



The Newsletter of the Tenney-Lapham Neighborhood Association

November/December 1996

Arterial Bleeding

Chris Ingersoll

The concern over traffic issues in this neighborhood began long before the most recent accident, described thoroughly elsewhere in this issue. For neighbors who live on Johnson and Gorham Streets, the continual waves of traffic through the neighborhood are an irritant, an inconvenience, and sometimes a danger. Elsewhere in the neighborhood, parents are concerned about their children crossing the great divide. Reducing the impact of the traffic on the neighborhood would improve the quality of life for all within. Some residents revisit the decades-old plan to divert the bulk of traffic back onto East Washington Avenue, but only the smallest changes ever make it out of the Traffic Engineer's office and onto the Johnson-Gorham Speedway. Why?

On the basis of facilitating ease of movement into and through the city, the configuration of Johnson and Gorham Streets to carry traffic along unimpeded at about 32 miles per hour makes sense. It has drawbacks for those of us who live in the neighborhood—drawbacks like danger, noise, inconvenience, depressed property values, the Berlin Wall Effect, etc.—but it is an efficient and cost effective one from a traffic engineering perspective. The geography of the isthmus creates a bottleneck through which an ever-increasing number of cars pass daily, so efficiency is very important to the traffic engineers charged with the responsibility.

A request was sent to the traffic engineering office asking that the late-night flashing yellow lights on Johnson and Gorham Streets be changed to flashing red lights. The request was denied on the basis that it would cause accidents.

Making cars stop at intersections would cause accidents?

The suggestion was so patently idiotic that I could not believe that an official of our city government had made it. In order to learn the real reason, I attended a neighborhood meeting at which that official, Mr. Dan Dettmann, was present. When I asked about the denial of the request he confirmed and clarified his answer: The proposed change would cause accidents because motorists would not be expecting flashing red lights. Certain characteristics of the road would lead motorists to expect yellow flashing lights. Finding flashing reds contrary to their expectations, the motorists would fail to obey them. Some motorists, he pointed out, would be unable even if willing. By way of example, he pointed out that he was color blind, and could not distinguish between red and yellow. Dettmann said he has to slow way down and get very close before he can tell which color light is flashing. Dettmann's

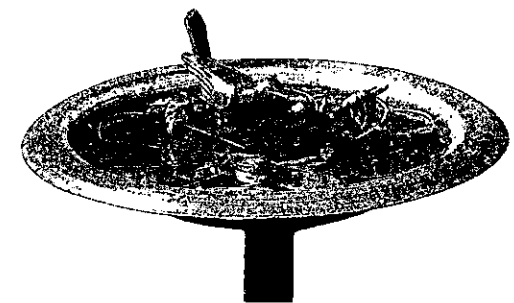
TENNEY-LAPHAM NEIGHBORHOOD ASSOCIATION

meets at the Tenney Park Apartments
Community Room

302 N. Baldwin

November 13, 1996 at 7:00 p.m.

December 11, 1996 at 7:00 p.m.



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TLNA Neighborhood Council

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Community Serv.	Gary Lakeman	255-3068
Education	Joe Davis	256-5714
Housing	Jay Weiss	256-4988
Membership	Richard Linster	251-1937
Parks	Dave Wallner	256-2958
Publicity	Chris Ingersoll	258-9781
Safety	Kathi Bresnehan	251-7399
Social	Dan Baker	
Transportation	Tim Olsen	255-0245

TLNA Neighborhood Area Representatives

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Area B	Sue Anderson-Chamberlin	255-3486
Area C	Brad Franklin	256-5850

Check out the web site at <http://danenet.wicip.org/tlna>

The newsletter of the Tenney-Lapham Neighborhood Association contains the opinions of some of its members - the contributors. We hope to be able to define the objectives and principles of the organization in a brief statement which will replace this one once a consensus has been reached about what they will be.

Unofficially, the Neighborhood Association is a group of civic-minded residents who have gotten together to make our neighborhood a better place for all of us to live. We meet among ourselves and with city officials to achieve this goal. We hold periodic social gatherings to meet one another and enjoy ourselves. Virtually all of the accomplishments of the association have been achieved through volunteer effort. We encourage all of our neighbors to participate with us in these activities.

Newsletter Staff

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Graphics

Chris Ingersoll

Brian McCormick

boss David Dryer took the opportunity to offer the argument that the flashing yellows made it safer for pedestrians to cross in the middle of the block. Flashing reds, he reasoned, would create a constant stream of traffic, in which the cars would be separated by intervals too short for a person to cross safely. The frequent requirement to stop would encourage drivers to travel at higher speeds to make up for the lost time stopping. Yellow lights let the traffic flow freely, yielding larger spaces between platoons, and resulting in more and safer intervals in which to cross.

I must admit I liked the idea that a colorblind person would slow down to make sure of the color of the flashing light. It didn't strike me at all as a reason to keep the lights flashing yellow. The fairly obvious solution to the colorblind driver problem would be to post signs that flashed "STOP", or others that announced "lights flash red at night" to those who might not be sure.

