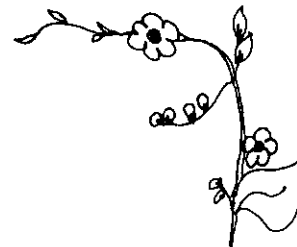
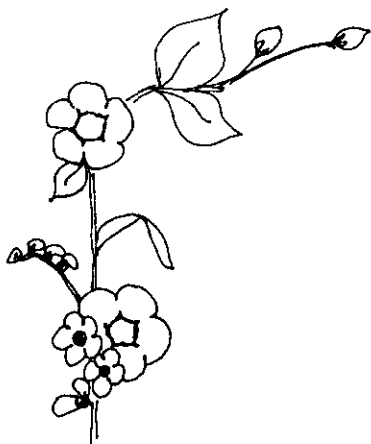


the tenney - lapham

LETTER no. 6



TENNEY-LAPHAM NEIGHBORHOOD ASSOCIATION

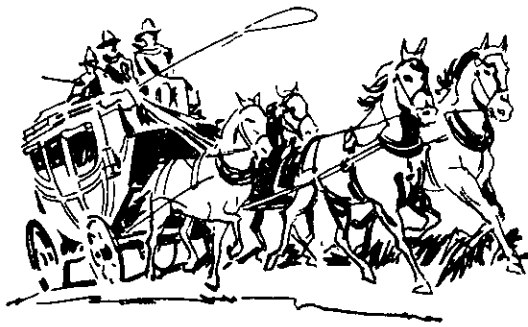
SPRING MEETING NOTICE

Sunday, May 21 7 PM
American Legion Post #57
116 North Few Street

On the agenda at the spring general membership meeting will be:

1. Reports by TLNA chairpersons on
 - * progress to date on the down-zoning project
 - * status of the neighborhood sign project and neighborhood plan
 - * current information on Lapham School's future and on the choice of a site for MATC expansion
2. A presentation by Howard Landsman of Design Coalition bringing us up to date on the Dane County Transportation Plan and the as yet unreleased Isthmus Study. Public decisions which are made based on these two studies will undoubtedly have an impact on the Tenney-Lapham neighborhood, so we need to know what the studies say.
3. A discussion led by Kathy Naherny of the City Planning Department to obtain input from our neighborhood community which will help the Madison Common Council set funding priorities for next year. Public money is available in the form of Federal "Block Grants", and we need to brainstorm ways we could use some of this money in our neighborhood.
4. Choosing of a nominating committee to present a slate of officers at the fall meeting.





DANE COUNTY TRANSPORTATION PLAN

The Regional Planning Commission (RPC) has just released its recommended countywide transportation plan. It's a weighty document, both complex and lengthy. The RPC has published a summary of it. But this summary tends to obscure more than clarify.

The Central Neighborhoods Council (CNC) has prepared a guide to help citizens, neighborhood groups, and others to pinpoint and grasp the plan's key features. Following are excerpts from this guide:

The proposed plan deals with large-scale issues and projects; for instance: the relative emphasis on mass transit and private auto; overall traffic levels; the relative importance of convenience vs. environmental values. Smaller neighborhood-scale issues are left for subsequent local planning. Yet this countywide plan will have important impacts on all neighborhoods, significantly limiting neighborhood planning options.

The plan's major policy directions are:

- * Increasing the total amount of transportation service; highways and mass transit are both in line for substantial expansion.
- * Highway expansion remains the top priority, though mass transit and car-pooling would play somewhat greater roles than in the past; the desired role of bicycles is left unclear.
- * Central Madison's rebirth would be encouraged to happen without an increase in auto traffic; that is, maintaining present Isthmus traffic levels is the goal.
- * Current practices of designing roads for 20-year congestion-free conditions may be abandoned in some cases for more immediate needs.
- * Plans for traffic redirection -- such as from Johnson and Gorham over to East Washington -- are deferred to follow-up studies.
- * The whole plan would be re-evaluated in the early 1980's, to see if these policy directions should be changed.

Specific Highway Proposals

The plan proposes a major expansion of the county's urban and rural highway system. Over \$290 million would be spent on highway widenings beginning during the next 7 years and occurring on routes that carry heavy volumes of Madison-bound and downtown-bound traffic.

Among the highways proposed for immediate expansion are four controversial ones that had been blocked by past citizen opposition:

- * The South Beltline Freeway, east of the Coliseum
- * Fish Hatchery Road, south of the Beltline
- * Atwood Avenue, east of Fair Oaks
- * Third lane addition to Interstate 90

Specific Mass Transit Proposals

The plan also proposes a major expansion of the Madison Metro bus system, in both urban and rural parts of the county.

