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## **Biking & Walking News**

**Ira S. Weiss, Editor**

**February 15, 2010**

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ANNOUNCEMENTS

Fairfield Heritage Trail Association Meeting

RESCHEDULED TIME & PLACE

Monthly meeting agenda – February 16, 2009 – 6:00 pm

Donato's West, 920 W. Fair Ave., Lancaster (east of Pierce Ave.) 654-6444

NOTE: AGENDA MAY BE ADJUSTED TO FACILITATE MEETING FLOW

- 1) CALL TO ORDER**
- 2) APPROVAL OF January 12, 2009 MEETING MINUTES**
- 3) REPORTS**
 - a) President's report
 - b) Treasurer's report
- 4) REPORTS ON/DISCUSSIONS OF ONGOING ITEMS**
 - a) Safe Routes to School
 - b) Lancaster Trail Update
 - c) Johns Trail Update
 - d) Other new trail information
 - e) Signs and educational opportunities on Lancaster Trail
 - f) Trail cleanups
 - g) Dues and memberships
 - h) T shirts
 - i) Other ongoing items
- 5) NEW BUSINESS**
 - a) MORPC COG meeting
 - b) FRPC Active Transportation Plan bicycle route signage
 - c) Thank you notes
 - d) Other new business
- 6) ADJOURN**

www.fairfieldheritagetrail.org

MORPC Safe Routes to School Workshop and Webinar 2-23-10

In 2009, 3,368 schools from all 50 states participated in Walk to School Day. Ohio had 130 cities register, while Central Ohio had 40 schools within 18 cities participating in Walk to School. MORPC is continuing its efforts to promote safer and improved streets, healthier habits by encouraging physical activity, and environment conservation by reducing traffic congestion and pollution.

Throughout each month in 2010 MORPC will profile a Central Ohio school district that participated in Walk to School. Please click [here](#) to view our February pick: Upper Arlington City Schools.

MORPC will kick-off its first Safe Routes to School workshop for 2010 on **Tuesday, February 23, 2010 from 10am – 12pm at MORPC, in the Scioto Conference Room** The agenda is below.

Also, you are invited to the webinar, **Active and Safe Routes to School**, Presented by Tools of Change, directly following our meeting from 12pm – 1:30pm. This webinar will be held in MORPC's **Muskingum Conference Room**. You can attend this webinar for free. **Please RSVP** by replying to this e-mail by Friday, February 19th.

I also encourage each of you to sign up for the statewide conference "Healthy Communities, Active Transportation" on March 30th. The conference is free of charge and will cover many topics related to promoting walking and biking. More information is available here: <http://www.dot.state.oh.us/hcat>.

If you have any questions, please feel free to contact me. Parking passes will be e-mailed on Monday, February 22nd to those that have RSVP'd. Thank you again for helping making 2009 Walk to School such a success.

Safe Routes to School Workshop Agenda

- I. Welcome and Introduction
- II. Overview of Safe Routes to School & Examples of Funded Projects— Julie Walcoff, ODOT
- III. First Look at School Pool Program—Janet Berardi, MORPC
- IV. Summary of Last Workshop—Amanda McEldowney, MORPC
- V. Closing Remarks & Next Steps

Amanda McEldowney

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MORPC SEEKS MORE RESPONSES TO REGIONAL PLAN SURVEY FOR CENTRAL OHIO DEADLINE EXTENDED TO FEBRUARY 21

(Columbus – February 5, 2010) The Mid-Ohio Regional Planning Commission (MORPC) is seeking more responses to its Shaping our Future: the Regional Plan for Central Ohio survey. The first such plan for MORPC, it includes Delaware, Fairfield, Fayette, Franklin, Knox, Licking, Madison, Marion, Morrow, Pickaway, Ross and Union counties. The plan will incorporate elements on energy, air and water quality, local food, housing, land use, transportation, waterways and the economy. MORPC is currently collecting input to clarify plan goals and expected outcomes, and is traveling around the region asking community leaders and the public

what would make them proud to call central Ohio home. Everyone is encouraged to participate in the goals process by completing a more in depth survey on the website <http://regionalplan.morpc.org> by February 21, 2010.

MORPC's goal for survey responses is 10,000. To date, MORPC has received approximately 6,000 responses to the survey. The responses from many outlying counties are currently under the targeted response rate.

"We've had a great response from the community regarding MORPC's regional planning efforts, but we still need to hear from more residents. We want to make sure everybody's voice is heard, not just the usual suspects who are urban planner junkies- we want to make sure the goals developed from this outreach truly reflect the wishes for the people of central Ohio," states Nancy Reger, MORPC's Deputy Director of Transportation.

A five step process was created to help develop the plan:

- 2009 - Identify the plan's vision and goals.
- 2010 - Scenarios and policies will be developed.
- 2010 - Scenarios and policies evaluated based on the established goals.
- 2011 - Recommendations, action steps and performance measures will be discussed throughout the region.
- 2012 - The regional plan will be presented for discussion to community leaders and the public.

The plan is scheduled for adoption in the spring of 2012. Additional information about the plan is available at <http://regionalplan.morpc.org>. The website will be frequently updated and public discussion about the plan will be sought throughout its development.

MORPC is a voluntary association of 47 local governments in central Ohio. It serves the region through planning, direct services, developing public policy, innovative programming, and coordinating intergovernmental services in the areas of transportation, land use, energy conservation, the environment and housing.