Maybe they were playing a joke on us. Maybe they are very bad at math. Maybe they have invented a parallel universe with different physical laws to justify their odd notions. According to that system more cars could somehow be created by red light. Perhaps the thirty cars which go by in the hour between two and three in the morning at 45 mph would be transformed into 240 cars, one car every fifteen seconds, if they were slowed to 25 mph by the change in traffic signals. Maybe that is a traffic engineer's version of conservation of momentum. I wonder if, as Dryer suggested, being compelled to stop at every intersection would encourage the cars to increase their top speed between traffic lights. Under the altered system of physics and statistics in use by the engineers the cars would annihilate each other like cars and anticars as they accelerated to harrass pedestrians. Of course it could be that he just has no clue that what we are concerned about is the very small number of cars that race along at highway speeds, completely unimpeded by the flashing yellow lights, or that there isn't enough traffic to compose a platoon which could conceivably string itself out and become a menace.

Their reasoning for the denial of our flashing red request was suspect. My dissatisfaction with their answers was shared by many of those who attended the meeting, and the engineers had a lot of explaining to do. After the bizarre explanations did not have the desired effect they admitted that Johnson and Gorham

are "arterials," and they cited federal government recommendations which are specifically opposed to having flashing red lights on arterials.

All of the information they had given us until then was to divert us from having any effect on their policies, but that made it clear. They have designated Johnson and Gorham as arterials. This act of designation means that they have made a commitment to avoid innovation of any kind outside the parameters of the federal recommendations. As long as Johnson and Gorham are designated as arterials, the kind of changes we would like to see in the traffic management scheme will not happen. So then, what are arterials?

Standard traffic engineering practice dictates that the cars move best in groups, called "platoons," through streets designed for large volumes of vehicles, called arterials, in a steady flow. A great deal of thought has gone into the precise timing of the traffic signals on Johnson and Gorham to accomplish the steady movement. As an example, though the signs along the road say "25" the lights are timed higher than that. The reasoning behind this is that cars waiting

at a light need time to get moving at 25 before the platoon released by the previous light catches up to them.

Of course, if you go through an intersection going 25 mph, you will be stopped by the next traffic signal *unless you speed*. If you elect to increase your speed 10 or 15 miles an hour over the speed limit, you will be certain to catch all the lights while they are green. Because the traffic engineers are trying to make it easy for a large platoon to traverse our neighborhood in a short period of time, the green lights on Johnson and Gorham are long. This is one feature which encourages such high traffic speeds.

Because the traffic engineers have limited options, they facilitate the rivers of automobiles into and through the city on arterials like Johnson and Gorham. The remainder of all of the traffic plan for the city is based upon ensuring steady flow through the arterials and from the smaller streets onto the arterials. The last thing they want to do is to mess up the flow of traffic along an arterial.


There is an obvious conflict between the desires of the traffic people to get cars from point A to point B

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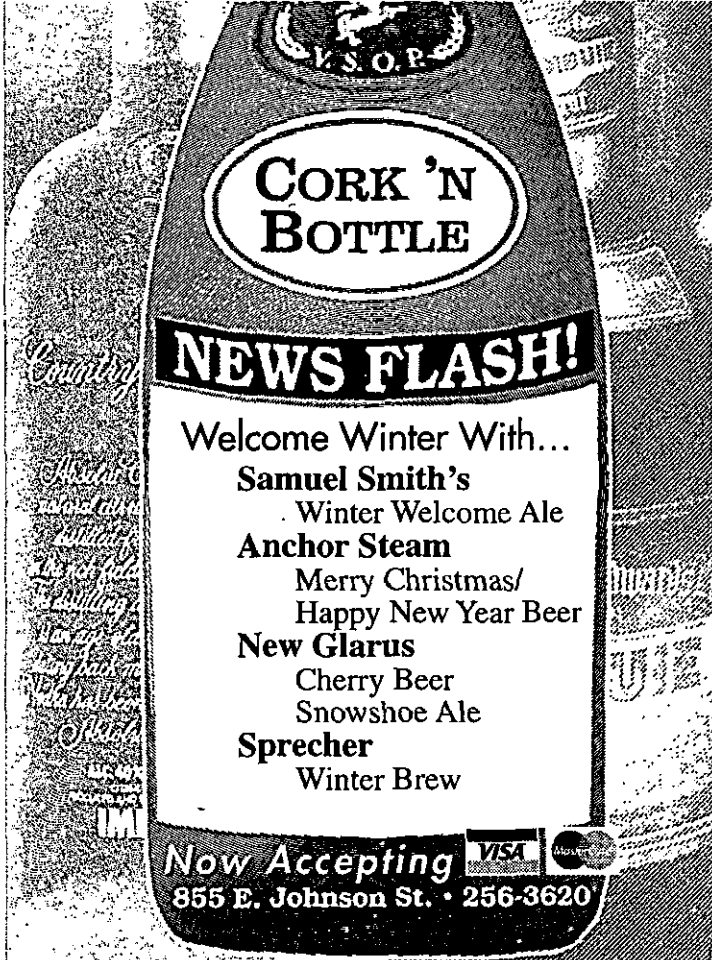
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easily, and the desires of the residents to avoid noise, devaluation, and danger. Less obvious than the conflicting agendas is the embargo of official recognition of the adverse side effects of the designation of Johnson and Gorham as arterials. The embargo results in the uncomfortable position in which traffic engineers find themselves when faced with residents of this area. In the last general meeting of the neighborhood association, Arthur Ross gave a talk to the group about traffic calming, a set of techniques effective in slowing traffic as it travels through residential areas. Ken Zielske asked Arthur Ross if traffic engineers had "written off" Johnson and Gorham regarding the calming measures. Mr. Ross said that while no traffic calming measures are being considered for Johnson and Gorham they had not written it off.