Many of the proposed improvements are geared to attract auto users onto mass transit, thereby helping to reduce or stabilize traffic levels. Others are geared more toward increasing mobility for people without access to a car. Several major follow-up studies are also proposed, including a look at alternative technologies like light rail and their long-range future in the Madison area.

Public Opinion

Virtually every recent testing of local attitudes confirms that the majority of people now feel that:

- * Mass transit and other alternatives to the auto (car-pooling & bicycles) should be given top priority in any plans.
- * Highway expansion should occur only where these alternatives have proved inadequate, where critical traffic safety problems would go unattended, or where traffic redirection is desired.
- * Environmental and social values are more important than convenience and dollar considerations.
- * Auto users are willing to accept more congestion and indirectness of travel in order to minimize highway expansion and keep thru-traffic out of someone else's neighborhood.

Other Proposals

The proposed plan recognizes other areas of need such as car-pooling, bicycle facilities, parking pedestrian, air and rail needs. However, few specific improvement commitments are offered in these areas.

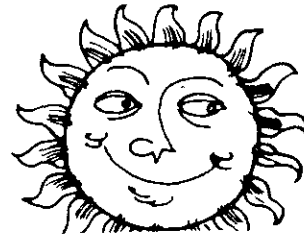
Critique of the Proposed Plan

In light of these feelings and others that people have been consistently expressing, the proposed plan seems to give us:

- * Too much highway expansion where mass transit and other alternatives could be an adequate substitute.
- * Too weak a commitment to mass transit, car-pooling and bikeway improvements.
- * Traffic goals that are too modest; Central Madison neighborhoods cannot revive themselves with present traffic levels.
- * Too weak a commitment to scaled-down highway design.
- * Too weak a sense of priorities.
- * An inadequate implementation program.

Adopting and pursuing the plan as currently proposed could have several undesirable effects:

- * Accelerating urban sprawl
- * Undercutting the early transit goals and improvements by allowing easier auto travel and abstaining from efforts to develop new transit funding sources.
- * Undercutting possibilities for light rail by establishing only modest long-range transit usage goals.
- * Small-scale but nonetheless severe traffic safety, redirection and road maintenance problems could go unattended, while highway dollars are channeled to capacity expansion projects.



How to Improve the Proposed Plan

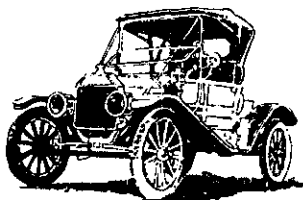
To overcome these deficiencies and dangers and bring the proposed plan more into line with public opinion, several important plan revisions are suggested:

- * Identifying mass transit, car-pooling and bike-way development as the top early priorities.
- * Postponing and reducing the highway expansion program.
- * Raising the long-range transit and carpool usage goals, transit service levels and Central Madison traffic reduction goals.
- * Adding a land use component to the plan's implementation program.
- * Strengthening the commitment to good but tentative and/or vague proposals and promises in the plan.
- * Highlighting critical factors that may undermine the integrity and attainability of the plan.

What You Can Do

- * Become knowledgeable about the plan; get a copy of the full plan report at the RPC office (114 City-County Bldg., 266-4137) and familiarize yourself with it.
- * Register your opinions -- orally or in writing, at the May 11th RPC public hearing; also let your City Council and County Board representatives know your position; written responses will be accepted until June 12.

You may want to read the complete Central Neighborhoods Council guide for more complete information. If so or if you have any other questions, you may contact Billy Feitlinger at 266-6217.



CHILD CARE SERVICES CONSORTIUM

There are a number of unmet and inadequately met child care need in Madison. A new service -- Child Care Services Consortium (CCSC) - is being developed by 3 downtown day care centers (Christian Day Care, Parent Child Learning Center, and Red Caboose Day Care Inc.) to help meet some of those needs. The service will have 3 major components - Day Care in caregivers' homes (family day care) in the central city serving primarily children under age 2; A central city day care center for toddlers 12 to 24 months; and emergency and sick child care for the city.

