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Pensacola Park Post

A Monthly Pensacola Park Neighborhood Association Distribution
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PLEASE CONSIDER DONATING

Please consider donating to the PPNA organization. As an organization we do not collect any neighborhood association dues, instead we function off of grants, fundraisers, and donations from the neighborhood. Donations allow us to apply for matching grants, buy more trees to increase our tree canopy, improve street conditions, throw events, and be able to print this newsletter. If you have enjoyed reading the newsletter these past two years, please consider donating to our organization. If you would like to donate, please find attached a donation envelope for your use. You can drop off the envelope in our neighborhood GREEN mailbox at 107 Lackawanna Road. Please make checks out to Pensacola Park Neighborhood Association. All donations can be considered tax write offs.

NEIGHBORHOOD DIRECTORY FOR PENSACOLA PARK

We are updating the neighborhood directory. If you have any additions, subtractions, or amendments to the directory, please let us know by the end of December. If you are new to the neighborhood and have never received a directory, or if you misplaced your directory and would like a new one, please reach out to us at pensacolapark@gmail.com.

NEXT NEIGHBORHOOD MEETING

Please join us for our next neighborhood meeting December 1st at Hunter Presbyterian Undercroft Room starting at 7 p.m.

HISTORY CORNER: A GOOD NIGHT'S REST by *Rebecca C. Glasscock*

A century ago, as automobiles became a familiar sight, families traveling by car needed safe places to spend the night. The public campgrounds were becoming a bit sketchy. In response, beginning in the 1920s, the U.S. saw the rise of the tourist courts. In Kentucky, arguably the most famous one was Sanders Court and Café in Corbin; the proprietor was, of course, Harland Sanders of KFC fame. The other well-known tourist court is Wigwam Village in Cave City; it is still in operation.

The hotels, which largely served rail passengers, were none too happy about the rise of the tourist courts. Hotel operators, worried about the tourist courts undermining their businesses, suggested that cabins were dangerous dens of who knows what. FBI Director J. Edgar Hoover even claimed that criminals were using the tourist courts as hideouts. But, folks saw the reality with their own eyes and the popularity of the tourist courts grew.

One of Lexington's was Markwell's Tourist Court. In 1935, Harvey Markwell opened a filling station near the intersection of Goodrich and Nicholasville Road. By the late 1930s, tiny outbuildings for guests were available and in the 1940s the main house of the tourist court became Markwell's Restaurant. Zandale, Southland Drive, and the Southern Beltline (the original name of New Circle) were in the future.

Around the same time, a Steiden Stores was built next door (where the Denny's was most recently). In 1945, this Kentucky chain of 31 grocery stores was purchased by Winn and Lovett (which would, in 1955, become Winn-Dixie).

In late 1953, Markwell's changed hands. First it was Mathew's Tourist Court and then Doodles, a popular pizza place. The Mint, Gringo's, Shea's, Furlong's, Sarlina's, the Fortune Cookie, and Casa Galvan followed. Interestingly, for two decades or longer, many locals called it Frank's. Why? Because the building had a big sign advertising Big Frank's Spaghetti Recipe.

Markwell's followed the nationwide trajectory. After WWII, the country saw the rise of the motel (a term coined by the owner of the Milestone Mo-Tel in San Luis Obispo, California). Holiday Inn, Howard Johnson's, and Best Western motels increasingly drew travelers with their higher and more consistent quality standards. And the Interstates finished the job.

Today, on the site where Markwell's Tourist Court stood are T-Mobile, the El Toro Restaurant, and the first few houses on the south side of Goodrich Drive.



'QUIET ZONE' - DAWN OF A NEW ERA FOR THE TRAINS IN LEXINGTON

As many of you have heard, the Rosemont Gardens railroad crossing and four others are scheduled to become a "Quiet Zone." In 2005, the first U.S. cities implemented train whistle "Quiet Zones." Since then, 100s of these zones have been established, including 14 in Kentucky. While the whistle will sound in emergencies, the trains will not announce their approach to vehicular crossings by blasting the whistle. Instead, gates, flashing lights and bells, warning time devices, warning signs alerting drivers of a "Quiet Zone," and power out indicators will be installed to maintain crossing safety.

This issue was first raised about ten years ago, by the former WGPL neighborhood association. At the time, the Urban County Council was unable to fund a study or implement a "Quiet Zone". Neighborhoods throughout the city continued to push the issue, with constituents near the Rosemont, Waller, Greendale, Spurr, and Kearney crossings reaching out to the Council in 2018. Councilmember McCurn, with three of these crossings in his district, took the lead. He requested an independent study, which was completed by Kimley Horn in 2019. Lack of funding continued to be an issue until 2022, when federal grants for infrastructure became available. This time, when the "Quiet Zone" issue was brought to the Council, it passed unanimously.

Neighborhood support for a "Quiet Zone" has been strong for ten years. Most recently, when PPNA notified the neighborhood that funding had been granted for this project, the response was overwhelmingly positive. Of course, the response was not 100% positive, with some neighbors noting their fondness for the train whistles. Many of us do have warm memories associated with train whistles, but there are some very good reasons to tamp down this source of excess noise. Exposure to noise pollution can cause or exacerbate a number of adverse health effects including stress-related illnesses, high blood pressure, speech interference, Type 2 diabetes, hearing loss, sleep disruption, and childhood learning delays. The European Environmental Agency, which has been taking noise pollution seriously for some time, determined that noise pollution ranks second only to air pollution as the environmental exposure most harmful to public health.

Train whistles are a significant source of noise pollution, with decibel levels between 96 (minimum) and 110 (maximum). Normal conversation is about 60 decibels. A decibel level above 85 is considered harmful to human hearing. This decibel level is also damaging to a dog's hearing, so the dog howling as the train goes by may be in pain. More than fifteen minutes of exposure to 100 decibels can result in permanent hearing loss. At 110 decibels, exposure for less than two minutes can result in permanent hearing loss.

Of course, train whistles aren't the only source of noise pollution. Sirens are very loud, and have actually gotten louder over the decades. Some U.S. cities are looking at the alternating high pitch/low pitch sirens found in much of Europe. While the decibel level would still top out at about 118 decibels, the lower frequency would make the sirens less shrill. We can probably expect that Lexington will take on this issue at some point, as the dangers of noise pollution take on more urgency.

Another potential benefit of "Quiet Zones" is economic. In some cities, the train tracks very much separate lower income and minority communities from wealthier communities. Even in cities that don't experience this phenomenon, property values can be adversely impacted by nearby train tracks. The comparatively lower price of a home right next to the train track can be enticing, but the buyer may not have realized they might need to install expensive specialized glass or take other measures to dampen the sound. A renter would likely be stuck with temporary fixes, such as hanging tapestries or window blankets.

Lexington can be commended for joining other cities in addressing the very real issue of noise pollution. Quieting the train whistles is a good first step toward improving the quality of life for those living in neighborhoods adjacent to the train tracks.

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)



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(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. PPNA/PPPS represent ALL streets in Pensacola Park Historic District, including: Goodrich, Lackawanna, Nicholasville, Norfolk, Penmoken, Pensacola, Rosemont, Suburban, and Wabash.