From engineers senior to Mr. Ross, and in his presence at a previous meeting, the neighborhood association heard Johnson and Gorham described as arterials. The fact that they were designated as such was given as justification for the denial of our suggestions for changes to the signals and signage. It cannot have escaped their notice that the 25 mph speed limit is enforced with such little energy as might constitute neglect. It may very well be that the traffic engineers *desire* noncompliance with the speed limit as a way to get traffic into and out of the area quickly. The engineers themselves described to us how the lights are timed well above 25 mph under ordinary circumstances, and the engineers are aware that motorists who hit the lights a certain way can make it down Johnson Street from Wisconsin Avenue to Baldwin Street at 50 mph or more without ever encountering a red light. To Ken Zielske and many others, that sounds like a write off. To his credit, Arthur Ross seemed uncomfortable about denying it.

As an illustration of how bad things could

have been, Mr. Ross brought up a plan from the 1970's in which the houses on one side of Johnson Street are removed, and a six-lane highway with on and off ramps whisks traffic through the isthmus. As he pointed out, roads like that are infamous as neighborhood killers, effectively prohibiting pedestrian traffic from one side to the other. With such a possible alternative we should be grateful for the paired one-ways, he suggested.

Though I could hardly be called a proponent of the plan, I certainly would not use it as a dreaded alternative to the present situation. For one thing, the elimination of the row of houses to make room for the road would at least create some room to give some space between the road and the closest houses. Barriers on the highway sides could isolate the heavy traffic from small boys. Traffic could move smoothly along, with overpasses replacing the intersections which sometimes oblige commuters to pause while traveling through our neighborhood. There would indeed be serious drawbacks to such a plan, the present situation is not free of them either.


Arthur Ross also mentioned that he was surprised that the proposals to reduce traffic on streets like Sidney, Sherman, and Elizabeth met with such a hostile reception from our neighborhood association, particularly since he is a member. I got the feeling



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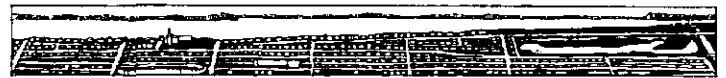
there were no objections *per se* to the proposed traffic calming modifications on those streets, but the elimination of Johnson and Gorham from consideration did not play well with the members most likely to have strong concerns about traffic.


Arthur Ross is an intelligent, thoughtful, and creative person who is working hard to make Madison a better place for cyclists and pedestrians. I hope, and indeed strongly suspect, that the kooky excuses he gave on behalf of his department were official policy over which he has no control, and in areas which lie outside of his particular area of responsibility. For him to have blasted his superiors and colleagues in the manner I have done, with such freedom would have been exceedingly unprofessional.

Why might an official of the traffic engineering department be made to trot out such an absurd party line? Perhaps the city is concerned about the potential loss of revenue if the effect of the traffic upon the neighborhood is honestly addressed. A small accommodation is made in adjusting taxes for the owners of property on busy streets. Small. Is it policy, I wonder to use our neighborhood as a highway and tax it like a garden? To do that they can't ever admit it's a highway. Arterial is an OK term. An alderperson from another area of the city asked of Gorham Street "Who would want to live there anyway?" It might be the view of some of the city staff and/or politicians that the Johnson-Gorham corridor is a wasteland, and improvement means raising the speed limit to 45 mph and closing off the small intersections. Clearly some of the city staff whose authority covers traffic are far less concerned with the impact of traffic on our neighborhood than with maintaining the ability to move platoons smoothly along at 30 mph through their arterials. Only with this in mind can we citizens effectively deal with our civil servants. Meaningful

discussions can only take place after they have acknowledged that their plan adversely affects our quality of life.

As a neighborhood association, the focus of our activism has been on the traffic engineering department. They are either unwilling or unable to produce the kind of changes in the traffic plan which will make our lives safer and more pleasant. The reason for their uncooperativeness is unclear. It might be the usual bureaucratic resistance to change. Maybe the ruination of our neighborhood is a small price for them to pay for traffic movement efficiency. They are on salary, and a disruption like this could be too hard to do with such short staff. For the moment I won't speculate that some commuter from Northport has pictures of them in compromising positions, or that they have been taken over by aliens, in spite of the fact that those explanations make more sense than the ones the traffic engineers have given us. They are not the people we have to talk to about the matter. For this, we have to talk to the politicians. If the politicians don't help us, we elect can new ones. Once the politicians are on our side, the traffic engineers will be too. When someone running for office asks for your vote, ask them about traffic. Elections for city offices are coming soon. This is the time to make a difference.





