



A P R I L 2 0 2 2

Pensacola Park Post

A Monthly Pensacola Park Neighborhood Association Distribution
Find us also on the web @ www.PensacolaPark.org

MARK YOUR CALENDERS: Pensacola Park Easter Egg Hunt

Pensacola Park Neighborhood Association has teamed up with WGPL Neighborhood Association in bringing back the annual Easter egg hunt for ages 1-10 year olds at Goodrich Park (park at the end of Goodrich Street).

WHEN: Saturday, April 16th

TIME: 9:30 a.m.: gather the kids (donuts and coffee will be provided) / 9:45-11:00 a.m.: Easter egg hunt. Please note that there will be three sections flagged for different ages: 1-3, 4-6, and 7-10.

FUN FACT: Did you ever wonder about the origin of the Easter bunny? It is believed the Easter bunny myth derived from pagan rituals revolving around the festival of Eostre, the Celtic goddess of springtime, whose animal symbol was a hare. The festivals marked the vernal equinox (first day of spring). German writings from the 1600s are the first documentation of celebrating an actual Easter hare. The Easter hare (known in German as "Oschter Haws") left colorful eggs for well-behaved youngsters near Easter time. Kids often made "nests" for the eggs and left carrots for the Easter hare. German immigrants reportedly brought the Easter bunny tradition to the United States in the 1700s. – Source, Time Magazine "What's the Origin of the Easter Bunny," February 21st, 2020.

MARK YOUR CALENDERS: Meet Senator Reginald Thomas

Did you know we have a State Senator who oversees Nicholasville road? Meet Senator Reginald Thomas. He will be joining us on May 5th at 7:00-7:45 p.m. at the Hunter Presbyterian Church on Rosemont Garden (in the Undercroft room). He is meeting with the neighborhood to discuss the development of Nicholasville Road, and to hear the neighborhood's thoughts about how to improve upon our experience with the road from Southland to Cooper.



MARK YOUR CALENDERS: Get to know the Candidates!!

It's that time again, election time for our local Lexington government! As we have done in the past, Pensacola Park Neighborhood Association has reached out to every District 10, At-Large, and Mayoral candidate. Like we did last election, the neighborhood posed a series of six questions for each candidate's response. Some of their answers will be featured in upcoming newsletters, and the entirety of their responses will be found on our website after May. We also invited them to meet with the neighborhood in person to further expand upon their responses, and field additional questions neighbors may have for them. Both District 10 (the district that our neighborhood precinct resides in) and At-Large candidates hold Council positions. Council makes the final decisions on many developmental issues within Lexington. Please see dates below of attendance. We hope you all can join us in meeting your future political leaders. Please note, as of yet, these are the only candidates who responded back to our inquiries and agreed upon a time to meet with our neighborhood and answer our questions.

May 5th from 7:45-9:00 p.m. at Hunter Presbyterian Church (Undercroft room):



* At-Large candidate **Dan Wu**

Campaign site: (<https://www.danwuforlex.com>)

* At-Large candidate **Dr. Arnold Farr**

Campaign site: (<https://www.facebook.com/farr4ky/>)

June 2nd from 7:00–9:00 pm at Hunter Presbyterian Church (Undercroft room):



* At-Large candidate **Chuck Ellinger**

Campaign site: (<https://chuckellinger.com>)

* At-Large candidate **Richard Moloney**

Campaign site: (<http://richardmoloney.com>)

* District 10 candidate **Dave Sevigny**

Campaign site: (<https://www.daveforlex.com>)

July 7th from 7:00–8:00 p.m. at Hunter Presbyterian Church (Undercroft room):



* At-Large candidate **Bill Farmer Jr.**

Campaign site:

(<https://www.farmerforlexington.com>)

August 4th from 7:00–8:00 p.m. at Hunter Presbyterian Church (Undercroft room):



* Mayoral candidate **David Kloiber**

Campaign site: (<https://davidkloiber.com>)

September 1st from 7:00–8:00 p.m. at Hunter Presbyterian Church (Undercroft room):



* At-Large candidate **James Brown**

Campaign site:

(<https://www.jamesbrowncouncilatlarge.com>)

MARK YOUR CALENDERS: On the Table

From April 10th to April 16th, thousands of residents across Lexington will gather in homes, businesses, libraries, and parks to discuss the present and future of our city, an event known as On the Table. All participants will complete a seven-question survey about the future of Lexington and how our city is growing and changing. This data will be used to shape Lexington’s most important long-range planning document, the Comprehensive Plan, due in 2023. It is very important for all PPNA residents to participate in this process, especially in this survey. On the Table organizers (CivicLex) have posted a link <https://www.ottlex.org/materials> to take the survey (there will also be paper copies at each Public Library Location) the week before the event. They will also post information about the public discussion tables. PPNA is organizing a few discussion tables for PPNA residents:

April 11th at 7pm hosted by Peggy Somsel. Contact: Somsel127@yahoo.com for additional info

April 13th at 3pm hosted by James Tumis. Contact: jtumis@yahoo.com for additional info

April 16th at 10am hosted by Barbara Szubinska at the Goodrich Park (bring a lawn chair). Barbara.Szubinska@eku.edu

Making the Case for Light Rail by Peggy Somsel and Rebecca Glasscock

In the first half of the 20th century, our country had an efficient, well-used, and even beloved system of streetcars in cities, large and small. In Lexington, first came the stagecoach-like Omnibuses in 1874. Horse-drawn streetcars made their appearance in 1882 followed by electric streetcars in 1890. The first Interurban ran from Lexington to Georgetown in 1902. By 1910, there were additional lines: to Nicholasville, Versailles, and Paris. Lexington’s peak year for streetcar ridership was 1926, when our streetcars carried 7 million passengers. Note that, in 1920, Lexington’s population was only 41,534.