Bernice Cage

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MORPC State of the Region Luncheon

Please save the date for yourself and share the enclosed message with your colleagues, peers, members, and staff.

Save The Date. Tuesday, May 4, 2010.

State of the Region Luncheon.

11 Am - Reception. 12 Noon - Luncheon and Awards.

Presented by the Mid-Ohio Regional Planning Commission.

Greater Columbus Convention Center, Battelle Grand Ballroom, 400 North High Street, Downtown Columbus.

Join us and over 1,000 of central Ohio's of central Ohio's top political, business and civic leaders as we focus on our region's health, vision, and prosperity.

For additional information please contact Amy Lowe at alowe@morpc.org or visit www.morpc.org.

Thank you very much. We look forward to seeing you there. Chester

Bike tour to benefit Recovery Center's mission

By MORGAN DAY • The Eagle-Gazette Staff •

February 11, 2010

LANCASTER -- Community members are ironing out details for the county's first Tour de Cause, a bicycle ride aimed at raising funds and awareness of drug addiction. The brainchild of The Lancaster Cause, this year's bike tour could include more than 200 riders and raise thousands of dollars for the Recovery Center, a drug and alcohol treatment facility in Lancaster. The July 17 ride begins at the Ohio University Lancaster Campus and takes riders on a tour of the county's covered bridges. It offers rides in legs of 10, 35, 62 and 100 miles. The Lancaster Cause committee, founded in late 2009, wanted to raise awareness of a widespread and often overlooked problem within Fairfield County, Tour de Cause Director Dan Peters said.

<http://www.lancastereaglegazette.com/article/20100211/NEWS01/100211002/-1/NLETTER01/Bike-tour-to-benefit-Recovery-Center-s-mission?source=nletter-news>

Minnesota Job Opening

The Bicycle Alliance of Minnesota is accepting applications for the full-time position of Education and Technical Assistance Program Manager and part-time position of Administrative Assistant. The announcement and position descriptions are both posted on the BikeMN.org web site on the news page. The direct link is: http://www.bikemn.org/news_detail.cfm?id=F9395B3A-81B4-4B73-B03E-406C2B57FBB8

If you have any questions please let me know.

Dorian Grilley

Executive Director

Bicycle Alliance of Minnesota

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You are invited to 2 upcoming ITE webinars which will be hosted at MORPC:

Tuesday Feb. 23rd 12:00-1:00 pm: General Overview of the 2009 MUTCD

Thursday Feb. 25th 3:00-4:00 pm: 2009 MUTCD: Pedestrians And Bicyclists

Both webinars will be held in the **Scioto Conference Room** (our large conference room) at MORPC, 111 Liberty St., Suite 100, Columbus OH 43215. Here is a [map with directions](#).

Please RSVP to agodwin@morpc.org by replying to this e-mail, indicating whether you would like to attend the webinars on Feb. 23, Feb. 25, or both. Parking passes will be provided after you have RSVP'd.

Professional development: Each webinar is approved for 1 PDH.

Full details about these webinars are below.

Thank you,

Ariel Godwin, MORPC

(614) 233-4123

Tuesday Feb. 23rd 12:00-1:00 pm: General Overview of the 2009 MUTCD

Credit: 1.0 PDH

Instructor: Hari Kalla, MUTCD Team Leader, FHWA

The Federal Highway Administration (FHWA) released a comprehensive update to the Manual on Uniform Traffic Control Devices (MUTCD) on December 16, 2009. ATSSA in cooperation with AASHTO and ITE is hosting four Web briefings that will give an overview of the changes from 2003 to the new 2009 MUTCD. The MUTCD is the national standard for all traffic control devices, including traffic signs, pavement markings, signals and any other devices used to regulate, warn, or guide traffic. Ensuring uniformity of traffic control devices across the nation.

For complete details, see this link: http://www.ite.org/education/webinars_NPAMUTCD.asp

Thursday Feb. 25th 3:00-4:00 pm: 2009 MUTCD: Pedestrians And Bicyclists
CREDIT: 1 PDH

The briefing will focus on the significant revisions that have been made to the standards, guidance, and options that are included in the 2009 MUTCD regarding traffic control devices, including signs, pavement markings, and traffic control signals with a special emphasis on those changes that directly affect pedestrians and bicyclists.

LEARNING OBJECTIVE: At the conclusion of the course, participants should be able to: Identify the significant revisions that have been included in the 2009 MUTCD with a special emphasis on those changes that directly affect pedestrians and bicyclists.

INSTRUCTORS:

Bruce E. Friedman

Scott Wainwright

Full details: http://www.ite.org/education/webinars_MUTCD.asp (scroll down)

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SAFETY

Texting ban up for committee review

Wednesday, February 10, 2010 1:30 PM

By NATE ELLIS

ThisWeek Staff Writer

Pickerington City Council's safety committee this month is slated to discuss whether viewing or sending text messages while driving should be prohibited. On Feb. 17, council's safety committee is expected to consider passing on legislation to the entire city council that would ban texting while driving in Pickerington. If approved, Pickerington would join the ranks of a growing number of states and Ohio communities that have already outlawed motorists from viewing, composing or sending text messages while behind the wheel. "The intent is to learn everything we can about this," Councilman Jeff Fix said. "From what I understand, there's enthusiasm on council." Last November, Fix asked fellow council members to consider a ban on texting while driving after a single-vehicle crash occurred outside his home on Paisley Court. He said the 16-year-old driver

indicated she had been texting just prior to colliding with a tree.