CCSC hopes to begin serving families and children by late summer or early fall. They are beginning the search now for quality family day care providers - women and men who are committed to nurturing young children and who would enjoy giving care in their own homes. CCSC knows that quality family day care is not "just babysitting." What happens in the first 3 years of a child's life determines much of his or her potential for social, emotional, and cognitive growth. Providing excellent care for infants and toddlers is an extremely important and skilled job. Family day care providers in the CCSC system will be employees of CCSC. CCSC will provide a wide variety of support services, with a heavy emphasis on training, in addition to a regular salary and fringe benefits. The system is interested in employing some part time providers as well as full time.

CCSC hopes to provide some emergency and sick child care in homes, too. This may be full or part time work. Training for caregivers in dealing with sick children and children in emergencies will be provided by CCSC.

If you are interested in becoming a family day care provider, or if you are now providing care and are interested in becoming part of a supportive system, or if you are interested in providing sick care or emergency care, or if you simply would like to know more about CCSC, please call: Martha Nord 256-8628 anytime, including evenings and weekends.



LAPHAM SCHOOL UPDATE

A large chorus of congratulations is due to Sue Fieger, TLNA Education Chairperson and Sally Lehman, Lapham PTA President. They co-chaired the committee that successfully convinced the Madison Board of Education to keep Lapham School open.

Continued effort is necessary to assure that Lapham will remain open. The committee is currently working with the City and the School Board to assure that renters of the empty classrooms will serve the long-term needs of the neighborhood and be compatible with an elementary school program. Because of its central location, the building has more potential users than available space. Therefore, careful selection is possible. Day care centers, elderly assistance programs and even the Public Library may eventually share the building with the school.

Rather than accept a defeat and have our neighborhood school closed, this committee is meeting the challenge and trying to make Lapham a model Lifetime Education Center.

MUCH STILL NEEDS TO BE DONE !

If you have ideas for rental space, skills in community organization, adult education experience, recreation experience or time to survey area residents about needs, we need you on the committee. We also need MONEY for office supplies, mailing and printing expenses. Call Sue or Paul Fieber at 251-3909 to offer assistance and PLEASE send a check payable to the Lapham School Committee, 461 N. Few Street, 53703.

MATC SITE STATUS

Writing anything on the status of MATC site selection is rather like trying to hit a moving target! As of this writing, the Northeast Washington site is still in the running. An Ad Hoc Committee has been meeting with the site architects and with the firm who is to do the environmental study. The committee is trying to insure that construction of MATC on the Northeast Washington site will not bring a new set of problems into the neighborhood. So far these efforts have been fairly successful, considering the uncertainty of the site. For more information, contact Bob Park (256-8897), Committee Chairman.

CHILDCARE NEEDED

Childcare is needed for a 9 month old, 3 - 4 mornings a week. A home with other children is preferred. Please phone Mary of John Hunt, 251-5713.

HOUSING COMMITTEE

Our former chairperson Judith Blank, has been elected our Dane County Supervisor. In accordance with our TLNA by-laws, she has resigned the chair and Sandi Park and David Strandberg have agreed to co-chair the committee. Judith, Mary Lou Kuzdas and Jay Berger are collaborating on finding block captains to help coordinate a neighborhood survey of residents' interests in preserving the current mix of housing and life styles. You can help, even if you have only a little time to spare. If you would like to help call:

Judith Blank	257-8403
Mary Lou Kuzdas	257-9367 (home) 257-2257 (work)
Jay Berger	251-8025

OPPORTUNITIES

You can help represent your interests and the unique perspectives of our neighborhood by volunteering to serve as a citizen member of a Dane Co. Board committee or commission. Appointments are made by County Executive George Reinke. Your County Board Supervisor, Judith Blank, can place your name in nomination. Judith Blank 257-8403
George Reinke 266-4114

MARCH TLNA MEETING

Status reports from the Transportation and Education Committees and a down-zoning proposal from the Housing Committee were the highlights of the March semi-annual meeting held at Lapham School.

Richard Whitnoble of the Transportation Committee reported city approval of stoplights at the following intersections: Gorham and Ingersoll, Gorham and Franklin, and Johnson and Ingersoll.

Ultimate city plans for stoplight systems in our area and MATC related concerns, which the committee intends to pursue, were discussed. Sue Fieber, Chairperson of the Education Committee, reported committee activities over the year, discussed the meaning of the one year moratorium on school closings and announced the formation of a new Education Committee which would be separate from both the neighborhood association and the PTA.

An Ad Hoc Committee was formed to represent the Association at MATC work meetings. Bob Park was elected to chair this group.

City Planning Department representatives and the Housing Committee gave a presentation which included a movie of the neighborhood and several maps and overlays. They discussed current neighborhood zoning and the desirability of down-zoning some areas in order to preserve our present housing mix.