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## **Biking & Walking News**

**Ira S. Weiss, Editor**

**February 21, 2010**

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## **ANNOUNCEMENTS**

### **CENTRAL OHIO GREENWAYS and TRAILS FORUM**

Friday, March 5, 2010  
Fairfield Soil & Water Conservation District  
831 College Ave.  
Lancaster, OH 43130

#### **Agenda**

- 10:00 Welcome, Overview, and Introductions
- 10:15 Making a County Active Transportation & Open Space Plan Come to Life — Greg Bachman, City of Pickerington Engineer, Holly Mattei, Fairfield County Regional Planning Commission, & Peggy Portier, Pickerington Safe Routes to School
- 11:30 Lunch & Networking — Brown Bag/Catered Pay at the door
- 12:30 Roundtable Discussion
- 1:30 Central Ohio Greenways 2010
- 2:00 Tour of Fairfield County Trails
- 3:30 Adjourn

### **Safe Routes to School National Partnership is Hiring!**

Submit your application today for the Part-Time Program Manager position. The non-profit Bikes Belong Foundation is looking for an energetic and dynamic professional with at least three years proven success in Safe Routes to School program implementation and/or management to work with the Safe Routes to School National Partnership as a part-time, contracted program manager, working approximately eight hours per week, spread over four days. The program manager will supervise and provide technical assistance to five school sites implementing Safe Routes to School programs, answer questions from the field, and produce resources that support SRTS implementation across the country. The position is funded through the end of December 2010, and could be extended and/or expanded as funding allows.

Applications are due February 25. For more information about how to apply, go to:

<http://www.saferoutespartnership.org/media/file/Part-timeProgramManager.pdf>

## **Tour Of the Scioto River Valley Accepting Applications For 49th Annual Bicycle Tour**

Charlie Pace, Director of the Tour Of the Scioto River Valley (TOSRV) announced today that applications are available and being accepted for this, the 49th edition of America's bicycle touring classic. TOSRV (pronounced "toss-erv") is a two-day, 200-mile bicycle tour from Columbus to Portsmouth and back. Pace said, "We expect this year's Tour to draw over 3,000 riders of all ages from around the country."

This year's TOSRV will take place on Saturday, May 8th and Sunday, May 9th.

TOSRV, the granddaddy of all two-day double centuries, is a recreational and social rally. It is organized and run by Columbus Outdoor Pursuits, a nonprofit organization promoting outdoor educational and recreational activities in Central Ohio for more than 50 years. TOSRV is supported by the law firm of Porter, Wright Morris & Arthur and the Southern Ohio Medical Center/OhioHealth and is made possible by the dedication and hard work of hundreds of volunteers.

TOSRV begins with a staggered start at dawn on Saturday, May 8th in front of the Ohio Statehouse on High Street, the traditional starting and finishing point.

The Tour route will leave the Statehouse and head south down South High Street and turn east at Dering Avenue. From Dering Avenue the route will follow a route on the east side of the Scioto River all the way down to the traditional food stop at Ted Lewis Park in Circleville.

From Circleville the Tour will follow the traditional route down State Route 104 to Yoctangee Park in Chillicothe where entertainment is also provided, to Lake White State Park in Waverly, and finally arriving at Tracey Park in Portsmouth for food, music, talk, and relaxation. TOSRV resumes early Sunday morning, May 9th, at Crispie Creme Donuts in Portsmouth for hot chocolate and doughnuts, and retraces the route taken the previous day to finish in Columbus with sign-in and congratulations at the Hyatt on Capitol Square.

The Half TOSRV (or "Tour of the Lower Scioto River Valley") will again be offered for riders who want to ride a shorter distance than the full 200 miles. The Half TOSRV has become very popular. Riders choosing this option start on Saturday at Yoctangee Park in Chillicothe, the halfway point on the TOSRV route. They bicycle to Portsmouth on Saturday and return to Chillicothe on Sunday to finish their ride. The total distance of the Half TOSRV is 100 miles.

