



Neighborhood Bridge

October 2001

TPNA ANNUAL MEETING AT BRISTOL BAR & GRILLE

TPNA will hold its annual meeting at the Bristol Bar & Grille, 1321 Bardstown Rd. on Thursday, **November 1 at 7 PM** in the upstairs meeting room. This year's special guests are:

- Third Ward Alderman **Bill Allison**,
- State Senator **David Karem**,
- leaders from Highlands-area neighborhood associations,
- Stan Collyer.

Free hors d'oeuvres will be served to all in attendance. Please come to meet your elected public officials and public servants. Let them know what's on your mind and give them encouragement for the year ahead. Take this opportunity to greet new residents of the neighborhood, or renew old friendships. Become a TPNA Board member or Volunteer. TPNA needs and welcomes your expertise, your knowledge, your cares and concerns. But most of all we want to meet you. Please join us.

BOARD MEMBER AND TREASURER JACK PITTENGER RETIRES

On September 27 Jack Pittenger submitted a written letter of resignation from the TPNA after serving on the Board and as long time Treasurer since 1993. Jack has been a committed and driving force behind many association sponsored activities including: the Raffle for the TPNA Annual Festival; preparing the newsletter for mailing; and the annual Easter Egg Hunt. As Treasurer, Jack never failed to keep the TPNA Board fully informed of it's fiscal status. The dedication, talents, and the many years of public service Jack Pittenger has given to the TPNA will be missed, but Jack has assured us he will still be an active volunteer at many of the coming TPNA events in the future.

2001 FALL FESTIVAL REPORT

How insignificant a thunderstorm at 1PM on September 9 that threatened the TPNA Fall Festival seems now compared to the events that shook the world just two days later. The rains stopped and the sun came out for most of the rest of the day until just as the last people were leaving when the clouds opened again. Crowds grew as the day progressed and by the time the Ovation Orchestra began at 6 PM the audience seemed equal to that of recent years.

An event that had been missing for at least a decade, pony rides, was very popular with the kids. The people helping with food and drinks remained busy, and raffle ticket sales picked up as the day progressed. Actually, by 7 PM all the raffle tickets were sold - for the first time in recent history.

More than 80 prizes were awarded, the most ever as far as anyone remembers. The \$300 Grand Prize was won by Rich Campbell of Douglass Boulevard, and the \$100 Bonus Prize (which required the winner to be present) was won by Mark Eggen-spiller of Page Avenue. Mark has been a regular at Fall Festivals for years, often checking at the Raffle Booth to see if he had won. This was his first win, and you can count on him to return next year. This year 35 of the winners of raffle prizes lived outside the Tyler Park Neighborhood area.

Thanks to all those who supported this year's Fall Festival as well as those of past years. Profits from this event go toward other TPNA activities throughout the year.

BLOOM ELEMENTARY TO BE PRESERVED AND RENOVATED!

On October 4th a special meeting of the Tyler Park Neighborhood Association Board of Directors was held to hear a final presentation from the Jefferson County Board of Education to preserve and renovate Bloom Elementary School. The innovative plan was presented by Jefferson County Public Schools (JCPS) officials Mike Mulheirn and John Lee. The TPNA Board approved the plan with a subsequent vote. The plan was then presented to the Jefferson County School Board on Monday, October 8th. TPNA President Jeanette Westbrook, Alderman Bill Allison, Upper Highlands Neighborhood Association President Paul Schuhmann, and Belknap Neighborhood Association President Don Osborn each gave presentations urging the JCPS Board to approve the plan. The JCPS Board passed the plan by unanimous vote. The plan will now be presented to Mark Riles of the Kentucky State Board of Education and is expected to be approved. The highlights of the approved JCPS plan include:

- All mechanical, electrical, and plumbing systems will be updated.
- The building will be made fully handicapped accessible.
- A new addition is to be built onto the back side of the present structure.
- No homes on Lucia Avenue would be removed.
- Green space will be provided with input from TPNA.
- Additional parking will be obtained for the school also with TPNA input.

TPNA received support from JCPS Board member **Stephen Imhoff**, Third Ward Alderman **Bill Allison**, Senator **David Karem**, **Stan Collyer**, editor of architectural magazine *Competitions*, Jefferson County Commissioner **Delores Delahanty**, Highland Community Ministries Director **Stan Esterle**, **Tom Fitzgerald**, **The Louisville Historical League**, as well as the following Highlands-area neighborhood associations who reached out to TPNA in solidarity to help support and resolve a community issue of great importance to us all:

- Upper Highlands Neighborhood Association
- Belknap Neighborhood Association
- Cherokee Triangle Association
- Bonnycastle Homestead Association
- Deer Park Neighborhood Association
- German-Paristown Neighborhood Association
- Original Highlands Neighborhood Association
- Highlands-Douglass Neighborhood Association
- Irish Hill Neighborhood Association

CERT (COMMUNITY EMERGENCY RESPONSE TEAM)

The City of Louisville's Emergency Response Department has initiated an innovative, federally funded program, to engage members of the community at large in educational offerings regarding all aspects of emergency management. These sessions will require a nominal time commitment (2-3 hours per week for 6 to 8 weeks). The times and places are completely open to discussion and logistical configuration (evenings and/or weekends). The topics covered include: first aid; basic fire, search, and rescue; becoming aware of hazards that could affect you; identifying special needs individuals; schedules and special circumstances surrounding children and their after-school care or day care facilities.