<http://www.thisweeknews.com/live/content/canalwinchester/stories/2010/02/10/0211cwtexing-ban ln.html?sid=104>

Editorial: Drivers, stop texting

Federal ban on messaging by truckers could help state laws win approval

Tuesday, February 9, 2010 2:56 AM

Texting and driving are a dangerous mix, just as hazardous as drunken driving. And as studies and statistics make this clear, laws prohibiting texting at the wheel have gained momentum at all levels of government. The laws are a proper response to an unfortunate fact: Without them, many drivers will not put down their cell phones and other messaging devices to keep their eyes on the road. Such careless people threaten themselves, their passengers and everyone in their vicinity. At the federal level, the Department of Transportation recently issued a rule that bans texting on hand-held devices at the wheel by interstate commercial truck and bus drivers. Depending on the circumstances, drivers in violation face civil or criminal charges and fines up to \$2,750.

Transportation Secretary Ray LaHood admitted that enforcement will be a challenge but that officials are committed to the effort. Although many companies ban employees from using cell phones and computers while driving on the job, some employees don't comply. The new rules follow by two weeks LaHood's participation in the introduction of a new group, FocusDriven, which aims to offer support to the families of victims of people injured or killed in accidents caused by drivers distracted by cell phones and other devices. The group, patterned after Mothers Against Drunk Driving, will be effective if it helps raise awareness of the dangers of cell-phone use at the wheel and champions appropriate legislation.

http://www.dispatch.com/live/content/editorials/stories/2010/02/09/NOTEXTed.ART_ART_02-09-10_A8_H5GHO2P.html

A law in theory

Sure, you're supposed to clear your sidewalks, but Columbus never issues citations

Thursday, February 11, 2010 3:27 AM

By Charlie Boss and Robert Vitale

THE COLUMBUS DISPATCH

Mayor Michael B. Coleman brags often about efforts to make Columbus more pedestrian- and bicycle-friendly. The city has spent millions installing sidewalks and trails in the last three years and plans to spend millions more. But Columbus rarely if ever enforces a longstanding city law requiring property owners to clear sidewalks, officials acknowledge. And bike trails aren't part of a city snow-removal plan that focuses almost exclusively on roadways. "There's a reason to have roads cleared as a priority," said mayoral spokesman Dan Williamson, citing the danger of driving on slick roads. Where should enforcing the sidewalk-clearing law rank as a city priority? "We'd like to have enough code enforcement out there so nothing ever falls through the cracks. A city budget can't afford that," he said... Jeff Stephens, who leads Columbus' Transportation and Pedestrian Commission and runs a group called Consider Biking, said the city has made huge strides in the past decade to accommodate walkers and bicyclists. Snow-removal policies will expand as more people get around on two wheels or two feet, he predicted. "Some cities we aspire to be like they have a whole fleet just for their off-road paths," he said.

http://www.dispatch.com/live/content/local_news/stories/2010/02/11/sidewalks_and_snow.ART_ART_02-11-10_A1_KCGIDQ0.html?sid=101

HEALTH

New bill would kick junk food out of school

Tuesday, February 9, 2010 3:04 AM

By Gardiner Harris

THE NEW YORK TIMES

WASHINGTON -- The Obama administration will begin a drive this week to expel Pepsi, French fries and Snickers bars from the nation's schools in hopes of reducing the number of children who get fat during their school years. In legislation, soon to be introduced, candy and sugary beverages would be banned, and many schools would be required to offer more nutritious fare. To that end, Agriculture Secretary Tom Vilsack was to deliver a speech yesterday at the National Press Club in which he was to insist, according to excerpts provided to the *Times*, that any vending machines that remain in schools be "filled with nutritious offerings to make the healthy choice the easy choice for our nation's children." The event was canceled because of the weather. The first lady, Michelle Obama, said last month that she will lead an initiative to reduce childhood obesity, and her involvement "shows the importance all of us place on this issue," Vilsack said.

http://www.dispatch.com/live/content/national_world/stories/2010/02/09/copy/junk_food_schools_nyt_0209.ART_ART_02-09-10_A3_B1GHQH0.html

February 8, 2010

A Federal Effort to Push Junk Food Out of Schools

By GARDINER HARRIS

WASHINGTON — The Obama administration will begin a drive this week to expel Pepsi, French fries and Snickers bars from the nation's schools in hopes of reducing the number of children who get fat during their school years. In legislation, soon to be introduced, candy and sugary beverages would be banned and many schools would be required to offer more nutritious fare. To that end, Agriculture Secretary Tom Vilsack will deliver a speech Monday at the National Press Club in which he will insist, according to excerpts provided to The Times, that any vending machines that remain in schools be "filled with nutritious offerings to make the healthy choice the easy choice for our nation's children." The first lady, Michelle Obama, said last month that she would lead an initiative to reduce childhood obesity, and her involvement "shows the importance all of us place on this issue," Mr. Vilsack said. The administration's willingness to put Mrs. Obama's popularity on the line is a calculated bet that concerns about childhood obesity have become so universal that the once-partisan fight over who should control school food offerings — the federal government or school boards — has subsided. But Republican support is far from certain. Senator Saxby Chambliss, a Georgia Republican and the ranking member on the Committee on Agriculture, Nutrition and Forestry, met at the White House with Mrs. Obama on Tuesday to talk about childhood obesity. And while Mr. Chambliss released a statement saying that "schools play an important role in shaping nutrition habits of young children," an aide refused to say whether he would support a ban on junk foods.