The basic entry fee for TOSRV is again only \$47.00, which includes the same great support to riders it has always provided: baggage shuttle, indoor sleeping accommodations in Portsmouth, ample tasty food and drink en route both days, an embroidered patch, TOSRV identification number, and a certificate of participation. Columbus Outdoor Pursuits members receive a member discount of \$10. Cyclists can also purchase a TOSRV2010 souvenir t-shirt for only \$10 or a TOSRV2010 jersey for only \$50.

"This will be the best TOSRV yet and we encourage riders to apply early," said Pace. Mail applications must be postmarked no later than April 10th; the deadline for online applications is April 15th. "We look forward to seeing all the registered riders on Friday May 7th at the TOSRV Registration Center and Expo at the Hyatt on Capitol Square," said Pace.

Those interested in downloading an application or registering online or getting further information about the Tour can visit the TOSRV website at <http://www.tosrv.org>. TOSRV is also making applications and information available by mail: send a self-addressed, stamped #10 envelope with first-class postage of \$.44 to: TOSRV2010, P.O. Box 16003, Columbus, OH 43216-6003.

**FOR MORE INFORMATION:**

Visit the TOSRV website at [www.tosrv.org](http://www.tosrv.org) or contact:  
John Gideon, TOSRV Information, phone at (614) 885-8364 or email at [john.gideon@att.net](mailto:john.gideon@att.net)

## **SAFETY**

### **Texting while driving to be taken up in Pickerington**

Tuesday, February 16, 2010 3:01 AM

By Mary Beth Lane

THE COLUMBUS DISPATCH

Pickerington is considering prohibiting texting while driving. The City Council's safety committee is scheduled to discuss a ban -- the first step toward action by the full council -- in its meeting Wednesday night. Last year, Bexley became the first central Ohio community to ban texting while driving. Cleveland and Toledo have outlawed it, and other communities across Ohio are considering bans. Several proposals to impose a statewide ban are pending at the Statehouse. Nineteen states outlaw texting while driving, according to the Governors Highway Safety Association. Of the 19, 15 have made it a primary offense, meaning that an officer can stop a driver solely for texting. Pickerington Mayor Mitch O'Brien said he wants to see what the state legislature does about texting behind the wheel before the council moves to prohibit it. "That doesn't mean we can't investigate it," he said. "The community should offer an opinion to us as to what they think and whether they would support something like this. It's important that they speak out."

[http://www.dispatchpolitics.com/live/content/local\\_news/stories/2010/02/16/copy/picktext.ART\\_ART\\_02-16-10\\_B2\\_9JGJSU5.html?adsec=politics&sid=101](http://www.dispatchpolitics.com/live/content/local_news/stories/2010/02/16/copy/picktext.ART_ART_02-16-10_B2_9JGJSU5.html?adsec=politics&sid=101)

### **Another City Considers Ban On Texting While Driving**

PICKERINGTON, Ohio—Texting behind the wheel is becoming a dangerous and deadly problem and a Central Ohio city hopes to become the latest town to ban texting while driving. Studies show drivers who text take their eyes off the road for more than four seconds out of every six seconds they're sending a message. Driving at 55 mph, drivers would travel the length of a football field without seeing where they're going. Drivers who text are 20 times more likely to get into a crash than those who don't. The City of Pickerington is in the beginning stages of proposing a ban on texting. They are following other cities like Bexley, that put a ban into effect last year. A proposed ban could be in place as early as July. Councilman Jeff Fix has been pushing for the ban after a car crash occurred in front of his house. In the crash, a teenage girl hit a tree because she was texting. Fix conducted some research and said he realized how dangerous texting while driving is.

