that parks off-campus, 3-4 commuter spots open up. In other words, when only 75 people agree to use the shuttle, that means there are 225-300 more parking spots for students.

Edgewood College also subsidizes between 40-50,000 bus rides a year, and has installed more slots and racks on campus for mopeds and bicycles.

The DMNA applauds Edgewood College for these programs that encourage everyone to seek alternatives to driving alone to campus in an automobile.

“Think Monroe Street” for Local Holiday Shopping

Do all of your holiday shopping right on Monroe Street this year and never leave the neighborhood! We are fortunate to have an abundance of delightful locally-owned specialty shops right in our neighborhood. What better time than during the holiday season to save time, gas money, and the environment, and at the same time, find that perfect gift.

Monroe Street is known for its excellent gift shops and art galleries. Many other local shops specialize in items that might just be the right gift for a family member, friend or colleague – from a CD to a picture frame or a gift certificate to one of our ethnic restaurants or coffee shops. Our local drug stores carry small items great for stocking stuffers, including books by local authors. Explore the aisles and you will be surprised by what you find!

When you do your holiday shopping in the neighborhood, you will also be supporting the local economy. When the owners of businesses live in our community, they tend to reinvest their earnings near home. Economic studies show that, on average, locally-owned businesses keep 73% of the income from sales in town, compared with only 43% for national chain businesses. Each dollar you spend at a locally-owned business is circulated and re-spent seven times. This benefits everyone who lives in the community. As just one example, note how many of our local businesses are supporting the Dudgeon-Monroe Neighborhood Association by purchasing advertisements in each issue of your Hornblower.

You will also help keep our valued neighborhood merchants in our neighborhood. Holiday sales typically constitute about 40% of the annual revenues of our local gift shops, for example, according to Orange Schroeder of Orange Tree Imports.

So take advantage of our wide selection of neighborhood shops as you plan your holiday gift purchases. To keep our fine, locally-owned businesses that help define our “walkable”, friendly neighborhood, remember the slogan “BUY LOCAL.” And get more value for your dollar! Happy Shopping!

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District 10 Alder Report

From Alder Brian Solomon

CITYWIDE ISSUES

Greetings District 10 neighbors. I hope this newsletter article finds you well. There are so many huge things going on around Madison right now it's hard to keep track of them all. At a City level, some big issues have been the RTA, crime, the chronic nuisance abatement ordinance, and alcohol license density. I co-sponsored a resolution supporting the creation of a Regional Transportation Authority, which passed the Council (as well as the County Board). This is an exciting first step toward commuter rail in Dane County. It asks the Legislature to pass enabling legislation and the Federal Transit Administration to support our new starts application. The next thing we need to do is build understanding and support in our surrounding communities.

CRIME/BARS/PUBLIC SAFETY

There were several public meetings in near west side neighborhoods, where hundreds of residents showed up to convey their fears and frustrations about crime. The Mayor responded by proposing 30 new police officers. I am generally supportive of this idea, but am concerned about how we will pay for them, what exactly the extra officers will be doing to help resolve the problem, and, most importantly, how this will fit into a comprehensive plan that focuses not merely on law enforcement, but on the root causes of poverty and those other issues that can help prevent crime in the first place.

Alcohol license density deals with the exponential increase in bars in the downtown area over the last few years. I offered two successful amendments: one decreased the sunset clause from four years to three. The other required an annual study to gauge several things, most importantly the number of bar license applications in peripheral neighborhoods (including those in District 10).

We did pass two ordinances this month that start dealing with issues related to public safety. The chronic nuisance abatement ordinance offers police an additional tool to deal with problem landlords. I worked with the Equal Opportunities Commission

to help get language in the ordinance that would protect victims of domestic violence, require a sunset (so we could review impacts), and require that landlords don't automatically look at eviction as the only solution.

TRANSPORTATION ISSUES AFFECTING THE NEIGHBORHOOD

We co-sponsored a public meeting with WisDOT on the Verona Road / Beltline interchange. Several hundred people showed up to hear DOT's latest plans, which include roundabouts and possibly a single point interchange. Their newest plans are far less intrusive than the original. Construction will not start for at least seven more years, so we'll have many more opportunities for input.

We have transportation engineering projects underway: an increased no parking zone on Monroe St in the am at Edgewood, traffic circles on Edgewood.

ALLIED DRIVE

Most of my attention has been focused on the Allied Drive area. I introduced a resolution to enter into negotiations and begin redevelopment sometime next year. Allied has been a great deal of work - I have been walking the streets, knocking on doors, and talking to residents. It has given me incredible joy to give access to people who've never had it before - people who want very little and, sadly, expect nothing. The truest measure of my success as an alder will be if I can help provide this access to things the rest of us take for granted.

GET MORE INFO FROM OUR ALDER

I have been sending out a monthly D10 update via email. If you are interested in receiving this, please email me at briansolomon@charter.net and let me know. I also have a new blog, which I update infrequently. It's called Alder'd States and you can find it at <http://www.solomadison.blogspot.com>. It is my honor serving you and I hope you are all enjoying autumn.