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And Now A Word From Our Sponsors

Teena Browder

We have some new things happening on Johnson Street this fall. Eccentric Electric and Audio Depot (across from the Caribou) is a joint effort of Ken Udell and John Erwood. John Erwood also operates the Video Hut down the he street in the 800 block. Audio Depot sells pro DJ equipment, accessories and specialties including lighting and fog machines. The back of the store is the Eccentric Electric half. They will buy and sell anything from used VCRs to acoustical instruments.

Down the street, the former Whole Earth space has become FLASHBACK DENIM + MORE. It is a vintage clothing store specializing in denim and other 60s and 70s clothing. The owner, Ed McGrath, managed RETRO RAGE on University Avenue. The space has been remodeled and the sidewalk modified to make it handicapped accessible.

Across the street in the Williams Fine Art Studio we have our their Antique shop, PAST PERFECTIONS ANTIQUES. It is a small space but jammed with a variety of interesting and affordable collectibles.

If you need a break from shopping, notice Sophia's Bakery and Cafe has an expanded menu and longer hours. If you haven't discovered Sophia's, you don't know what you are missing. Put the emphasis on Cafe and stop for lunch or dinner. You can choose from a variety of soups and entrees. Dine in or carry out anything from spicy squash soup to Transylvainain pork chops, chicken fjitas, grilled veggie sandwiches and cookies or pastries for dessert. It's also a great place for a breakfast waffle or weekend brunch. Everything is delicious and affordable. The hours are Tuesday through Friday 7 am to 8 pm and Saturday and Sundays 8 am to 3 pm.

The holidays are upon us and shopping opportunities on Johnson Street are varied and abundant. Hopkins and Crocker Antiques and Florilegium are both having Holiday Open Houses the weekend of November 15-17. Stop in for refreshments. The Weaving Workshop will have an Open House Sunday December 1st from noon to 4 with free hot cider and cookies and 10% off on everything in stock. If holi-

day celebrations take you to the Great Dane Pub, the stained glass windows in the new addition came from Cathy Lybarger at Aardvark Art Glass at 819 East Johnson. Also, for a relaxing break in the holiday frenzy, notice the ad for TOUCH OF ENERGY. It is a new neighborhood business. Barbara Flesch is a certified therapist offering therapeutic massage, and individualized Yoga instruction. Call 257-1003 for more information or to make an appointment.

Before signing off, I must mention that I made Merle Zimmerman ten years too old in the last newsletter, and if you've wondered about the scaffolding in front of the Pope Building (U-Frame-It, Cork 'n' Bottle, Spruce Tree), the building got a facelift and is ready for another seventy years. Notice all our new mortar courtesy of Point Masons from Mineral Point.

Have a happy and healthy holidays and as always, its a pleasure doing business in the neighborhood.

President's Report

Richard Linster

Dear Neighbors:

"Our new year" Began October 3rd with the annual Spaghetti Dinner and Meeting. It was well attended as usual and we had the pleasure of a program by neighborhood resident Arthur Ross, City ped-bike

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coordinator, on traffic calming techniques. I hope we can either repeat the program or run information in these pages.

Our new council has met and is in the process of reviewing last year and setting goals for next. Don't be shy in providing your input as this is your organization.

Perhaps now is a good time to pay tribute to a quartet who have left the council but not the neighborhood. **Tom Sullivan** our former Vice-President is responsible for the great look of the newsletter, no mean feat given the high caliber of our previous editors. Tom also led the Traffic/Transportation Committee as well as long service on Isthmus 2020. I hope Tom's job situation will permit him to be home more often than the weekend. **Rex Loehe** served over the last year as Traffic/Transportation chair. He initiated very positive contacts with the new leadership in City Transportation as well as bringing in and keeping informed our neighbors from Emerson and Old Market Place. **Bob Shaw** former editor, gardener extraordinaire and Area B rep stepped down. Bob has a great sense of this neighborhood and is someone I have frequently consulted for his opinions. **Anne Katz** over a long tenure as Social chair has perfected our events so that they were well planned, self supporting and fun. Please join me in recognizing their service and welcoming the new council members Joanne White, Dan Baker and Susan Anderson-Chamberlin.

Good Idea Department

1. From Gay Davidson-Zielske - Neighborhood Talent Show. This seems to be a winner. A lot of


positive discussion resulted after mention of this idea at our council meeting. From the Cork and Bottle String Band to our neighborhood children we have a lot of talent to showcase.

2. From John Aagaard - Traffic Yard Signs. We try consistently to raise the awareness of the City (as well as thousands of commuters) that this is a residential neighborhood, with children and that traffic speed and volume has a tremendous effect on our quality of life. Perhaps advertising would help this message to sink in.

3. Mayors Office/City Staff - Citywide Neighborhood Association Conference. This idea is long overdue. The last one was fifteen years ago. When you read this it will have already happened (October 26th) and TLNA will have sent a delegation that fully participated as well as networked with other neighborhood activists.