[http://www2.nbc4i.com/cmh/news/local/article/another\\_city\\_considers\\_ban\\_on\\_texting\\_while\\_driving/32026/](http://www2.nbc4i.com/cmh/news/local/article/another_city_considers_ban_on_texting_while_driving/32026/)

### **Pickerington shelves text messaging ban - for now**

(by Rachel Scofield, staff writer - February 18, 2010)

It is the state government's responsibility to ban text messaging while driving, Pickerington council's safety committee decided. Councilman Jeff Fix wanted the city to follow Bexley's lead and create its own anti-texting ordinance, but none of his counterparts agreed. "I don't think a Pickerington bill is the most prudent thing to do," Councilman Gavin Blair said. While such bans are popular, feel-good legislation for cities, the state can do a lot more justice for it than Pickerington can, Blair said. "There is a reason Bexley hasn't issued a single citation for it," Blair said. Councilman Brian Wisniewski said that out-of-area drivers would not know of the Pickerington ban if they traveled through the city. Rather than have the city enact a specific anti-texting ordinance, Wisniewski suggested that Pickerington strengthen its existing law that

prohibits all forms of distracted driving. Wisniewski recommended that the council change the violation to a primary offense, thus enabling police to pull over a car if the officer witnesses a distracted driver. Currently an officer may only issue a ticket for distracted driving if they have stopped a vehicle for another traffic offense, Police Commander Steve Annetts said. "Usually (a ticket for distraction) is the result of a traffic accident," Annetts said. Instead of a new ordinance, Blair suggested that the council write a letter supporting the state legislature as it considers two possible anti-texting bills - Senate Bill 164 and House Bill 415.

<http://www.columbusmessenger.com/NC/0/7840.html>

## **'Distracted driving' gets more attention**

By Anna Vander Broek

MSN Money

That's not a ring tone. It's a siren.

In some places, cruising down the highway while texting on your cell phone now can hold the same consequences as downing a martini before jumping behind the wheel. In other areas, simply having a phone to your ear can merit a stop. The federal government is ramping up an educational campaign against "distracted driving," reinforced by an array of new state laws against texting or talking on a cell phone while driving. Some penalize the behavior; others even criminalize it. The measures come as insurers have begun seeking ways to avoid shouldering massive liability for inattentive customers. And the families of those killed or injured have begun organizing highly visible, sometimes wrenching campaigns to battle the perception that cell phone use is a harmless part of a driver's daily routine. It's not a small problem: Nearly 6,000 people died in crashes involving distracted driving in 2008, according to the National Highway Traffic Safety Administration. That's 16% of all traffic fatalities for that year. In addition, 500,000 were injured in 2008 in accidents involving some form of driver distraction, the U.S. Department of Transportation reports. <http://articles.moneycentral.msn.com/Insurance/InsureYourCar/distracted-driving-gets-more-attention.aspx?GT1=33004>

## **Distracted drivers need restrictions**

Sunday, February 21, 2010 1:10 AM

If the goal of government is to make driving safer, there should be less of a focus on banning texting while driving and more of a focus on banning distracted driving in general. Distracted driving has been happening a lot longer than texting. If texting while driving is banned, people could still legally read while driving, apply makeup while driving, eat a salad while driving or even play games on their cell phones -- as long as they aren't using their phones to text. If government is going to regulate how we drive, it should at least try to fix the problem as a whole, rather than only one aspect of it.

[http://www.dispatch.com/live/content/editorials/stories/2010/02/21/Halterman\\_ART\\_02-21-10\\_G4\\_6AGKNUK.html](http://www.dispatch.com/live/content/editorials/stories/2010/02/21/Halterman_ART_02-21-10_G4_6AGKNUK.html)