<http://www.nytimes.com/2010/02/08/health/nutrition/08junk.html?th&emc=th>

First lady rolls out program to fight childhood obesity

Wednesday, February 10, 2010 3:11 AM

By Katherine Skiba

Chicago Tribune

WASHINGTON -- First lady Michelle Obama has launched "Let's Move," her biggest-ever campaign, aimed at conquering childhood obesity within a generation. Yesterday's roll-out came with the news of some early successes, highlighted by the first lady and her aides. Some key developments: • The American Beverage Association has committed to putting clear, front-of-pack calorie labels on cans, bottles and vending machines within two years. • The American

Academy of Pediatrics will call on its physician-members to regularly monitor the body mass index for children age 2 years and older. • Major suppliers of food to school cafeterias have pledged to cut sugar, salt and fat and increase whole grains and produce. • About 40 executives of major food producers and agribusinesses indicated in an open letter they will join the first lady in promoting healthy eating.

http://www.dispatchpolitics.com/live/content/national_world/stories/2010/02/10/copy/Michelle_Obama_CT.ART_ART_02-10-10_A3_JKGI4BD.html?adsec=politics&sid=101

FIGHT AGAINST CHILDHOOD OBESITY

First lady to roll out her initiative

Monday, February 8, 2010 3:10 AM

By Nancy Benac

ASSOCIATED PRESS

WASHINGTON -- By now, it is abundantly clear that Michelle Obama loves french fries. The first lady talks about this "guilty pleasure" all the time, trying to ward off any notion that she is a nutrition nanny even as she cajoles Americans to eat better. Now, her conversation with the public about the nation's health and fitness is about to get a lot more pointed. After laying the groundwork for nearly a year, she plans to launch a campaign on Tuesday against childhood obesity that she hopes will change the way millions eat, exercise, look and feel. To succeed, she will have to take on powerful forces that have left one-third of U.S. children overweight:

http://www.dispatchpolitics.com/live/content/national_world/stories/2010/02/08/copy/mrs_obama.ART_ART_02-08-10_A1_QOGHFF.html?adsec=politics&sid=101

Obese youngsters far more likely to die early

Pre-diabetes also adds risk, study concludes

Thursday, February 11, 2010 3:08 AM

By Roni Caryn Rabin

THE NEW YORK TIMES

A rare study that tracked thousands of children through adulthood found the heaviest youngsters were more than twice as likely as the thinnest to die prematurely, before age 55, of illness or a self-inflicted injury. Youngsters with a condition called pre-diabetes were at almost double the risk of dying before 55, and those with high blood pressure were at some increased risk. But obesity was the factor most closely associated with an early death, researchers said. The study, published today in *The New England Journal of Medicine*, analyzed data gathered from Pima and Tohono O'odham Indians, whose rates of obesity and Type 2 diabetes soared decades before weight problems became widespread among other Americans. It is one of the largest studies to have tracked children for several decades after detailed information on weight and risk factors such as high cholesterol were gathered. "This suggests that obesity in children, even prepubescent children, may have very serious long-term health effects through midlife -- that there is something serious being set in motion by obesity at early ages," said Helen C. Looker, senior author of the paper. "We all expect to get beyond 55 these days."

http://www.dispatch.com/live/content/national_world/stories/2010/02/11/nyt_obesity_0211.ART_ART_02-11-10_A7_FPGICTO.html

Editorial: A good cause

First lady can do much to improve children's health

Friday, February 12, 2010 2:58 AM

First lady Michelle Obama has chosen a challenging but achievable mission to tackle from the bully pulpit she occupies: changing the bad habits that have left one in three children in the United States obese. Given the toll that obesity takes on America's health -- the obese spend 42 percent more than the average on health care, and Americans spend nearly \$150 billion on obesity-related health problems each year -- if she succeeds, she could do more to lower health-care costs in the future than anything so far accomplished by Congress and her husband. She

also has sketched out a realistic timetable, predicting that it will take at least a generation to bring about the changes in attitude needed to reverse decades of increasing fat and declining health. It's no small or simple task, in a country where fattening food is plentiful and cheap, physical activity is easily avoided and poverty is more likely to lead to obesity than to hunger. While many factors contribute to a complex problem such as childhood obesity -- everything from food-commodity subsidies to transportation policy can play a role -- the first lady's influence might be most effective in changing the everyday family routines that can make an enormous difference. http://www.dispatch.com/live/content/editorials/stories/2010/02/12/obie.ART_ART_02-12-10_A12_A1GIA6M.html

Schools should set example at breakfast

Friday, February 12, 2010 2:58 AM

I was disappointed to read in the Sunday *Dispatch* article, "Meal service trying new recipes" that school administrators in Columbus want to increase the number of children in their free-breakfast program by spreading the word that they can have Pop-Tarts and pancakes with lots of syrup. In the same week that first lady Michelle Obama is kicking off a childhood-obesity-awareness campaign, one of the first things the schools should be aware of is that sugar makes a bad breakfast. Shouldn't we be getting them to eat fruit, eggs, dairy and whole grains, instead? http://www.dispatch.com/live/content/editorials/stories/2010/02/12/Bacon_ART_02-12-10_A12_A1GIB44.html