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"In Alder Words..."

Barbara Vedder

I'd like to comment on the tragic accident of October 10th, severely injuring a 2-year old boy on the 1000 block of East Gorham Street. Contrary to comments in the newspaper, police reports maintain that speed wasn't a factor. However, the safety issue with such heavy use of the Johnson-Gorham corridor still exists and because of this event I've set up a meeting with Arthur Ross, Pedestrian-bicycle Safety Coordinator and David Dryer, City Traffic Engineer to attempt expediting measures dealing with this ongoing issue. I've also contacted the boy's mother and will be meeting with her by the time you read this. I would sincerely hope that the neighborhood also extend what assistance may be possible for the family.

Reconstruction work is in its final stages on N. Few and Elizabeth Streets. Because of the delay, Joe Daniels Co. will pay penalty fees to the city. I am investigating a constituent's request to receive recompense for neighbors.

A proposal came before the City's CDBG (Community Development Block Grant) Commission for continuation of a HOME grant under new management for 5 rental units at Sherman Terrace. This grant would continue affordable housing which is vastly inadequate in Madison. I'd only heard from CDBG

staff and the new management company representative prior to the Commission's meeting and, at that time, was considering the project favorably. It was only after the proposal passed that I received communication of neighborhood concerns and at our following Council meeting I, along with the rest of the body voted to have it referred back to the November CDBG meeting for further information and discussion.

And now, finally, city budget updates...

On October 15th, the City Council passed its 1997 Capital budget, including all requests I made already listed in the newsletter's last edition. Additionally, Alder Judy Olson and I sponsored a Capital budget amendment which passed the Council for a feasibility study of underpasses for the East Washington Ave. and East Johnson St. bridges over the Yahara River to expedite the Yahara River Parkway project. No small task!

The Mayor's Executive Operating Budget reflects a decline in intergovernmental revenues by \$720,857 in 1997, the majority of that resulting from the decrease in State shared revenues, causing the total levy to increase at a faster rate than total spending. Thus, taxes for the average homeowner will rise by 6.4%. The following are some highlights of major initiatives included in this budget:



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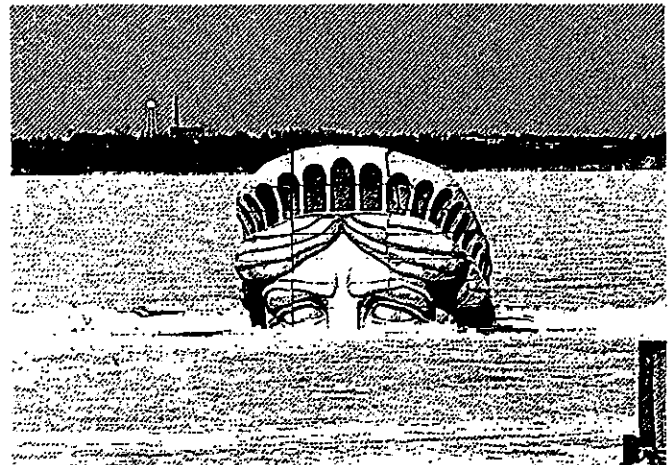
Funding for:

- 3 new firefighters and 8 new police officers
- Operation of North District Police Station
- Staffing at South Madison Health and Family Center
- Additional staffing at branch libraries
- \$300,000 set aside for 1998 operating costs for Northside Community Center
- Youth Coordinator in Community Services and Arts Coordinator in Planning and Development increased to full-time
- Closed captioning at Common Council meetings for Madison City Channel (CitiCable 12)
- Rehabilitation of 2 wells and development of Master Plan for the Water Utility

Please call 249-8428 with any comments or questions. My e-mail address is vedder02@itis.com

Shovel Shovel Shovel

Snow comes to Wisconsin enriching our lives and making them more difficult. When the snow falls, it has to be shoveled, and the responsibility for that usually falls on the residents of the property alongside the sidewalk. Although the city gives people ample time to shovel before handing out tickets, please be considerate of people who have difficulty getting around. It is easier to shovel the snow before it has been trampled down into hard packed ice. Prompt shoveling will earn you the gratitude of all of your neighbors.



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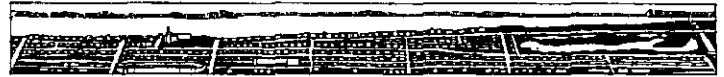
Kathleen Bresnehan

This is a Residential Neighborhood

As part of our ongoing concern about speeding and other traffic violations in the Tenney-Lapham Neighborhood, the Board of the Tenney-Lapham Neighborhood Council has purchased a number of signs available to neighborhood residents for a donation of \$5.00. The donation will cover printing costs with any additional funds going to TLNA to fund neighborhood events and goals for the upcoming year. We hope to raise public awareness and encourage commuter traffic using East Johnson and East Gorham Streets as traffic corridors to **think about us as a neighborhood. This is a residential neighborhood. There are always children present. Drive accordingly!**

Recent traffic debacles include a "Meals on Wheels" driver almost hitting a neighborhood daycare provider and seven daycare children on East Mifflin Street. The driver backed out of a steep driveway and did not see the children at the front of the caravan, missing a two year old girl by about six inches! Little children are not visible to a car or truck backing up through their rear view mirrors. One must physically turn around to peruse the area and/or use side mirrors. Children are small and fast.