## **Sidewalk ramps don't make sense**

Saturday, February 20, 2010 3:03 AM

Millions of people are out of work and thousands of families have no idea how to put the next meal on the table. The federal government is driving the country into bankruptcy, and state and local governments face ever-decreasing revenues because of the shrinking tax base and do not know how to pay their bills. Luckily, this does not apply to the city of Westerville. Its coffers are brimming with cash, and officials have so much money, they do not know what to do with it and are working overtime to search for more ways to waste our precious tax dollars. Here is an absolutely brilliant example, which should get first prize in the category Most Ridiculous and Unnecessary Project. My home is in a loop with about 20 houses and no traffic. Opposite my home is a cul-de-sac with three houses. This cul-de-sac has two street corners with the obligatory ramps for wheelchairs. Not one wheelchair has ever passed these ramps. This week, in freezing weather, a work crew of five, with trucks, front loaders, jackhammers and backhoes, started

digging up the sidewalk in front of my house in two places right next to the driveway, to install two ramps for wheelchairs. These two new ramps are opposite the existing ramps at the street corners of the cul-de-sac. For good measure, the crew also dug up the perfectly good existing ramps at the street corners to install new ones.

[http://www.dispatch.com/live/content/editorials/stories/2010/02/20/Meyer\\_SAT\\_ART\\_02-20-10\\_A9\\_62GKOQT.html](http://www.dispatch.com/live/content/editorials/stories/2010/02/20/Meyer_SAT_ART_02-20-10_A9_62GKOQT.html)

## THE WATCH

### **Lack of High Street crosswalk worries South Side church**

Tuesday, February 16, 2010 3:06 AM

By Holly Zachariah

#### THE COLUMBUS DISPATCH

Judy Cline parks her car in the rear lot of the Southside Baptist Church every Sunday, so the lack of a crosswalk on S. High Street doesn't affect her. Still, plenty of neighborhood residents walk to the church, and dodging High Street traffic isn't fun, she said. Although she knows there is probably no need for a traffic light at S. High and W. Hinman Avenue next to the church, Cline wonders why a marked crosswalk couldn't be installed. The Salvation Army store also attracts a lot of walkers who must cross High Street to get there, she said. "I see crosswalks other places around town on the main streets where there is no traffic light," Cline said. "I just wonder why it doesn't happen down here." The biggest fear is for neighborhood children who attend the church without their parents, she said. Someone from the church makes sure they cross the street safely. Rick Tilton, the city's assistant director of public service, said the city would evaluate the need for a marked crosswalk if it received a formal request for one. The city considers traffic speed and volume, as well as the width of the road and right-of-way issues, Tilton said.

[http://www.dispatch.com/live/content/local\\_news/stories/2010/02/16/WATCH16.ART\\_ART\\_02-16-10\\_B1\\_9JGJSKF.html?sid=101](http://www.dispatch.com/live/content/local_news/stories/2010/02/16/WATCH16.ART_ART_02-16-10_B1_9JGJSKF.html?sid=101)

### **City wants you to lend a helping hand**

Grove City Safety Director Mike Wasylik is asking residents to step up and do their part by shoveling sidewalks to keep storm drains and fire hydrants cleared and pedestrians safe. City code requires home and business owners to remove snow from their sidewalks in a timely manner. City leaders realize this is difficult for some residents. "We can all pitch in to help our neighbors, especially seniors, by shoveling sidewalks and helping clear the areas our safety services need to get to in case of an emergency," said Wasylik. If you see that a neighbor is not able to clear their property, residents are encouraged to lend a helping hand. Please shovel the snow and ice into the sewer or onto the curb and away from sidewalks and roadways.

