

WWPNA Annual Meeting

April 18th, 2007

Agenda for this evening

- ❖ Overview of Agenda
- ❖ Transportation Study
- ❖ Treasurer's report
- ❖ Secretary's report
- ❖ Election of Officers
- ❖ Committee Reports

WELCOME!!!

- ❖ WWPNA is a volunteer RNO – Registered Neighborhood Org.
- ❖ We need your participation and support
 - Read the newsletter when it arrives
 - Join a committee
 - Create a Committee!!
 - Need Crime and Safety Chair
 - Could use focus on Education

WWPNA Mission Statement

- ❖ . . . WWPNA will attempt to respect, preserve and promote the health, safety and welfare of its members and other residents within its boundaries . . . consistent with the primarily residential character of the WWPNA neighborhood.

Traffic Study – why now

- ❖ WWPNA committed to single family character of the neighborhood
- ❖ Large developments on our borders will increase traffic pressures
- ❖ Land use follows traffic – 2000 S. Downing – R1 homes turned into apartments “because of two busy streets” (Downing and Evans)

Traffic improvements so far

- ❖ Prevented Downing from becoming a highway
- ❖ Landscaped median on Logan north of Center Street
- ❖ Improved intersection at Bayaud / Corona / Downing
- ❖ Completion of grade separation at Speer / 6th / Broadway

Traffic improvements so far

- ❖ Returned Grant/Logan to two way
- ❖ Prevented Light Rail on Lincoln
(it didn't stop anywhere in WWP)
- ❖ Worked to keep TREN traffic on I-25
- ❖ Only Light Rail station to get parking restrictions before opening
- ❖ NEPA - Keeping commuter traffic on the commuter routes

Near term traffic calming goals

- ❖ Improved pedestrian crossings at Light Rail stations
- ❖ Reduce Logan & Downing to 25 MPH
- ❖ Mitigation measures at I-25 ramps to calm and limit cut-through traffic
- ❖ Better pedestrian access across Downing to Washington Park
- ❖ Return Washington / Emerson to two-way

Transportation Study

Executive Summary

Fox Higgins Transportation Group

- ❖ Traffic engineers selected due to experience in neighborhood planning
- ❖ WWPNA commissioned and paid for the independent study to facilitate our discussions

(NOTE from President – all donations to help pay for the study encouraged and gladly accepted!!)

Background

- ❖ Two Denver studies in 1986 and 1998, recommend converting W/E to two-way
- ❖ Grant/Logan and W/E south of I-25 converted to two-ways after the 1986 study
- ❖ W/E reduced to one lane, parking both sides, after the 1998 study

Current Situation

- ❖ Large projects on our borders will create increased demand on arterials (Cherokee/Gates, Country Club Gardens, Alameda TOD)
- ❖ Downing is already currently near or at capacity
- ❖ Cherokee/Gates will likely increase Lincoln and Logan to capacity

Traffic Primer on Capacity

- ❖ Capacity on any roadway is reached when it carries enough vehicles to significantly slow / stall progress
- ❖ When a road reaches capacity, drivers will choose a “faster” route, usually on other arterials or a different route entirely

Conclusions of the study p. 1

- ❖ Effects of turning W/E to two-way would be similar to what happened south of I-25
- ❖ 30 – 50% of current peak-hour W/E traffic would shift to Downing, Logan, Lincoln/Broadway, and I-25
- ❖ Based on relative available capacities, it is not anticipated that this will cause a significant shift onto any single local street

Conclusions of the study p. 2

- ❖ With more capacity, the impact would be most noticeable on Logan in the short term (5 years)
- ❖ Long term (10+ years) all arterials will be at capacity regardless of what happens to Washington / Emerson.

What does this mean?