Another Traffic incident also involved a neighborhood child care provider crossing in the crosswalk



at the corner of Ingersoll and East Gorham. A service van sped through the light on Ingersoll to make a left turn onto East Gorham. The provider and five children had looked both ways and started across the crosswalk. The truck appeared out of nowhere. The startled children (they were really scared) and provider looked at the truck. He yelled out, "I have the right-of-way!" Lest any of us have forgotten, **pedestrians always have the right of way in a crosswalk.** It makes absolutely no difference what color the light is! The owner of local business did come to the TLNA Council meeting and apologized, which was decent.

I will remind neighbors again about the difficulty the Police Officer directing traffic after the two-year old was hit in the 1000 block of East Gorham Street encountered. People were hell-bent on continuing down Gorham Street regardless of MPD presence flagging commuters to Sherman Avenue in order to pick the child up with an ambulance and take it to the hospital and gather evidence.

In a completely surprising turn of events, while walking across East Johnson in September in rush hour traffic, a pack of cigarettes and a bottle of medicine fell out of my backpack. Traffic came to a grinding halt, enabling me to pick up the stuff. *Some people will almost his a police officer, and others will stop in traffic for a pack of cigarettes. Go figure!*

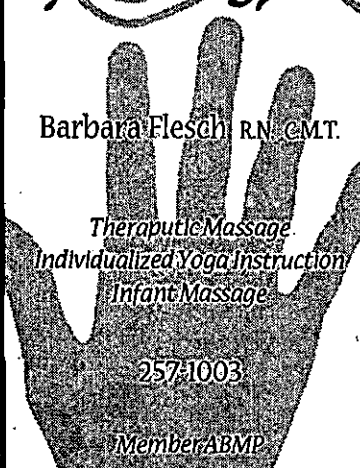


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What Is A Neighborhood To Do?

Kathleen Bresnehan

The headline in the Wisconsin State Journal read **BOY HIT BY TWO CARS ON GORHAM** on Friday, October 11, 1996. On Thursday, while walking with tow of my daycare children, I spotted a Police car in the 1000 block of East Gorham. A while later, I spotted an evidence van. The children and I walked up the block to see what was happening. The first thing that caught my eye was a tiny black tennis shoe in the middle of East Gorham Street. My eyes then fell to a baseball card a short distance away. With horror I realized a child had been hit. A fire truck arrived as I stood there. The mother of the child lay on the front lawn of 1025 East Gorham with the two year old victim laying on top of her. Traffic had slowed by was insistent in continuing on. The ambulance had to drive up and over the sidewalk in order to get through the heavy rush hour traffic. Additional

Police cars arrived, and another van. I saw the people who had hit the boy. They stood stricken, talking to Police, clearly traumatized by the incident themselves. I thought the people must have been speeding, then realized the traffic had not been going particularly fast this particular day.

I remember seeing three small children playing in the front yard of 1025 East Gorham Street earlier in the week while walking my daycare children. The children did not have an adult present and were playing near the terrace. Neighbors had mentioned at the Neighborhood Association Board Meeting the previous Tuesday it appeared that more than the family of three persons the first floor apartment had been rented were living there. We questioned whether this would be a zoning violation. A neighbor called the social service agency and spoke to the case worker about the number of people residing in the 1025 East Gorham Street first floor apartment. She was informed, as I was later by the same case worker, the woman was doing daycare for an acquaintance.

Captain George Silverwood of the Madison Police Department said the story he'd hear concerning the accident was that the mother was expected to pick up the children. The little boy ran out of the house to greet his mother and was hit by the car. The Wisconsin State Journal reported the child broke loose from his parent's grip and ran into the street. On Sunday, October 13, 1996, a little girl was seen in the front yard playing without any adult supervision. In a conversation with a board member of the social service agency overseeing the residents of 1025 East Gorham Street it was stated, "We can't MAKE people take care of their children." The mother of the little two year old boy hit on October 10, 1996, is currently residing in a local shelter with her two other children. As of this writing, the little boy remains in University Hospital.

All of us would like to thank the member of the Madison Police Department and the Madison Fire Department for the fin job they did. I would most particularly lie to thank the officer directing traffic at the corner of East Gorham and North Ingersoll Streets, who was almost mowed down by an irate commuter trying to cut through the blockade of Police vehicles. While the officer was directing traffic, a man in a reddish car completely disregarded the officer almost ran into him. The officer's hand appeared to have touched the car without the driver even realizing there was person (let alone a Police Officer) in his way!