School not the place for weight police

February 14, 2010

It doesn't take a scientific study to determine that Americans, on the whole, weigh more than they used to. At times it seems like we are in the midst of a fitness revolution, but the sad truth is for every person signing up for a 5K race there are 10 people planning out their TV watching schedule for the next month. There are been a lot of talk most recently about the prevalence of obesity in children. Most of the solutions we have heard are centered around school. There is a campaign to remove vending machines that dispense sodas and sweet snacks. There is a proposal to have every child in Ohio participate in 30 minutes of supervised physical activity every school day. Schools are being asked to weigh and measure students to determine their body mass index. We have no problem with the regulation of snacks and drinks in vending machines. If schools are to be a place of enlightenment, perhaps more thought should be given to the type of snack foods offered. Asking schools to have students participate in 30 minutes of supervised activity each day sounds to us like one of those good intentioned ideas that are unworkable and impractical. The average school day is already packed. Schools and students are charged from elementary school on to reach certain academic goals. For most students, it takes every minute of every day in school to get there. Measuring and weighing students, seems to us, a little invasive. We can take it as a given that most Americans don't eat as well as they could. If the purpose of weighing and measuring students is to find out who might need information on exercise and proper nutrition, we would argue that you don't need to confine that information to the overweight. Even the parents of fit children might benefit from such material. If the purpose of the weighing and measuring is to track progress, we would argue that there are too many variables outside the control of the school to draw any conclusion from that data. Children aren't overweight because of school. Children are overweight because they learn unhealthy habits at home. Efforts to curb obesity in the United States should be directed to where it starts - our homes. Let the schools concentrate on academics. <http://www.marionstar.com/article/20100214/OPINION01/2140306/1014/OPINION/School-not-the-place-for-weight-police>

LOCAL NEWS

Grant gives city \$3.5 million to widen Hilliard-Rome Road

* The project is one of 14 in Central Ohio partially funded with a state grant.

By KEVIN CORVO

Published: Thursday, February 11, 2010 4:24 PM EST

The widening of Hilliard-Rome Road south of Roberts Road is among 14 local projects to qualify for a grant from the state of Ohio. The city of Columbus will receive a \$3.5 million from the Ohio Public Works Commission to help pay for a fraction of the \$18 million project to widen Hilliard-Rome Road from Roberts Road south to Interstate 70. The Hilliard-Rome Road project and 13 other projects are among those the District 3 Public Works Integrating Committee recommended for grant funding to the Ohio Public Works Commission. Franklin County Engineer Dean Ringle leads the District 3 committee. Members of the Public Works Integrating Committee from multiple districts in Ohio make recommendations for funding, and the Ohio Public Works Commission funds a selection of the proposed projects, typically including roads, bridges, storm and sanitary sewers, and water lines. The city of Hilliard recently finished a widening project of the same road from the city limit, just north of Roberts Road, north to Scioto-Darby Road. The Hilliard widening project is linked to the future Columbus project as both draw from the same environmental study, said Hilliard Service Director Butch Seidle. The project to improve Hilliard-Rome Road south of Roberts Road will include new pavement, sidewalks, curbs and gutters. New bicycle lanes, storm sewers and streetlights also are part of the improvement project.

http://www.snponline.com/articles/2010/02/13/westland_news/news/wnlhlwiden_20100205_1200pm_1.txt

Dublin to add parking in bid to slow traffic

45 spaces will be in Historic District downtown

Friday, February 12, 2010 3:05 AM

By Holly Zachariah

THE COLUMBUS DISPATCH

The addition of a few dozen on-street parking spaces in Dublin will dramatically change the traffic flow through the downtown this summer. The City Council has given City Manager Terry Foegler the green light to add as many as 45 parallel parking spaces in the Historic District, most of them along Bridge Street (Rt. 161) in the heart of the city. The plan is to eliminate two lanes of traffic along Bridge Street during certain hours -- 7 p.m. to 6 a.m. on weekdays and perhaps additional hours on weekends -- and allow free parking in those curb-side lanes instead. Thirteen spaces would be added at Bridge and High streets, some in front of the Bri-Hi development under construction on the northwest corner and others in front of the popular Jeni's ice cream shop and Starbucks. Other spaces would be closer to Dublin Community Church and Dublin Cemetery. Business owners and city leaders say that won't solve the area's parking problems, but it can't hurt, either... The hope is that cars parked along the busy street will slow traffic and that pedestrians will feel safer. "People fly, absolutely fly, down Bridge Street, to the point where sometimes you don't even feel safe bringing your kids down because it's too stressful," said Eric Leslie, president of the Historic Dublin Business Association. "Our hope is that those parked cars will create a barrier between the traffic and the sidewalk and allow pedestrians to relax." Leslie said Historic District business owners largely are pleased with the plan but remain concerned that, because of the limited hours, parking still will be a problem during peak times, such as the lunch and dinner hours. Foegler said the additional parking is just one part of a plan. He also is studying options for valet parking and for ways that downtown employees can park outside the district and be shuttled in. He also hopes to better use the 948 privately owned parking spaces in the area. The street parking spaces are to be added in June. In addition, the city will install color-coded maps and kiosks that will help people locate parking and the businesses and attractions in the district. The changes are all part of Foegler's plan to redevelop the area and create a more walkable urban district, something akin to the Short North or German Village.

http://www.dispatchpolitics.com/live/content/local_news/stories/2010/02/12/copy/DUBPARK.ART_ART_02-12-10_B2_Q4GIN04.html?adsec=politics&sid=101