<http://www.columbusmessenger.com/NC/0/7837.html>

## HEALTH

February 15, 2010, 4:05 pm

### **As Girls Become Women, Sports Pay Dividends**

By TARA PARKER-POPE

Stuart Bradford

Almost four decades after the federal education law called Title IX opened the door for girls to participate in high school and college athletics, a crucial question has remained unanswered: Do sports make a long-term difference in a woman's life? A large body of research shows that sports are associated with all sorts of benefits, like lower teenage pregnancy rates, better grades and higher self-esteem. But until now, no one has determined whether those improvements are a direct result of athletic participation. It may be that the type of girl who is attracted to sports already has the social, personal and physical qualities — like ambition, strength and supportive

parents — that will help her succeed in life. Now, separate studies from two economists offer some answers, providing the strongest evidence yet that team sports can result in lifelong improvements to educational, work and health prospects. At a time when the first lady, Michelle Obama, has begun a nationwide campaign to improve schoolchildren's health, the lessons from Title IX show that school-based fitness efforts can have lasting effects. Title IX of the Education Amendments of 1972 required schools and colleges receiving federal money to provide the same opportunities for girls as they did for boys. Relatively few students, male or female, participate in intercollegiate sports. But the effects in high school were remarkable. Just six years after the enactment of Title IX, the percentage of girls playing team sports had jumped six fold, to 25 percent from about 4 percent. Most research on Title IX has looked at national trends in girls' sports. Betsey Stevenson, an economist at the Wharton School of the University of Pennsylvania, has taken it a step further, focusing on state-by-state variations.

<http://well.blogs.nytimes.com/2010/02/15/as-girls-become-women-sports-pay-dividends/?emc=eta1>

## **Beverage industry helping obesity fight**

Wednesday, February 17, 2010 2:55 AM

The American Beverage Association agrees that childhood obesity is a serious problem, and we applaud the first lady for addressing it ("A good cause," *Dispatch* editorial, Friday). In fact, in support of Michelle Obama's "Let's Move!" campaign, we announced that we will place the full calories for our products on the front of our containers, company-controlled vending machines and fountain machines. We already have drastically changed the school beverage landscape with our national School Beverage Guidelines. These guidelines remove full-calorie sodas from schools and make available lower-calorie, nutritious, smaller-portion beverages. Contrary to the editorial, no federal legislation was introduced last week to ban vending of certain foods and beverages in schools. Regardless, bans will not teach schoolchildren a healthy lifestyle. Instead, we support Ohio House Bill 373 and Senate Bill 210, which would make our School Beverage Guidelines the state standard, while also encouraging kids to be more active and providing schools with other tools to help reduce obesity.

[http://www.dispatch.com/live/content/editorials/stories/2010/02/17/McConville\\_ART\\_02-17-10\\_A8\\_CHGK265.html](http://www.dispatch.com/live/content/editorials/stories/2010/02/17/McConville_ART_02-17-10_A8_CHGK265.html)

## **Delaware County is atop Ohio's healthy list**

Franklin County ranked 54th for health factors

Wednesday, February 17, 2010 3:04 AM

By Suzanne Hoholik

THE COLUMBUS DISPATCH

Delaware County is one of the fastest-growing places in Ohio, and now it's the healthiest as well, according to a national study released today. Delaware ranked first for health factors such as diet and exercise, education, safety and access to medical care. It also has the lowest rates for morbidity -- the fewest physical and mental illnesses and low-birth-weight babies -- and mortality - - the most residents who live to 75 years, according to a report by the Robert Wood Johnson Foundation and the University of Wisconsin. The foundation is to release additional information today on every county in every state in the nation so that officials can see where they need to improve.

[http://www.dispatch.com/live/content/local\\_news/stories/2010/02/17/Healthy.ART\\_ART\\_02-17-10\\_A1\\_IQGK5N4.html?sid=101](http://www.dispatch.com/live/content/local_news/stories/2010/02/17/Healthy.ART_ART_02-17-10_A1_IQGK5N4.html?sid=101)

## **Live long and prosper: Delaware County tops in health**

A national report rates Delaware County as Ohio's healthiest; its residents live the longest, the report says.