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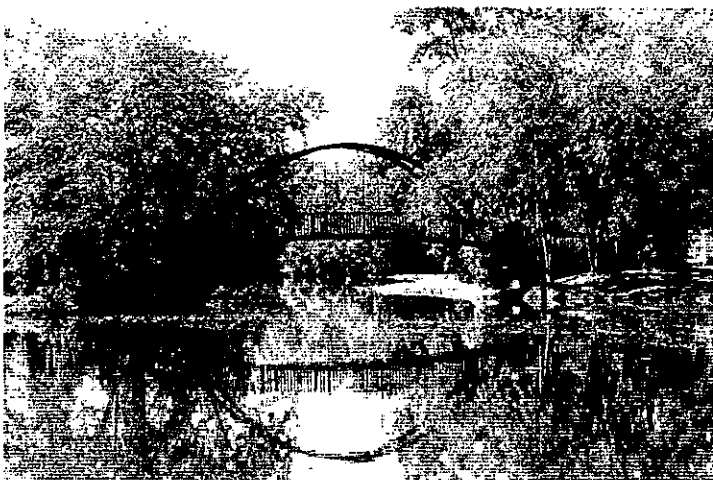
Programmed For Comfort And Savings

Bob Stoffs, MG&E

Did you know that a setback thermostat can save about \$45 a year in energy costs? Setback thermostats save about one percent of your heating or cooling bill for every degree that you lower the temperature during an eight hour period. The savings can pay for you new thermostat in the first year.

A programmable thermostat saves energy without sacrificing comfort. You can per-program temperature settings at different times throughout the day when you know you won't be home or may be sleeping. The thermostat can be set begin warming you home before you wake up or return from work.

Even setback periods which are as short as four hours save noticeable amounts of energy. Your furnace actually works at its most efficient level with



bringing the temperature back up.

There are several feature to look for in a programmable thermostat.

- Flexibility - the thermostat should adapt to your schedule, allowing you to program at least four settings a day.
- Easy to change - make sure you can override the programmed settings, in case you are going to be home.
- Easy to program - the best thermostats are easy to read and understand.
- Heating/cooling setting - if you have central air, look for a thermostat with controls for both the cooling and heating functions.
- Battery backup - saves your programming if there is a power outage.
- Pre-programmed - many thermostats are already set for two temperature setbacks a day.

Whether you choose a setback thermostat or not, remember ... you can save energy and money just by turning the temperature down a few degrees while you are sleeping or away from home.

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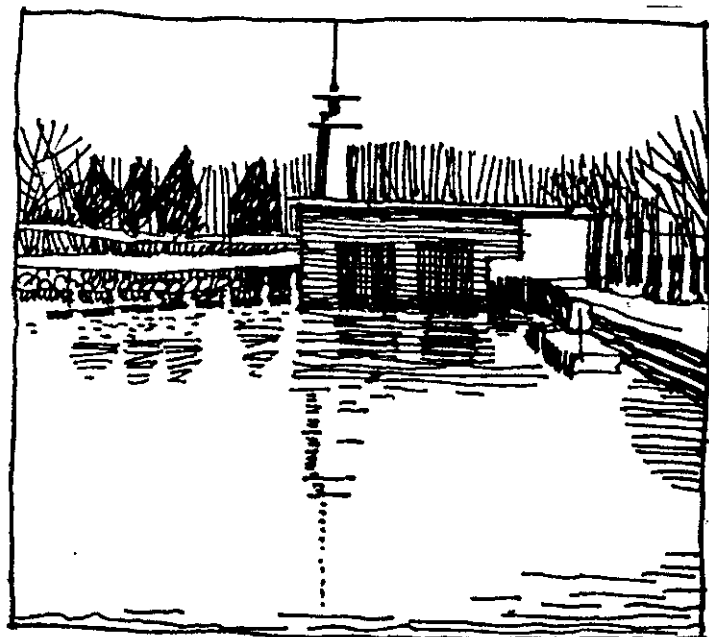
The Newsletter

Chris Ingersoll, Editor

The newsletter of the Tenney-Lapham Neighborhood Association is published six times a year. The deadline for contributions and advertisements is the fifteenth day of each even month for distribution about two weeks later on the first weekend of the odd-numbered months. The next deadline is 12/15 for distribution in January.

A deadline is a date after which receiving contributions is inconvenient. It is a great joy to receive things prior to that date.

Articles of general interest are appreciated, and observations and opinions from the readership are welcome. Format for submissions in descending order of preference: email whenever possible



(wci@inxpress.net), submit on disk as a text file, type, or handwrite. If you are a first-time contributor please include your name, address, and telephone number.

Artwork is also wonderful! Keeping in mind that it will be reproduced in black and white print, you are encouraged to submit pieces. Please call me at 258-9781 for more information.

The newsletter is supported by its advertisers. If you are a reader, please show your appreciation by patronizing our neighborhood businesses. If you have a business yourself, the Neighborhood Association would appreciate your support as well. The newsletter reaches 2,500 people and the rates are quite modest. Please call me for details.

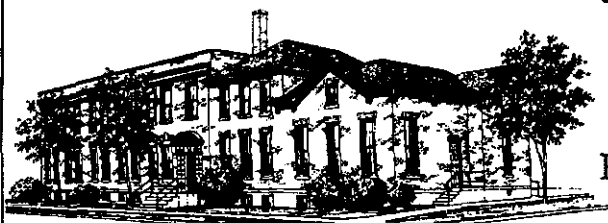
Give Blood

The American Red Cross, Badger-Hawkeye Blood Region has a new, permanent blood donation center in the M.A.R.C. -East Building at 3939 Lien Road. The center will be open Tuesdays, Wednesdays and Thursdays, from 4-7 pm and Saturday mornings from 8 am-Noon.