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Neighborhood Planting Activity Wraps Up The Season

Thanks to a donation from the Dudgeon Monroe Neighborhood Association, the Wheeler Council Ring at Wingra Oak Savanna just got more beautiful. A Wheeler Council Ring planting was a cooperative endeavor of the Arboretum staff and DMNA residents Sandy Stark, Roland Rueckert, Linda McQuillen, Schuyler Baldwin and Margaret Nelson.

The group planted about 300 native plants on the West side of the ring, including oak savanna natives downy woodmint, columbine, yellow coneflower and Ohio spiderwort. It will be over seeded as well with additional native plants. [Editor's note: We received this message from the Arboretum: "Community support and dedicated volunteers from groups such as DMNA continue to make the difference. Thanks DMNA!"]

And yep, our SW Path prairie at Glenway

is planted. Now we wait for the roots to take hold so they can overwinter successfully. A dedicated crew of seven people put almost 400 plants in the ground. Work will resume at the path site in the early spring.

DMNA also wishes to thank four Edgewood High school seniors and their biology teacher Paul Bates who worked on the SW Path and the Glenwood Children's Park in September preparing the sites.



**Steve Glass and
Cathy Rasmussen
work on SW Path
prairie**



Glenwood Children's Park and the bike path get help from Edgewood High School teacher Paul Bates and biology students/volunteers.

Sailor's Delight

City to Dredge at Wingra Park

The silt delta fanning into the lake from the storm sewer outlet in Wingra Park most obviously affects the slips for boat owners at the Wingra Canoe & Sailing Center. The Sailing Center's Tyler Leeper recounts the three and a half foot water depth beneath the docks a decade ago and compares it to three to four inches today. This means that many of the slips are unusable.

After a two-year delay, the city plans to dredge the area around the piers this winter or early spring. An underwater fence will limit bottom disturbance to

the area being worked on. They will use backhoes to scoop up the silt and deposit it in the long unused skating rink depression in the park. That will be fenced and left over the summer for the water to drain, a slow process. It will be ready for seeding in the fall.

The silt delta, a common sight at storm sewer outfall pipes around the lake (there are three in our neighborhood alone) stems largely from sand used to deice the winter roads, supplemented by residential leaf litter and erosion. These deltas are burying the bottom flora and

moving along the conversion of our lake to a much smaller pond. This focused project is only a band aid, according to the Friends of Lake Wingra, an environmental group, concerned that the underlying cause is not being dealt with.

According to Lisa Coleman of City Engineering, the city is adding catch basins similar to the one at Monroe and Glenway in all new developments, and also in older areas of the city when street reconstructions are done. However, often there is not enough space nor the conditions needed for the basins to work effectively.

Why Is There A Curve?

You can almost make it out if you know what you're looking for. Commonwealth Avenue and the southern end of West Lawn, strangely, are curved streets in a grid street pattern world full of right angles. There is the hint of a railroad grade if you peer into backyards between Commonwealth and West Lawn.

Sic transit gloria.

That is all that is left of a major Madison business located in our neighborhood between 1895 and the 1920's: ice harvesting. The parallel curves of Commonwealth and the SW end of West Lawn of necessity bracketed an existing spur line built to carry cars of ice to the Illinois Central line (on the site of the SW Path) when residential development began.

To store the harvested ice, the Knickerbocker Ice Company of Chicago built a three story ice house in 1895 along with a 40-foot high motorized conveyor belt, stables and weigh station along the lakeshore in what is now Wingra Park. The ice house, a huge, black, windowless box, was no sight for sore eyes, but it was a marvel of nineteenth century engineering. One engineer estimated that

the two foot thick sawdust-filled walls had an "R" value of 53, almost three times the modern insulation standard for houses. Even after a hot summer, only the top couple of feet would melt.

How the ice was harvested

The ice house capacity was 30,000 tons of ice. All that ice was moved from its place in the lake's ice sheet by teams of men working with specially designed saws, cutting 200 to 400 pound blocks of ice starting from a trench along the shore. The men then worked their way out across the lake. Next teams of horses pulled the huge ice blocks into shallow water where the conveyor belt moved them up into the ice house. They were stacked, then packed with sawdust for insulation.

The work was grueling and dangerous. But it paid well at a time of year when unemployment was high. The season was four to six weeks in January and February, and the harvesting effort went on almost night and day. David Mollenhoff's *Madison* describes the scene, "At night torches illuminated



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Icehouse continued on page 11

ATTENTION, DRIVERS!

A Message for You From the Transportation Committee

The Police Effort

The Madison police department has been increasingly active in efforts to support traffic calming and pedestrian safety. In the past few months there have been a number of enforcement actions by the department's TEST unit addressing speeding on Monroe Street.

One of the major concerns voiced by our residents is the high speed of traffic along Monroe Street. This problem is compounded by the high volume of traffic. Although traffic volume is so high that speeds are generally low at peak times (a silver lining of rush hour congestion) at other times of day, and especially in the evening, cars are often clocked at excess of 40 or even 50 miles per hour.