By MATT GERISH

Published: Wednesday, February 17, 2010 6:06 PM EST

Delaware County has reason to celebrate this week after it was named the healthiest county in Ohio. Delaware ranked No. 1 among Ohio's 88 counties in the first-ever county-by-county health rankings issued this week by the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute. According to the report, Delaware County topped others in the state in health factors and health outcomes. "We hope that people consider this a feather in Delaware County's cap -- they've earned it," said Jesse Carter, spokesman for the Delaware General Health District. The report rated Delaware County first in overall health outcomes. The health outcome measures counties in categories including percentage of residents who live to the age of 75, percentage of residents who rank their own health as "poor" or "fair," low birth-weight babies born, and physical and mental illness. Delaware County residents have the longest average lives in Ohio, according to the report.

[http://www.snponline.com/articles/2010/02/20/delaware\\_news/news/dedelhealth\\_20100217\\_0330pm\\_1.txt](http://www.snponline.com/articles/2010/02/20/delaware_news/news/dedelhealth_20100217_0330pm_1.txt)

## **Appalachian areas get low marks for residents' health**

County-by-county study links good health to education

Thursday, February 18, 2010 3:28 AM

By Suzanne Hoholik

THE COLUMBUS DISPATCH

In what a new study says is the state's healthiest county, Delaware, Stacie Aman plays basketball with her children at the YMCA in Powell. The counties at the bottom of a report grading Ohio communities on residents' health are all in Appalachia, and no one is surprised. "We were expecting southern and southeastern Ohio counties in all likelihood to be ranked lower because of the socioeconomic determinates," said Bob Campbell, deputy director of the data center at the Ohio Department of Health. A national study released yesterday by the Robert Wood Johnson Foundation and the University of Wisconsin ranked the health of every U.S. county by state. Factors graded included diet and exercise, education, alcohol use and access to medical care. The report, which ranked Delaware County as the healthiest in Ohio, also graded counties on morbidity (whether residents had physical and mental illnesses, and low-birth-weight babies) and mortality (whether residents lived to 75 years). The rankings are intended to help public officials and communities identify strengths and weaknesses relative to other counties within the state. Because some measures used in the ratings are not available in all states, the authors discourage comparisons across state borders. "We hope this kind of checkup will mobilize community leaders to take action and invest in programs and policy changes that will make their counties healthier places to live," said Dr. Patrick Remington, associate dean for public health at the University of Wisconsin School of Medicine and Public Health.

[http://www.dispatch.com/live/content/local\\_news/stories/2010/02/18/county\\_health.ART\\_ART\\_02-18-10\\_B1\\_2UGKFRG.html](http://www.dispatch.com/live/content/local_news/stories/2010/02/18/county_health.ART_ART_02-18-10_B1_2UGKFRG.html)

## **Unfunded mandates are killing schools**

Tuesday, February 16, 2010 3:00 AM

As central Ohio school districts brace for another round of seemingly endless levy campaigns, worn-out voters and school-board members are pleading with state government to come up with an answer. While an overall solution remains elusive, I do have an easy suggestion. Let's declare a moratorium on unfunded state mandates to school districts. Any piece of legislation that has the potential to cost school districts more than a certain amount should be banned unless the state makes direct payments to the district to fund the new mandate. How much of a difference can this make? In my own district of Worthington, the mandate for free, all-day kindergarten will likely cost local taxpayers around \$1 million per year. Another bill, House Bill 373, seeks to fight childhood obesity by mandating 30 minutes of physical education per day. The cost of this mandate in Worthington could be up to \$4 million per year. Together, these two mandates could add, by themselves, close to 3 mills of local property taxes onto our next levy request, and there are plenty of other costly mandates where those came from. To be sure, each mandate is for a program that someone found worthy, but the collective cost is adding new local-funding

requirements to an education system that is close to its breaking point. We need to stop, take a breath and work on a sustainable, affordable system for Ohio education before further burdening local taxpayers with additional mandates. As we enter the campaign season, candidates for the Ohio legislature will no doubt start talking about how they have solved or will solve Ohio's school-funding crisis. Do not let them off the hook until they agree to a moratorium on unfunded mandates, starting with a repeal of mandatory all-day kindergarten and dropping the new daily physical education requirements.

