

**West Washington Park Neighborhood Association
October Annual Meeting Minutes**

Bahai Center
Date: Oct 17, 2007
Call to Order: 7:05 PM

Attendees:

Board:

Name	Position	Present	Absent	Proxy Given To
Jamin Alabiso	Board Member	X		
Charlie Busch	President	X		
David Callaghan	Board Member	X		
Aleta Cass	Board Member	X		
Terri Ficke	Board Member			
Gertie Grant	Board Member	X		
Ryan Guilford	Treasurer	X		
Jim Jones	Vice President	X		
Anita Martin	Secretary	X		
Barry Sarver	Board Member	X		
Sherri Way	Board Member	X		

Guests

Rosemary DeMartini	Katherine Heth	Robert Heth	Linda Matthews
David Matthews	Nathan Stevens	Clark	Eric Newman & family
Rachel Gille	Laurel Barga	Dale Schellenger	Kellie Papish
Debbie Spooner	Joe Fowler	Frank Deserino	Eric Johnson
Eric Tschaknes (?)	Jeffrey Harkness	Martie Grubenhoff	David Knowles
Judy Zelio	Joe & Susanne Burke	Francette Orsi	Robert Shedd
David Wiebe	Duke Kaminsky	Jeff Bond	David & Galena Rhoades
Andrea Altieri	John Moran	Bill Hamilton	Deb & David Gerring
Maureen Horton	Chris Dougher	Erin Custer	Pam Mendelson
Jim & Liz Eliassen	Kevin Taylor	Andrew Watson (?)	Tom Stoever
Charlotte Winzenberg	Merce Lea	Elmo Morales	Chris Powell
Randy Mancherian	Kristen Mancherian	Mark Ferrandino	Cherie LeDoux
Paul & Lorrie Kosinski	Brenda Riske	Julie Altman	Diana Hersh
John Bornhofen	Katie Parkhurst		

Total Guests: 62

Welcome & Introductions

Background and general information on the functions of WWPNA. -- Charlie Busch

Zoning Code Task Force

Background & informational presentation. -- Sherri Way

Discussion on conversion of Washington/Emerson to 2-way:

History & Introduction

Current study of transportation issues began with 1991 plan. Grant/Logan were a one way pair and have been converted (1986), Washington/Emerson and Lincoln/Broadway remain one way. Many of the improvements called for in the 1991 plan have been implemented.

WWPNA hired a consulting committee to determine the impact of returning Washington/Emerson to 2 way. A physical inspection and traffic counts were done Fall 2006. They DO NOT forecast a long term impact to neighboring streets. Logan will see the most impact in the short term. Other streets are already at or near capacity. Over the long term, infill development will have more impact on neighborhood streets than that of conversions.

Since April 2007 we have collected opinions through informal interviews, phone calls, emails, etc.

Next the Board will vote on this issue in November. Are we going to implement this or not? The LUT committee has voted to implement this along with other mitigation strategies.

PROS

Safer community & higher quality of life
Easier to retain single family homes
Benefits the neighborhood as a whole

CONS

Limited window of time to accomplish
Short term impact on other N/S streets
Possible effects on E/W streets

Questions & Comments

Dave Matthews -- 1000 S Corona

Got involved in this issue 35 years ago. At that point the City wanted to turn Downing into a freeway into downtown. RTD wanted to put elevated light rail thru Washington Park. In 1974 the South Central Improvement Association was looking at the same issues that ended up in the 1991 neighborhood plan. Focus was on homes and families. Mayor McNichols said he would do anything it takes to get the automobile in and out of downtown denver. Ed Burke (councilman) struggled with issue -- not very supportive. Mayor Pena was more neighborhood friendly -- got the pilot project done -- Platt park got Washington/Emerson converted south of I-25. Webb got Grant/Logan converted. The 1991 neighborhood plan is starting to make an impact & we need to finish the job.

Andrea Altieri 1000 bock S Emerson

Emerson is people's private cut through to get to downtown. I cannot cross the street in the mornings. Do we want to be a neighborhood where you can cross the street or be a cut through to downtown? If we did to their neighborhoods what they do to ours, what would they think of us?

Anne Davis 84 S Sherman

I have an 18 month old daughter. I was trying to cross Washington, got about halfway across when a car came barreling over the hill. I had to pick up the stroller and carry it, running, across the street. Driver gestured and sped on. I was in THEIR way.

Marni Grubenhoff 1002 S Emerson

I have witnessed a death on Emerson at Mississippi. A man was broadsided. I have been hit at that intersection with 2 children in the car. Washington & Emerson are speedways for people from the suburbs trying to get into downtown.

Diana 200 S Washington

Need better enforcement of speed limit with or without conversion.

Q: Where are we now if you (WWPNA Board) approve this?

A: (Jim Jones) Based on vote in November, assuming it is to proceed, we will approach Nevitt and city traffic & public works to find out what it would take to implement. Public works estimates a 2 to 4 year time period to convert it. Would most likely be north to south in stages. WWPNA would most likely try to speed this up.

Dale Schellinger 900 S Pennsylvania

Since 1978 have fought off nightclub, RTD bottleneck, etc. The pressure to upset the neighborhood has continued. One thing I love about this neighborhood is the walkability. To improve that appeals to me.