Dublin looking for parking solutions in historic district

Friday, February 12, 2010 5:18 PM

By JENNIFER NOBLIT

ThisWeek Staff Writer

Historic Dublin could soon benefit from some of the findings of the ongoing Bridge Street corridor study. During the Feb. 9 Dublin City Council meeting, City Manager Terry Foegler updated council members on a few short-term strategies that deal with parking in Historic Dublin, including possible parallel parking during non-peak hours. Foegler said the corridor study has led to a few ideas that are "by no means analysis," but "we wanted to share with you some strategies we want to move forward with." The consulting team from Goody Clancy and Associates, with help from the city administration, has identified portions of Bridge, North High and North streets where parallel, on-street parking spots could be established, Foegler said. The plan would do more than add much needed parking spaces to the historic district. On-street parking would also provide a more pedestrian-friendly atmosphere and offer a less-costly parking solution for the city, Foegler said. <http://www.thisweeknews.com/live/content/dublin/stories/2010/02/10/Historic-Dublin-parking.html?sid=104>

ODOT nearly ready to start on Hamilton-270 ramps

Wednesday, February 10, 2010 1:13 PM

By LORI WINCE

ThisWeek Staff Writer

Improvements to Interstate 270 ramps at Hamilton Road, slated for this year, are expected to relieve traffic congestion in the area. Gahanna city engineer Karl Wetherholt said council would need to consider emergency legislation Feb. 15 on an agreement with the Ohio Department of Transportation. ODOT needs the agreement by March 15, he said. The I-270 ramp improvements are expected to be completed this year. According to information from ODOT, the ramps off I-270 at Hamilton Road will be consolidated with Hamilton and Morrison roads, "eliminating the free-flow I-270 exit ramps to northbound and southbound Hamilton Road."

http://www.thisweeknews.com/live/content/gahanna/stories/2010/02/10/0211rfodot-i270_in.html?sid=104

Galena will ask for more grant funds

Saturday, February 6, 2010 6:26 PM

By CHRIS ALEXIS

ThisWeek Staff Writer

Galena hopes to get more money from the Ohio Public Works Commission for its reconstruction of Walnut Street. The project is divided into three phases. In August, the OPWC approved a \$190,999 grant for phase one. Galena in October applied for a \$292,500 OPWC grant for the second phase of work. That phase will reconstruct Walnut Street from High Street to Holmes Street, village service director Scott Jamison has said... The sidewalk must be widened from 42 to 48 inches to comply with the Americans With Disabilities Act. The new width will let two wheelchairs pass each other on the sidewalk, Jamison has said. Galena officials plan to make an application for phase three this fall, Jamison said.

http://www.thisweeknews.com/live/content/sunbury/stories/2010/02/06/0207sugalena-more-funds_in.html?sid=104

Genoa seeking funding to improve McNamara Park

Wednesday, February 10, 2010 1:36 PM

By CHRIS ALEXIS

ThisWeek Staff Writer

Genoa Township officials are seeking funding to improve McNamara Park. Assistant administrator Joe Clase said he's looking at grant funding for two new tennis courts and additional trails. Both projects likely will go into construction in 2011. The tennis courts have a projected cost of \$83,500. Officials are seeking a grant worth \$19,468 from the Ohio Department of Natural Resources NatureWorks program, Clase said. Officials also want to add about 1.5 miles of trails to the park, Clase said. The projected cost is \$167,170, Clase said. Township officials are requesting a \$100,000 grant from the Recreational Trails program, also from the Ohio Department of Natural Resources. Genoa officials expect to seek help from the Delaware County commissioners to make the trail ways compliant with the Americans With Disabilities Act. Improvements to intersections and access points are needed, Clase said.
http://www.thisweeknews.com/live/content/olentangy/stories/2010/02/10/0211pomcnamara-park_in.html?sid=104

Planner says Town Center focus should be homes - not retail

(by Andrea Cordle, Southwest Editor - February 02, 2010)

"The Town Center is never going to be a retail hot spot, but it could be a great urban neighborhood," said Frank Elmer, city planner with Lincoln Street Studios. Elmer presented his vision of the Town Center revitalization plan at the Jan. 26 special Grove City Council meeting. Elmer believes city leaders should focus on housing development in the downtown area. He said by building sidewalks and planting trees, developers would want to build. Then more business owners would come. The city has been working on a Town Center revitalization plan for several years. It has seen many businesses come and go. Elmer told city leaders the sales performances of existing business in the area "are distressing." "They are showing signs of failure." Lincoln Street Studios conducted a market analysis of the Town Center. They found retail space occupies 90,000 square feet downtown, which Elmer said is pretty small.
<http://www.columbusmessenger.com/NC/0/7770.html>

Two Hilliard boys struck by car were jaywalking

By KEVIN CORVO

Published: Wednesday, February 10, 2010 9:14 AM EST

Two Hilliard Darby High School students were transported to Nationwide Children's Hospital after a vehicle struck both students at about 8 a.m. Monday, Feb. 8, Hilliard police said. The boys, one a 15-year-old from Stoneybrook Boulevard and the other a 14-year-old from Thunderbird Court, were taken to Nationwide Children's Hospital. The teens were later treated and released from the hospital the same day. The 29-year-old driver of the 1997 Chevrolet Monte Carlo will not be charged, police said, because the students were jaywalking. The Hilliard man was reportedly making a left turn from Scioto Darby Road to head eastbound on Cemetery Road when the incident occurred. While in the middle of the intersection the boys stepped in front of his Monte Carlo and were struck, according to reports. Police are actively investigating the case today and are yet unsure precisely what occurred to the second boy in the incident.
http://www.snponline.com/articles/2010/02/13/hilliard_northwest_news/news/hljaywalke_20100209_0422pm_5.txt