[http://www.dispatch.com/live/content/editorials/stories/2010/02/16/Schare2\\_ART\\_02-16-10\\_A8\\_AHGJQ5J.html?sid=101](http://www.dispatch.com/live/content/editorials/stories/2010/02/16/Schare2_ART_02-16-10_A8_AHGJQ5J.html?sid=101)

**Ira:** This is the second item I've seen in two days (the other was from the Marion Star) that oppose the mandatory addition of PE to the school curriculum. There seems to be a segment of our population that looks at a PE requirement as either an unfunded mandate or excessive government control. The author of the letter above says that adding 30 minutes of PE will cost Worthington Schools \$4 million per year. What will the cost be to society to provide medical care for a generation of obese Worthington graduates for 50 years? I had PE every day all the way through high school and although I never excelled at football or basketball I'm the better for it. What has happened to our priorities?

## LOCAL NEWS

### Downtown park should offer new, exciting design

Saturday, February 20, 2010 3:03 AM

Ten ... *hut!* I'm going to the park. Columbus Commons has all the charm of a military parade ground ("Columbus Commons a new take on old idea," *Dispatch* article, Sunday). I even see tree replicas of the Ohio State University Marching Band lined up at the end zone, ready to march down the field. No offense to the military or my beloved TBDBITL, but these generate excitement. When I go to the park, I want contentment and the aesthetic and emotional freedom to feed whatever mood I'm in. For gosh sakes, add a curved or diagonal line somewhere. This design demands conformity, not relaxation. Plant those trees in random groves, not parade formation. Add mini-spaces with different personalities. How about a couple of conversational pits and moderate-sized seating circles?

[http://www.dispatch.com/live/content/editorials/stories/2010/02/20/Hubbard\\_SAT\\_ART\\_02-20-10\\_A9\\_62GKOQV.html](http://www.dispatch.com/live/content/editorials/stories/2010/02/20/Hubbard_SAT_ART_02-20-10_A9_62GKOQV.html)

### Bricks on Third would make cycling difficult

Wednesday, February 10, 2010 1:31 PM

To the editor:

I am concerned about the proposal to make Third Street all or partly brick ("Third Street master plan taking shape," Feb. 4 edition of *ThisWeek German Village*). I regularly walk, drive and bicycle on Third Street and feel very comfortable with any of those means of transportation. But bricking up Third would make it very uncomfortable to ride all the way by bicycle. Both Mohawk and City Park are brick streets, so the only comfortable way to cycle from the park to Livingston Avenue or downtown is via Third Street. Curb extensions are a reasonable idea; so are speed humps, a less aggressive alternative to speed bumps, which are used on several streets in Clintonville. I hope that any renovation of Third Street will allow it to remain enjoyable for cyclists as well as pedestrians.

[http://www.thisweeknews.com/live/content/germanvillage/stories/2010/02/10/0211geletter\\_in.html?sid=104](http://www.thisweeknews.com/live/content/germanvillage/stories/2010/02/10/0211geletter_in.html?sid=104)