Cheap oil and the private automobile killed the streetcars. It is well documented that General Motors played a key role in destroying our country’s rail systems, promoting the idea that buses would be more economical than streetcars. From 1926 to 1932, Lexington’s streetcar ridership declined by 40%. On April 21, 1938, the last of Lexington’s streetcars pulled into the bone yard.

The buses didn’t live up to their promotion, but the private automobile was the real end-game anyway. In 1924, 3.7 million automobiles were produced in the United States, rising to 58 million in the 1950s. As of 2021, an estimated 289.5 million private vehicles were clogging American streets and roads, and polluting the air.

The streetcar, generally called light rail today, needs to be put back on the table. Light rail is expensive upfront, so we suggest starting with a short line on Nicholasville Road: a 3.7 mile line, with a dedicated lane on the east side of Nicholasville Road, to run from Cooper Drive to Man ‘O War. Imagine the benefits during rush hour and on game days!

Already 30 U.S. cities have reinvested in light rail, including Cincinnati, Atlanta, and Memphis. Besides the visual appeal of light rail, there are economic benefits. Studies indicate that for every \$10 million of transit investment, business sales increase by \$30 million. Residential properties located near the light rail tend to become 42% more valuable, thus generating greater tax revenue. Light rail reduces individuals' travel time due to less congestion, and yes, there’s a little walking involved, which tends to make people happier and healthier. Transportation is responsible for generating significant quantities of air pollutants, so an electrified light rail system would help our community reduce its pollution load, and the associated adverse health effects. As gas prices fluctuate, but trend upward, light rail is likely to become even more desirable. Light rail can be good for our mental health and well-being: people can relax, read, and socialize. Greater accessibility is also an important benefit. At the end of WWII, the streetcar systems in both Europe and the United States were in desperate need of repair and upgrades. Europe invested in keeping their light rail alive. We lost that opportunity, but it has come again. Light rail technology is well-advanced and Lexington would be well-served to begin considering investment before our current transportation system buckles down under the stress of an increasing population.

For more information: <https://pensacolapark.org/2022/03/26/neighborhood-proposal-for-light-rail-line-on-nicholasville-road/>

HOW TO ORDER A PENSACOLA PARK EMBLEM

Please visit our website www.pensacolapark.org to order any emblems, or write us at pensacolapark@gmail.com. Payment is via paypal, check, or cash. There are three types of emblems you can order:

- Flag. Comes in three colors: 2’x3’ Black, Green, Red (\$85)
- Metal Plaque. Comes in two sizes: 8x8 (\$165) and 5x5 (\$80)
- Stickers. Comes in eight different colors (\$2 each)



PLEASE CONSIDER DONATING TO PENSACOLA PARK NEIGHBORHOOD ASSOCIATION

As an organization we do not currently collect any neighborhood association dues, instead we function off of grants, fundraisers, and donations from the neighborhood. Donations allow us to go after matching grants, buy trees to increase our canopy, improve street conditions, throw community events, and be able to print this newsletter. If you would like to donate, you can either:
(1) Drop off Cash or Check to our GREEN PPNA mailbox at 107 Lackawanna Rd / (2) Use Paypal @ pensacolapark@gmail.com

ABOUT PENSACOLA PARK PRESERVATION SOCIETY AND PENSACOLA PARK NEIGHBORHOOD ASSOCIATION

Pensacola Park Preservation Society is a non-profit 501(c)3 formed by Pensacola Park Neighborhood Association in order to bring together residents and businesses located in the Pensacola Park Nationally Registered Historic Boundary, for the common good of (1) preserving the historic integrity and resources of the area; (2) creating an environment that promotes sustainable and appropriate growth for the neighborhood; (3) providing historic education and assistance to those in the Pensacola Park Neighborhood for the preservation and rehabilitation of historic homes, structures, and landscapes; and (4) Unifying and being representative of all the original streets in the Pensacola Park Historic boundary. Also check us out online at www.pensacolapark.org, and follow us on Facebook @ Pensacola Park Neighborhood Association.

If you have any questions or would like to submit topics or op-eds to Pensacola Park Post, please feel free to write us at pensacolapark@gmail.com. If you would like to stop receiving the free monthly post, please write us and put “stop post” in the heading, along with your physical address. Thank you.

Pensacola Park Neighborhood Association (PPNA) and Pensacola Park Preservation Society (PPPS), our nonprofit, are not affiliated with WGPL Neighborhood Association. PPNA/PPPS represent ALL streets in Pensacola Park Historic District, including: Goodrich, Lackawanna, Nicholasville, Norfolk, Penmoken, Pensacola, Rosemont, Suburban, and Wabash.