This new blood donation center offers donors on Madison's East side and Eastern Dane County a convenient opportunity to give blood. The goal for the center is to have at least 25 people successfully giving blood per day. The blood given at the east side center will contribute to the daily need of 720 pints in the Badger-Hawkeye blood region.

For more information or to make an appointment to give blood, please call the Red Cross at 233-9300, ext. 357.

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RESERVATIONS ACCEPTED

251-8700

Calendar of Events

November

- 5 Election Day
- 11 Veterans Day
- 13 TLNA Council Meeting 7 pm
- 28 Thanksgiving

December

- 6 Hanukkah
- 11 TLNA Council Meeting 7 pm
- 15 Deadline for the November/December Newsletter 5 pm
- 25 Christmas
- 31 New Year's Eve

New transportation Alliance of Dane County meets every first Wednesday night of the month at 7:00 PM. Location: 222 S. Hamilton St., Sierra Club, downstairs (and across from the Wilson St. Grill) For more information call Mike Wyatt at 251-4328 or 256-0565 or email robkennedy@igc.apc.org

Weaving Workshop will be hosting their 25th Annual Holiday Open House on Sunday, December 1st, from noon until 4p.m. Hot cider and cookies will be served. 920 East Johnson Street 255-1066

Today's Fireplaces Emphasize Convenience

Tom Olson, MG&E

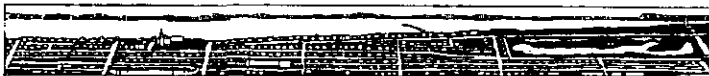
Does your home have a wood-burning fireplace? You can make your life easier, more comfortable and more enjoyable by converting to natural gas. Here are some of the benefits.

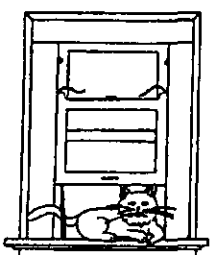
Natural gas fireplaces are:

- Safe - there is no creosote buildup, dangerous sparks or worrisome long-burning embers.
- Convenient - eliminate the mess of building a fire, carrying wood and removing ashes from your fireplace.
- Economical - natural gas costs 50 to 65% less than wood.
- A good investment - they increase home value.
- Cleaner than wood fireplaces - with no smoke, soot, wood chips, bark or bugs.
- Environmentally friendly - natural gas is the cleanest burning fossil fuel.

There are several types of natural gas fireplaces to choose from. Some are designed to fit in your existing wood fireplace, while others are designed for new installations. Choose from:

- Gas log sets - fashioned after traditional wood





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logs; they simulate the beauty and comfort of a wood fire. Each set consists of a gas burner, covered by a ceramic or cement log set.

Additional materials, such as vermiculite, lava granules and glowing embers, produce rich, warm fire. Gas log sets must be installed in an existing wood-burning fireplace.

- Inserts - self contained combustion chambers that come complete with a gas log set. They are designed to be installed into existing masonry wood-burning fireplace opening, and use the existing chimney for ventilation.

- Zero clearance units - self contained metal fireplace housings designed to be built in with zero clearance to combustibles. The units can be framed in with wood building materials, and are fitted with a natural gas log set.

- Direct vent units - self-contained gas fireplaces using only outside air for combustion. They can be vented directly out the back through the wall, and no



chimney is required.

- Free-standing units - resemble a free-standing, wood-burning stove, but are designed to use natural gas as their fuel source.

Use only natural gas fireplace equipment that is design-certified by recognized certification facilities. Gas appliances should always be installed by a qualified person who follows local codes and ordinances, as well as all manufacturers' recommendations.

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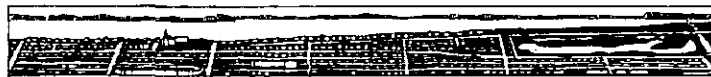
Join TLNA

Send this form with dues (see right) to:
TLNA, PO Box 703,
Madison, WI 53701

Minimum dues:
Adults (ea.) \$2.00
Seniors \$1.00
Business \$5.00

Additional contributions are welcome!

Name: _____
Address: _____
Phone: _____
E-mail: _____



I would like to be involved in the following committee(s):

- | | |
|---|--|
| <input type="checkbox"/> Business | <input type="checkbox"/> Housing |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Community Service |
| <input type="checkbox"/> Publicity | <input type="checkbox"/> Education |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Parks |
| <input type="checkbox"/> Social | <input type="checkbox"/> Membership |

I would like to volunteer to help maintain one of the neighborhood gardens:

- | | |
|---|---|
| <input type="checkbox"/> Welcome Garden | <input type="checkbox"/> Gidding's Park |
| <input type="checkbox"/> Butterfly Garden | <input type="checkbox"/> Reynold's Park |

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