There will be a sign-up sheet available at the TPNA Annual Meeting on November 1 at the Bristol Bar & Grille. The sign-up sheet will ask for pertinent information regarding convenient times to perform these training sessions. This is a pilot project for CERT, but by no means the last one. There is room for 20 to 25 participants.

For more information contact:

Alderman Bill Allison 574-3902 **Trudi Hoekstra** 451-8995 **Jeanette Westbrook** 451-8207

Significant Transportation Issues Will Impact Lives, Neighborhoods

Alderman Bill Allison

Our City is facing several significant transportation issues that will impact our lives and neighborhoods for many years to come.

I-64 & I-71 LANE WIDENING- This summer plans became public that the Kentucky Transportation Cabinet planned to add one lane in each direction on I-64 from the I-71 split easterly to I-264 at a cost of \$50 million some time prior to the year 2020. Also, plans were revealed that I-71 would be widened from 4 to 6 lanes from I-64 to I-265 prior to the year 2010 at a cost of \$85 million. These plans are documented in the Kentuckiana Regional Planning and Development Agency's (KIPDA) Horizon 2020 Transportation Plan. KIPDA is updating its transportation plan for the Louisville area and you can express your comments about these plans at their website www.kipda.org. KIPDA receives federal and non-federal aid and is responsible for certain special projects among them are the Ohio River Bridges Project and T2 Transportation Tomorrow (Light Rail). Every neighborhood association in the 3rd ward has passed a resolution opposing the widening of Interstate 64.

LIGHT RAIL - TARC's Transportation Tomorrow (T2) Work Group has made its final recommendations regarding the Light Rail route south of downtown Louisville. The revised southern route veers away from I-65 brushing neighborhoods in an effort to increase rider ship. The Light Rail project has been given a "recommended" rating by the Federal Transit Administration last August allowing TARC to proceed with preliminary engineering that includes development of a financial plan, cost estimate, operating and maintenance plans and an environmental statement. The preliminary engineering study will take about two years. Final design should take shape in 2003 and construction hopefully would begin in 2004. The current cost estimate for the 14-mile route between the Gene Snyder Freeway and downtown is about \$575 million. 2007 is the date for at least part of the system to begin operating.

OHIO RIVER BRIDGES PROJECT - This is the largest bi-state transportation project ever undertaken by Indiana and Kentucky. The \$22 million first phase consisting of a preliminary design and the Environmental Impact Statement is to be completed and made public this fall. Public hearings will be held during the formal comment period for citizens to voice their opinions on the Draft Environment Impact Statement. The website for this project is www.kyinbridges.com. The questions to be determined are whether there should be two new bridges, one new bridge or perhaps no new bridge across the Ohio River. Different environmental groups have taken different positions on this issue. CART (Coalition for the Advancement of Regional Transportation) supports light rail and transportation alternatives other than widening our interstates or adding new bridges. River Fields, www.RiverFields.org working to protect the Ohio River corridor since 1959, supports the construction of a bridge parallel to the Kennedy Bridge, rebuilding of Spaghetti Junction and opposes an east-end bridge. The widening of our interstates, the future development of light rail and the question how many new bridges, if any, and their location on the Ohio River are all interrelated issues and need to be addressed jointly and not separately. Since we have made a community commitment to light rail, why don't we move up the timetable for an east-end light rail line to accommodate the projected increased traffic the widening of I-64 and I-71 is supposed to remedy? Would extending the light rail line across the Ohio River attached to an existing bridge alleviate the need for an additional bridge? For sure, if we spend all our money on widening our interstates and building more bridges, it will be harder to obtain funds for and expanded light rail system.

Your input is vitally needed on all these important issues.

"Let's meet at Heine Brothers'..."



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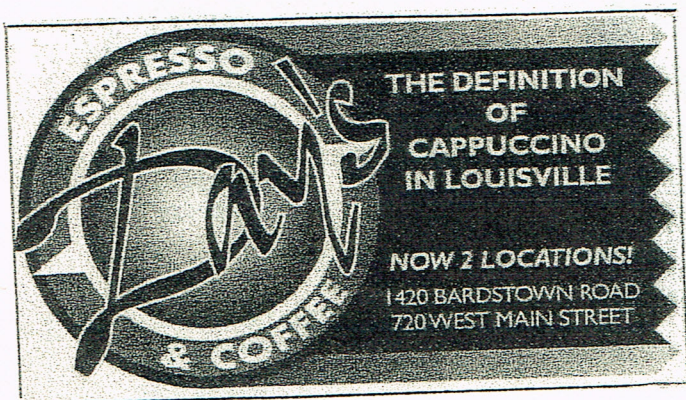
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☐ Individual Membership ☐ Family Membership ☐ Business Membership

Individual and Family Memberships: \$5 Business Membership: \$10

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