

## Speaker 1

Good afternoon. My name is Jennifer Nunn and I live at 1011 Carlisle Avenue in the Oakdale/Wyandotte Neighborhood that will be heavily impacted by the street closure if approved. I am very active in my community and have been recognized as a caring neighbor and effective leader. Today I am here to represent the coalition We Love Taylor Blvd.

We Love Taylor Blvd is a coalition and our members come from the South Louisville Neighborhood, Jacobs Neighborhood, Taylor Berry Neighborhood, Oakdale/Wyandotte Neighborhood and Wilder Park Neighborhood.

We have spent the last several days canvassing and speaking to our neighbors about the street closure application being discussed and we are here today to oppose the street closure. We believe that 4th Street should remain open and current issues with connectedness, safety and walk and bikeability should be addressed.

We are presenting a petition that includes over 150 people that oppose this street closure. Many of which are residents on the streets that would be most impacted by this street closure. The overwhelming response we heard while canvassing is that people who live closest to this section of 4th Street are worried that the shift of traffic will cause accidents and backups. Many of them are concerned at how Churchill Downs is swallowing our neighborhoods.

We ask that this committee take our concerns seriously because as residents of the area we are the best experts you can find. We appreciate your time.

## Speaker 2

My name is Leah Hughes, I am a member of We Love Taylor Boulevard and a resident of Wilder Park at 3915 Southern Parkway, one of the areas most affected by the change in traffic flow caused by the proposed closure of 4th Street.

The main concern I have about this proposed closure is that there is conflicting data regarding road use. The implications on pedestrian safety in our community worry me. A Churchill Downs Traffic Study commissioned during this application process shows less than 500 vehicles a day on 4th Street between Oakdale Avenue & 5<sup>th</sup> Street. However, a Kentuckiana Regional Planning & Development Agency (KIPDA) Traffic Study from 2017 shows 2,900 vehicles per day on 4th Street alone--six times as many cars as reported by Churchill Downs. Additionally, the KIPDA study shows Longfield's daily average traffic is 3,400 vehicles and 5<sup>th</sup> street's daily average traffic is 2,300 vehicles. These are not small margins of difference.

We think this amounts to proof that Winn Ave and two alleys are going to absorb FAR more traffic than Churchill Downs is suggesting. The streets in question are Winn Ave, the alley between 4th Street and Oakdale Ave, and the alley between Winn Ave and Kenton Ave. It recalls the sentiment expressed in Churchill Downs public meeting by the community where no traffic study was available. We feel that this diversion of traffic into areas not designed for high traffic volumes will endanger the many members of our community who bike and walk these areas daily.

National studies have shown that low income populations and populations with high rates of unemployment are at higher risk for pedestrian traffic fatalities. An average of 404 pedestrian-motorist crashes occurs annually in Louisville. In 2005, 30.5% of Jefferson County's residents did not have a motor vehicle license. Our community has many pedestrians who fall into high-risk categories for pedestrian fatalities. We believe this publicly available information further supports our position. If even one neighbor is placed in grave danger by this road closure as they move through their normal routine, provided with no safer alternative than to be crammed in an alley alongside an influx of cars to a place they shouldn't be, we consider that to be a failure for our neighborhood.

We are opposed to this street closure for safety reasons. The plan moving forward needs to address safety, bikeability, and walkability for our community with these two conditions:

1. First, Winn avenue needs sidewalks, striping and a traffic signal to release traffic on to Southern Pkwy. This needs to be done in a way that is considerate of the communities existing parking needs.
2. Second, the alley between 4th Street and Oakdale Avenue needs to be rerouted to 1-way directing traffic from Oakdale Avenue to 4th Street only.

Sources:

- A. KIPDA Traffic Study 2017 - <http://www.kipda.org/Transportation/TrafficCounts/>
- B. Pedestrian safety focus cities, a study paid for by the Federal Highway Administration- [https://safety.fhwa.dot.gov/ped\\_bike/ped\\_focus/louisville.cfm](https://safety.fhwa.dot.gov/ped_bike/ped_focus/louisville.cfm)
- C. KY State Data Center

## Speaker 3

It has long been a desire of Oakdale Residents and the City of Louisville to improve walkability, bikeability and safety, and to do so in partnership with one of the community's largest cultural and economic resources, Churchill Downs. Many people in Oakdale have intergenerational relationships with Churchill Downs and vice versa, both as patrons and employees. The

Oakdale Neighborhood Plan, adopted by the city in 2016, and the Louisville Metro's Bicycle Master Plan, updated in 2018, synthesized some of the community's needs in these areas.

According to the Oakdale Neighborhood Plan, residents want to see an increase in the connection between residents and the Churchill Downs campus as well as an increase in the overall attractiveness and character as a gateway to both Churchill Downs and Oakdale. Residents want improved pedestrian access at the crossing of Longfield Avenue, South 4th Street and South 5th Street and they want an established gateway with "Welcome to the Oakdale Neighborhood" messaging. These points are outlined in Table 8, ID#s M1, M5 and M18.