Clearly the police cannot be out every day giving tickets to speeders. We hope that the occasional enforcements will remind drivers that Monroe is a city street through residential neighborhoods. That reminder, and the small chance of a pricey ticket, is our best bet for keeping speeds down.

Other recent enforcement actions have been centered on drivers not yielding to pedestrians at crossings. As we have noted before in this newsletter, the law requires that drivers yield to pedestrians at any street crossing (marked or unmarked). Officers have tested compliance with this law at several sites around the city, including Monroe. One officer in plain clothes will attempt to cross the street. A second officer nearby observes any cars that do not yield and radios ahead to a third officer in a chase car that will pursue the driver and issue a ticket.

This is a time and manpower intensive exercise. The goal is not to change the probabilities of getting a ticket so significantly that drivers will be scared into yielding to pedestrians. Rather, the goal is education: This is a concrete reminder that pedestrians do have the right of way at crossings and that such a right does have the force of law.

The DMNA Effort

Complementing the police department's efforts, the Dudgeon Monroe Neighborhood Association continues working to raise awareness about traffic calming and traffic safety. Driving along Monroe Street you might notice "Drive 25" or "Yield to Pedestrian" signs in yards lining the street. This is one of our occasional Small Action projects to remind drivers to watch their speed through the neighborhood. Members of our neighborhood association will periodically staff speed boards, radar detectors with large displays indicating traffic speeds.

These are not enforcement actions. Nobody at the speed board is out to "catch" speeders. Rather, the hope is that drivers will voluntarily change their behavior if explicitly alerted to the fact that they are speeding. These speed boards have also confirmed that speeding is a real danger along Monroe Street. Some of the highest speeds have been observed at the intersection with Odana-in one 45 minute period 9 cars were observed at speeds close to 50 mph. Earlier projects showed similar speeds as far east as Chapman St. Hit at these speeds, a pedestrian has close to a 90% chance of dying.

We Need YOUR Effort

Traffic engineers will tell us that much of the traffic along Monroe Street comes from neighborhood residents. As much as we would like to point the finger at commuters, we are responsible for much of the speeding and failures to yield. We are also the ones with the greatest incentive to change our behavior. Dangerous traffic along Monroe affects us the most.

The education efforts of the police department and the DMNA are small and intermittent. We cannot force everyone to slow down and to yield to pedestrians. We can, though, remind people who already want to be responsible drivers that Monroe Street is the right place to show a commitment to safe neighborhood streets. Please model this good behavior!

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Icehouse *continued from page 9*

areas far out on the lake, and to the observer on the shore, the spectacle resembled a disorganized torchlight parade.”

The reason for the spur line

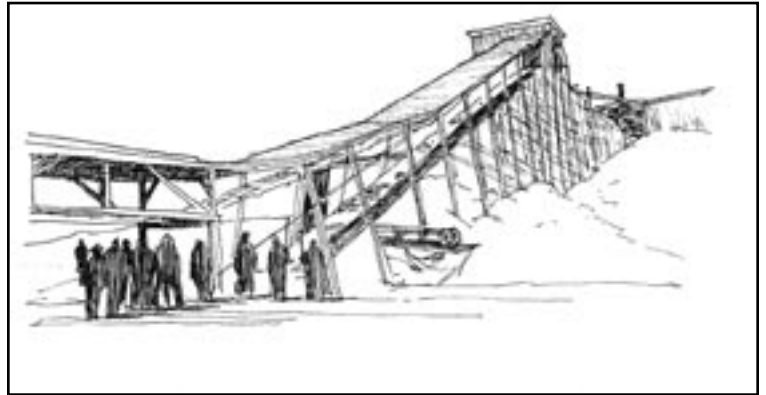
After the early years the ice harvested from Madison’s lakes was used only locally for residential “ice boxes” and for commercial preservation, notably by the five local breweries.

Then the rapidly expanding and ice-intensive packing and beer industries and consumers of popular iced drinks in Milwaukee and Chicago couldn’t get enough ice from local sources and worried about local pollution. They turned to Madison and other nearby bodies of water which were a short rail trip away and which were deemed unpolluted

By 1875 the export of Madison ice to many large cities to the south became a large and established business. Ironically by the 1880’s when Madison grew and private sewer lines drained into the lakes, the “pure” ice from Madison wasn’t so pure either. Not that the Chicagoans noticed! For instance, in 1890, one of the busiest years, 300,000 tons of ice was cut from the Madison lakes. 1500 men were employed that year on Lake Mendota alone.

Our Knickerbocker ice house was one of the largest of a dozen commercial ice houses in Madison. Twelve railroad cars could be filled at once, and sent on the spur to the Illinois Central line. Ice from it was also delivered in wagons around the city.

After WWI modern electricity and refrigeration became available to commercial customers, and later to residential customers. Our ice house, along with all the others, became obsolete. It was torn down and the property purchased by the city in 1937. It was later developed as Wingra Park.



Drawing of Knickerbocker icehouse in its prime.



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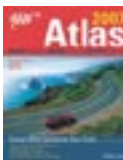


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