- ❖ During off-peak hours, not much traffic on W/E. Little off-peak diversion from W/E to other streets
- ❖ During peak hours, Downing will sustain less diversion because it's already at capacity
- ❖ In the next 5 years, Logan will be most affected

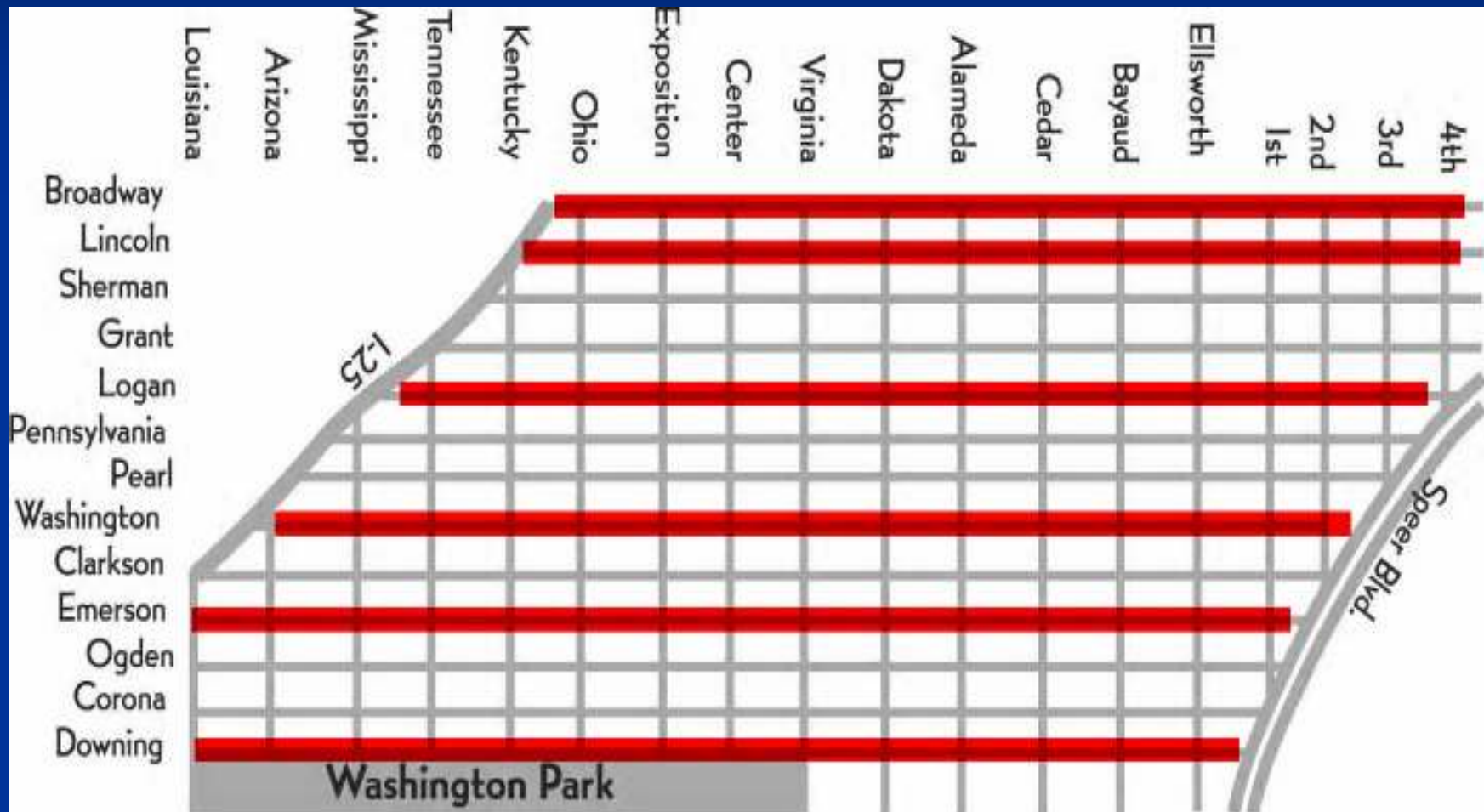
What will it be like?

❖ One of two possibilities:

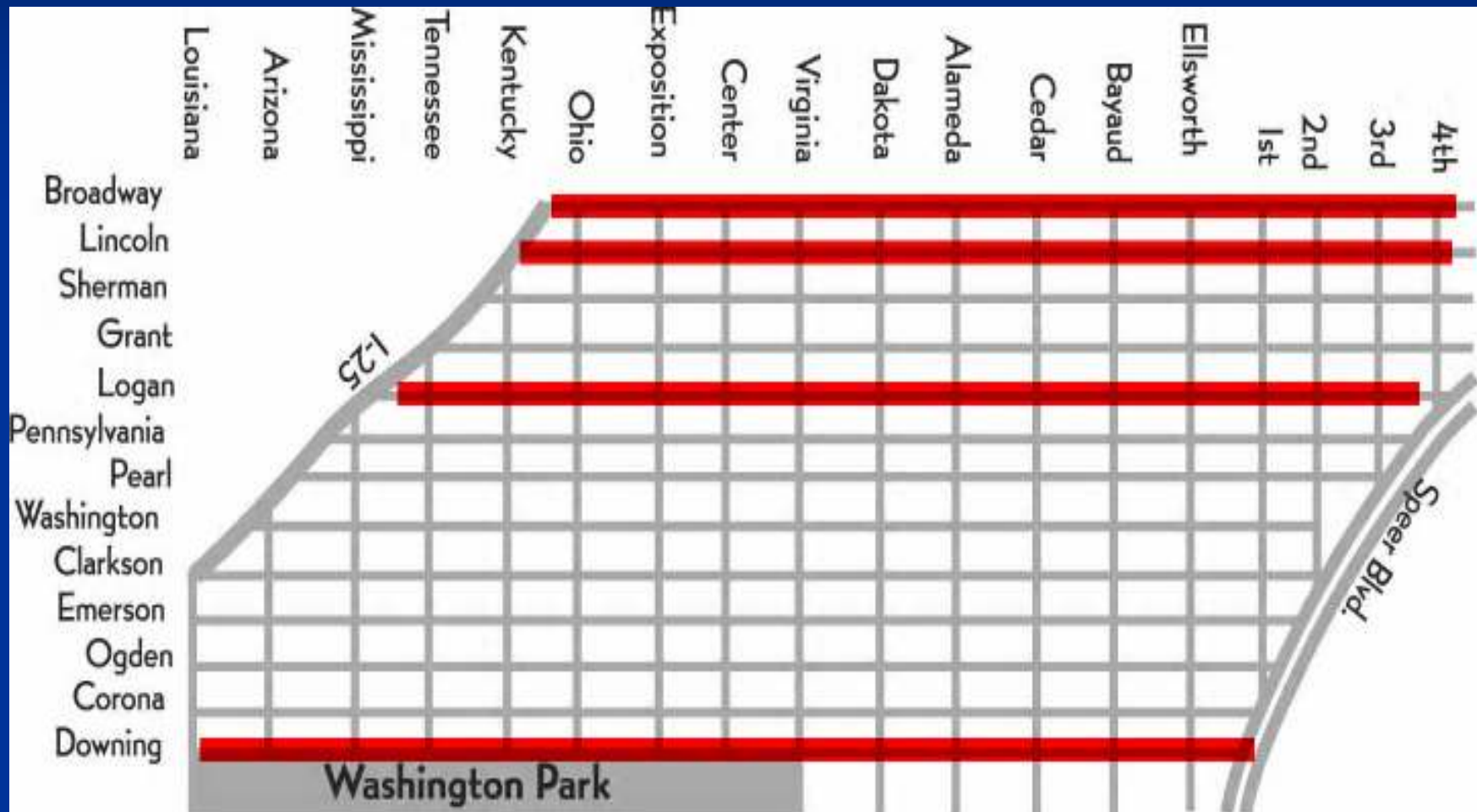
1 – Neighborhood defined by traffic where every street will be affected by arterials at capacity

2 – Neighborhood defined by single family homes on quiet(er) streets

Every street borders an arterial



Calmer, safer neighborhood



Q & A

- ❖ Note: this presentation and the 1991 Neighborhood Plan can be found on the WWPNA home page

WWPNA - 2007

Major Accomplishments

- ❖ Membership – reached 500 and still climbing. One of the best in Denver.
- ❖ History
 - Identifying historic homes – 12
 - History campaign – history of residents who live or work in WWP for 40+ years
- ❖ Home Tour – (Sept. 8th!) Large planning group, lots of energy.

Major Accomplishments

- ❖ 4th of July – starting our 5th year!
- ❖ Communications
 - Redesigned web site wwpna.org
 - Professional delivery of newsletter
- ❖ Land Use & Transportation
 - NEPA
 - Louisiana Station Planning
- ❖ Zoning – defeated major liquor license near schools

Major Accomplishments

- ❖ Four informational meetings
 - Character of the Neighborhood
 - Schools and the Neighborhood
 - District #7 Candidate Forum
 - 2 Fast and 2 Furious (tonight)