City Comprehensive Plan

Uptown district important to city's future

Saturday, February 6, 2010 6:31 PM

By LIN RICE

ThisWeek Staff Writer

Once Marysville's sweeping Comprehensive Plan is approved by the city council, the city will find itself divided into eight distinct sub-areas. In the coming weeks, *ThisWeek* Marysville will take a closer look at each of those areas and what gives them their own distinct identity. Beginning the series this week will be a profile of the first identified district, Uptown.... Along with better usage of

the second-story space, the comprehensive plan outlines what residents believe Uptown should be - a town center for Marysville, a provider of cultural and entertainment options, and highly pedestrian-friendly.

http://www.thisweeknews.com/live/content/marysville/stories/2010/02/06/0207mauptown-plan_In.html?sid=104

Officials seek safer passage for Zarley motorists

By SARA R. JOHNSON

Published: Wednesday, February 10, 2010 2:02 PM EST

New Albany is trying to be proactive when it comes to lowering the number of accidents that occur at U.S. Route 62 intersections, especially at Zarley Street. There have been 32 accidents in the last five years at Route 62 and Zarley Street, said Joseph Ridgeway, the village's traffic engineer. A majority of those accidents were right-angle collisions, where a car turning left from Zarley Street collides with a car traveling northbound on Route 62. "We are having a serious accident problem at this location," Ridgeway said during the New Albany Village Council's meeting on Feb. 2. In fact, 18 of the 32 collisions at Route 62 intersections happen at Route 62 and Zarley Street. Thirteen of the accidents happened sometime between 4 and 6 p.m. One way Ridgeway proposed to fix the problem is to add a right turn lane on Route 62 to run to Smith's Mill Road, giving 80 percent more capacity in that right turn, he said.

"By the additional dedicated right turn lane, we will have double stacking capacity, and that will hopefully move traffic to the north, and allow traffic to proceed quickly so it doesn't back up and block access to Zarley Street," said Village Administrator Joseph Stefanov. Ridgeway also suggested the village restrict left turns from Zarley Street during certain portions of the day.

Another way to relieve some of the congestion on Route 62 is to realign Forest Drive to connect it with Zarley Street.

http://www.snponline.com/articles/2010/02/13/new_albany_news/news/nazarley%2020100210_1242pm_3.txt

Pickerington takes first step in trail plans

(by Rachel Scofield, staff writer - February 10, 2010)

One goal of the Pickerington city council is to create safe routes to school for local students. City Engineer Greg Bachman's plan for bicycle paths fits the bill.

Last summer, Pickerington conducted a phone survey to determine the needs of its residents. From the results, council formulated a "strategic plan" listing priority projects. Providing children with safe routes to school was a priority, Councilman Brian Wisniewski said. "There is hardly any busing within a mile of the schools," Wisniewski said. "It's an obvious safety issue." Students must trespass through yards or walk along streets as they travel back and forth to school, Wisniewski said. Bachman combined the strategic plan's goal for safe routes to schools with the 2006 Parks and Recreation Facilities Master Plan for bike trails. "Five trails are envisioned," Bachman said. "The trails are primarily orientated east-west in order to connect Pickerington neighborhoods to the Diley Road multi-purpose trail and to Pickerington Ponds Metro Park..." For Columbus Street and Long Road, Bachman proposed that the city create "complete streets." "Complete streets' is a term for a roadway system that incorporates features for all users - vehicles, pedestrians and cyclists," Bachman said.

<http://www.columbusmessenger.com/NC/0/7812.html>

Residents are responsible for keeping their sidewalks clear

Wednesday, February 10, 2010 1:16 PM

By DAVID S. OWEN

ThisWeek Staff Writer

City residents who don't keep their sidewalks clear of snow and ice risk a warning or citation from Reynoldsburg's code enforcement officers. That was the word at Monday's city council meeting, where Mayor Brad McCloud and safety-service director Pam Boratyn took the opportunity to remind residents and business owners to follow city code and clear off the sidewalks in front of

their homes and offices. Boratyn said the city is asking for everyone's voluntary compliance with Reynoldsburg's property maintenance code, which says sidewalks, stairs, driveways, parking spaces "and similar areas "shall be kept in a proper state of repair, and maintained free from hazardous materials." "For the safety of those who use the walks in front of and behind your home or business, it is very important that you remove the snow and ice from your sidewalks in a timely fashion," Boratyn said.

http://www.thisweeknews.com/live/content/reynoldsburg/stories/2010/02/10/0211rbwinter-reminder_in.html?sid=104

City looks at infrastructure to help with development

Wednesday, February 10, 2010 1:07 PM

By JENNIFER NESBITT

ThisWeek Staff Writer

The city of Westerville could build a road connecting Polaris Parkway and County Line Road west of Alum Creek in order to help spur development. Westerville City Council heard the first reading of an ordinance at its Feb. 2 meeting to spend \$400,000 to purchase 1.828 acres at 776 W. County Line Road. Once purchased, the city would look to build a north-south roadway across a portion of the property. The remainder of the property, on which a home currently sits, likely would be sold for \$250,000 to an unnamed developer. Assistant City Manager Julie Colley said the city has been in talks with a developer to take over the property bordering County Line Road, but she said it's too early to identify that developer. Building a road through that property also could help to spur development on the Zumstein property to the north, which includes the 100 acres straddling Polaris Parkway west of Alum Creek.

http://www.thisweeknews.com/live/content/westerville/stories/2010/02/10/0211wvcity-develop_in.html?sid=104

City busy land for Polaris-County Line connector

* Westerville plans to use the western one-third of the property for the road and sell the residential portion.