The City of Louisville's Bicycle Master Plan released by Public Works defines city wide support for reducing the number of miles that Louisvillians drive by providing and improving mobility options. The plan calls 4th Street between Iowa Ave and Longfield Ave a "high demand" segment of the citywide network, specifically in and connecting to the Central Business District. You can find the specifics relating to the 4th Street area on the table on page 30. Many people in our community need these improvements in bike infrastructure and would benefit from them immensely in the future.

We are opposed to this street closure because it reinforces physical and symbolic disconnections between the deeply interconnected Oakdale neighborhood and Churchill Downs. Their plan should include measures to increase connectedness, bikeability, and a shared sense of character with the following conditions:

1. First, we request new streetscape design for Longfield Avenue, including new sidewalks, bike signage and sharrows, lighting, landscaping, and drainage.
2. Second, we ask that the plan include a 3-way stop and crosswalks at the intersection of Longfield Avenue, South 4th Street and South 5th Street.
3. Third, the plan should include a gateway with "Welcome to the Oakdale Neighborhood" messaging at Longfield Avenue at South 4th Street and South 5th Street.

Thanks for your consideration.

Sources:

- A. Oakdale Neighborhood Plan 2016-  
[https://louisvilleky.gov/sites/default/files/advanced\\_planning/oakdale\\_adopted\\_plan\\_oct\\_2016.pdf](https://louisvilleky.gov/sites/default/files/advanced_planning/oakdale_adopted_plan_oct_2016.pdf)
- B. Louisville Metro's Bicycle Master Plan 2018-  
[https://louisvilleky.gov/sites/default/files/bike\\_louisville/2014\\_pdfs/louisvillemetro\\_bikemasterplan\\_2018-2020\\_final.pdf](https://louisvilleky.gov/sites/default/files/bike_louisville/2014_pdfs/louisvillemetro_bikemasterplan_2018-2020_final.pdf)

## Speaker 4

My name is Toni. I've worked for a community yoga non profit for 3 yrs. I'm a member of Jacobs Neighborhood Association and Why Not Wyandotte community group. We would like to establish on the record that we suspect that Churchill Downs will deny responsibility for these safety concerns and community desires as they have done in the past. We believe that Churchill Downs needs to be held to their duty of being a good and responsible neighbor. Their record does not support them being such.

Churchill Downs attended every meeting that was held to create the Oakdale Neighborhood Plan. They even held a seat on the advisory committee. They are well aware of the desires of the community and the plans approved by the city. Churchill Downs made commitments to the community through that planning process. They have not followed through on their commitments! Now they have proposed this plan. A plan that will make the existing neighborhood concerns we have outlined even worse. These streets are connected and our daily lives are affected by the changes made to them. Churchill Downs is one of the most powerful companies in this city. There are many opportunities for Churchill Downs to be a good and responsible neighbor. Instead they are using their power to take more and more from this community without giving anything back.

The City needs to stop this pattern of allowing these proposals to go forward without much scrutiny. The City should be supportive in our request for Churchill Downs to stop their exploitative development. The City should help us keep Churchill Downs transparent about their long term development plans because they include changes that affect the neighborhoods that surround them.

As community members we recognize that our voice has been absent in the past. I was not born in Louisville. I'm from Chicago. One of my favorite places to live was on the South Side. I think it's why I connect so well to the South End. On the south side of Chicago, We could sit on the front porch and watch the Bud Billiken Parade go down our street. The Bud Billiken Parade has been an annual event since 1929. It is considered the second largest parade in the U.S. It hosts a variety of celebrities and raises money for college scholarships. Many times in my life during one of the parades we would forget charcoal or run out of some ingredients. We could go to the store and come back during the parade without much hassle. Churchill Downs locks people out of the area for the better part of a week during Derby and not a single scholarship or road fixture is seen anywhere. Yet from 2016-2018 they've spent over 37 million in upgrades and expansion in their north section alone.

Yes before our voices were absent from these discussions. We are here today and we will be here in the days, months, plans to come. We ask again that this committee take our concerns and requests seriously because as residents, we are the best experts you will find on what is good for our area. Thank you for your time.

Sources:

- [https://www.wdrb.com/news/neighbors-voice-concerns-with-churchill-downs-plan-to-permanently-close/article\\_cf0afdac-b977-11e9-9b17-2373f69daecf.html](https://www.wdrb.com/news/neighbors-voice-concerns-with-churchill-downs-plan-to-permanently-close/article_cf0afdac-b977-11e9-9b17-2373f69daecf.html)
- <https://www.courier-journal.com/story/entertainment/events/kentucky-derby/2018/06/13/churchill-downs-neighbors-want-track-change-parking/699223002/>
- [https://www.churchilldowns.com/racing-wagering/news/churchill-downs-to-invest-\\$37-million-on-expansion-and-upgrades](https://www.churchilldowns.com/racing-wagering/news/churchill-downs-to-invest-$37-million-on-expansion-and-upgrades)