John Moran 1195 S Emerson

A lot of traffic is coming (from developments) that we should think about now. The more quiet we can keep our streets, the better. I'm already worried about Gates. Concerned about overuse of Wash Park -- that will be more stressed as well.

Bill Hamilton 259 S Emerson

Most cities are trying to limit the number of cars coming in. I think we do a service to the rest of the city in the long run by making the point that we don't want our neighborhoods to be transportation arteries to anything. We want more children in these neighborhoods to benefit DPS, so the neighborhoods should be safer.

Andrew Watson 2nd Ave between Logan & Penn

It is a challenge getting my daughter to Steele school. I bike to work downtown. I listen to complaints about how crowded light rail is. Development's traffic impact may be overstated, but I support conversions. RTD needs to get more involved if/when the streets are converted to allow more public transportation options.

Liz Coliason -- Dakota at Emerson

Q: If the city turns it down, can we put in more 4-way stops and speed bumps to try and slow people down?

A: (Jim Jones & Charlie Busch) Public Works goal is to keep the traffic moving. This is where the political will of the people comes into play. The reluctance to put in stop signs also is prompted by pollution considerations.

Maggie -- Washington & Dakota

I don't want it to change because city won't come and plow anymore. I don't want to use the highway, Emerson is faster. Don't walk your dog & kid at rush hour. You live in the city -- if you don't like the traffic move to the suburbs. You can't park cars on both sides and drive cars both directions. Conversion of Grant/Logan created a problem in the neighborhood for a long time -- not 2 or 3 years. It will just push cars over to side streets. Cars will not be able to pass. It will create as many problems as it will solve.

Joe Burke 1209 S Emerson

I lived through parking restrictions for t-rex. My neighbors have had multiple accidents (sideswipes) of parked cars. We never ride our bikes on Emerson, we use Clarkson or alleys to get the kids to school. We had a reprieve when the ramps were closed, but cars are starting to return to pre-t-rex levels. Something has to be done about the speed.

John Bornoff 100 S Emerson

I have seen many accidents on Emerson. In one case I took a jogger to the hospital after being hit.

Q: If we (WWPNA) pass the conversion, what are the odds of public works saying yes to conversion

or to residential status of Washington/emerson?

A: (Jim Jones) First strategy is to push for fulfillment of the plan (conversion). Traffic planners said there will be resistance, but they thought it was possible to get residential status for the streets. Resistance is higher up than traffic planners. Gut feeling is that we have slightly over 50% chance of succeeding.

David Knowles 901 S Washington (property owner) Lives in Park Hill

If you live in the city, you need to put up with the irritations. However I'm a cyclist. I also want to get someplace in a car in a reasonable amount of time. I feel Washington/Emerson is a reasonable way to do that.

Bob Shedd 910 S Emerson

There are areas in north Denver and around schools where they have added stop signs or replaced signals with signs. I think the city should look at re-timing the lights on Washington. Unless you go 30 MPH you will hit lights red. Emerson is not quite as bad.

Eric Noonan 473 S Washington

Once a week or so I notice a rumbling in the middle of the night -- 18 wheeler making it's way slowly down the street. Just noticed this in the last couple of years.

If we do nothing, Washington/Emerson will become Logan-busy in light of coming development. We need to save them now.

Idea -- Closing ramps vs renaming them as local access only, etc.

Randy Mancherian 1200 emerson

This is a worthy effort. I want to thank you all. I don't think we need to compromise.

Toni Taylor 300 Emerson corner Alameda & Emerson

Traffic backs up in the morning so you cannot cross the street. Used to live on 1700 S Washington. Traffic there is MUCH quieter, and makes Platt Park much more of a neighborhood. What action do we need to take beyond talking to take it to the next point?

A: (Sherri Way?) If this is something you want to see, YOU will have to get involved. What that means will take many different forms -- writing campaign, talking to your neighbors, showing up at meetings, etc.

Judy Zelio 600 S Washington

Lived here since 1970. Signed many petitions trying to get the streets converted. I agree that more neighbors need to get involved. No neighborhood is more cut by busy streets than ours. It's not fair.

Laurel Barga 1030 S Emerson

I was at Tennessee & Emerson --talked to officer putting up speed trailer. Was only there from 9:30 to 4 p.m. -- Not much use (not rush hour).

Dave Matthews --response to comments

1. No other neighborhood has as many one ways and through streets (outside of downtown) as ours.
2. The buck stops at mayor Hickenlooper. And he won't move until we put the pressure on.

Chris Nevitt

You have an incredibly effective Neighborhood Association. The mission for this evening is to establish consensus. If we have that, the next move is to use WWPNA to establish a strategy. They know what to do and who to talk to.

Jim Jones 835 S Penn (personal comment)

Some neighbors and I walked around and knocked on doors and asked about the conversions. Got overwhelming support for conversion. I personally think it is the best thing for the neighborhood. This neighborhood is going to change. Through streets will capacitate no matter what we do. We need to preserve what we can now.

Straw poll
Not in favor: 4
No preference: 4
In favor: 39

Adjourn: 8:50PM