By BRET LIEBENDORFER

Published: Thursday, February 11, 2010 10:07 AM EST

The creation of a north to south road through the middle of Westar took one more step toward being a reality. In a 6-0 vote, Westerville's City Council approved the purchase of a 1.8-acre residential property at 776 County Line Road W. for \$401,000. The western one-third of the property will be used for a roadway. "A north-south road connecting Polaris Parkway, at its intersection with Worthington Road, with County Line Road West was recommended by the Altair traffic study and approved as a component of the development plan for Altair," said Assistant City Manager Julie Colley in a staff report. The city has had difficulty developing the northwest corner of Westar, known as the Zummstein tract, due to difficult natural terrain and concerns about the appearance of the city's gateway from Polaris Fashion Place. Colley said closing costs are \$1,000 and the market value for the property was divided into \$150,000 for the land and \$250,000 for the residence, which would be sold. She said negotiations are under way to sell part of the property for a private development that would also include property to the north.

http://www.snponline.com/articles/2010/02/13/westerville_news_and_public_opinion/news/wecouncil%2020100210_1137am_10.txt

City asks residents to clear walks

Published: Tuesday, February 9, 2010 5:33 PM EST

Worthington city leaders are urging residents to shovel their sidewalks after the recent onslaught of snow. City spokeswoman Anne Brown said city ordinance requires residents to clear the sidewalks in front of their properties. The ordinance requires property owners to remove snow and ice from sidewalks within 12 hours of daylight after any snowfall. The city occasionally receives complaints from neighbors, Brown said. When complaints are received, the city's service

department is obligated to issue the property owner a warning. If the sidewalk isn't cleared within 24 hours of receiving the notice, the city will have the sidewalk cleared and bill the property owner. "I'm sure it doesn't happen too often, but it's important to remind people to help out when we have snow like this," Brown said.

http://www.snponline.com/articles/2010/02/13/worthington_news/news/wosnowbrie_20100209_0515pm_2.txt

OTHER NEWS

City Planning throws weight behind open access for Innerbelt Bridge

Submitted by Marc Lefkowitz | Last edited January 27, 2010 - 8:26pm

Posted in

After months of working in the trenches to re-imagine an Innerbelt Bridge with access to all (with a bike/pedestrian path and scenic overlook with panoramic views of the city), cycling and sustainability advocates took another step forward today as the Cleveland Planning Commission approved a resolution of support. Commission member and former director of Cleveland Public Art (where she fought the battle to put a bike lane and promenade on the Detroit-Superior Bridge) Lillian Kuri led the charge that ODOT include language inviting alternative designs including a multi-purpose path atop the bridge as part of its Request for Qualifications bid packages. Commission members Anthony Coyne and David Bowen agreed that an alternative in the sealed bid process would invite engineering firms to provide a design for a bike/ped path. "A design-builder should be able to put in an exception for a design improvement," Bowen said. "What if it costs less and it's a design exception? Why shouldn't that score higher?" Planning Director Bob Brown, who along with City Sustainability Manager Andrew Watterson and City Engineer Rob Mavic were added to the Innerbelt Bridge RFQ process after the Planning Commission and the cycling community took up the issue, said ODOT at a recent meeting to discuss the bridge RFQ threatened the loss of \$85 million in Stimulus funds if any delay comes into the process. Brown said that FHWA signed off on the Abbey Avenue alternative and suggested that ODOT will reject the bike/ped on the bridge by citing the federal approval. <http://www.gcbl.org/blog/marc-lefkowitz/city-planning-throws-weight-behind-open-access-innerbelt-bridge>

Bicyclists gain a little more road in Indianapolis

By Kevin O'Neal

Posted: February 11, 2010

When some Indianapolis streets get new bicycle lanes this year, motorists will need to get acquainted with special markings on the road. The chevrons, diamonds and arrows will show drivers where they need to share the pavement with bicyclists, and where they should stay away and give two-wheeled travelers their own space. Bicycles are generally subject to the same rules of the road that cover motor vehicles. The greater size and speed of motorized traffic means that drivers have to spend more time looking for cyclists, according to a representative of a bicycling organization. "If a motorist follows the regular rules of the road and treats a bicyclist as another vehicle, everyone will get around safely," said Nancy Tibbets of the Indiana Bicycle Coalition. Along with symbols of bicycles, the dedicated bike lanes have directional arrows and diamonds where the lanes are intended for bicycles only, and directional chevrons where bicycles and motorists are expected to share the pavement.

<http://www.indystar.com/article/20100211/LOCAL18/2110375/1001/NEWS>

Should bicycles have their own freeways? In Los Angeles, maybe

By Andrew Nusca | Feb 8, 2010

While Los Angeles city officials draft a plan to renovate the city's lacking bicycle lanes to better address riders, one group has suggested an alternative that allows bikes their own network of

long-distance, freeway-like routes. The L.A. Bike Working Group believes the city's plan does not include a legible, consistent network of bike lanes, and have suggested what they call the Backbone Bikeway Network, a series of long-distance routes allowing cyclists safe passage between Los Angeles' many neighborhoods along heavily-traveled roads such as Wilshire, Venice, Whittier and Sepulveda boulevards. <http://www.smartplanet.com/business/blog/smart-takes/should-bicycles-have-their-own-freeways-in-los-angeles-maybe/4040/>