### Roadwork to ease logistics near Rickenbacker

Wednesday, February 17, 2010 3:05 AM

By Marla Matzer Rose

#### THE COLUMBUS DISPATCH

Two major road-improvement projects valued at more than \$20 million are poised to begin soon to support the distribution hub near Rickenbacker Airport. Central Ohio's distribution industry is expected to be a significant economic-growth engine in the coming years. In addition, \$25 million could be on the way for several future projects if a federal grant request is approved this week. The first phase of a \$14 million project to renovate the Alum Creek Drive/I-270 interchange and the nearby Groveport Road intersection is set to begin this summer, in an effort to alleviate severe traffic congestion in that area. Steve Tugend, vice president of government relations for the Columbus Chamber, said putting public money into logistics-related infrastructure is one of the surest ways to see a direct return on investment. "There's no greater intersection between government spending and private-sector job creation," Tugend said. "Logistics is an infrastructure-intensive industry; freight and distribution will follow." Robin Holderman -- vice president of real estate for the Columbus Regional Airport Authority, a major landowner in the Rickenbacker area -- said the interchange work is proceeding "at light speed" compared with the usual timeline for such a project. It's being funded mainly by the Ohio Department of Development, along with the Ohio Department of Transportation and other sources. Ted Beidler, projects engineer for the Franklin County engineer's office, said his office was able to accelerate the work by focusing first on spending about \$3 million to widen Alum Creek Drive to three lanes in either direction around the I-270 intersection.

[http://www.dispatch.com/live/content/business/stories/2010/02/17/rickenbacker\\_roadwork.ART\\_ART\\_02-17-10\\_A6\\_5OGK2NB.html](http://www.dispatch.com/live/content/business/stories/2010/02/17/rickenbacker_roadwork.ART_ART_02-17-10_A6_5OGK2NB.html)

### **Gahanna considering eminent domain for rights of way**

Wednesday, February 17, 2010 12:06 PM

By LORI WINCE

ThisWeek Staff Writer

The Gahanna-Jefferson Board of Education agreed Feb. 11 to sell two parcels to the city of Gahanna for right of way needed to improve the intersection of Hamilton Road and Granville Street. The city has offered to pay \$25,815 and \$31,320 respectively for the properties. The \$1.63-million road project includes improvements to right-turn lanes for northbound, southbound and eastbound traffic, with an additional left-turn lane for southbound traffic. Concrete medians will be added to the north, east and west parts of the intersection, and traffic signals will be brought up to city standards for mast arms, also including video cameras and battery backups. The city is receiving 90 percent of the funding from the state. The local match is \$163,000 for the project. City officials are trying to obtain 10 parcels for right of way for the project. After the school board vote Feb. 11, the city had settled with five of the property owners.

[http://www.thisweeknews.com/live/content/gahanna/stories/2010/02/17/0218rfeminent-dom\\_in.html?sid=104](http://www.thisweeknews.com/live/content/gahanna/stories/2010/02/17/0218rfeminent-dom_in.html?sid=104)

### **White Road estimated to get \$7.3M in work by 2011**

Wednesday, February 17, 2010 12:09 PM

By EVAN BROOKS

ThisWeek Staff Writer

By the end of 2011, Grove City officials estimate various government entities will have invested \$7.3-million in White Road. The investment also means sections of White Road will have been closed three consecutive summers. The city partnered with Franklin County and Jackson Township last year to improve the intersection of White and McDowell roads at a total cost of \$1.2-million. Grove City officials intend this year to embark on another partnership with the Ohio Department of Transportation for routine maintenance on White Road that is estimated to cost \$754,000. ODOT will spend an estimated \$150,000 this year to improve the Interstate 71-White Road overpass. Grove City administrator Phil Honsey said when city officials learned of the ODOT maintenance project last year, they decided to pursue the city's plans for White Road. The

city wants to move the bridge farther from White Road, creating space for a bike path and an extra lane. [http://www.thisweeknews.com/live/content/grovecity/stories/2010/02/17/0218grwhite-road\\_in.html?sid=104](http://www.thisweeknews.com/live/content/grovecity/stories/2010/02/17/0218grwhite-road_in.html?sid=104)

## **Sustainable features may be added to ARB code**

Wednesday, February 17, 2010 12:02 PM

By CANDY BROOKS

ThisWeek Staff Writer

Residents of the city's Architectural Review District soon might be asked to include rain barrels and solar panels when improving their homes. At the request of the Architectural Review Board, Worthington City Council on Feb. 16 was expected to consider a resolution adding a section on sustainability to the guidelines for the architectural review process, and to introduce an ordinance adding sustainability features to the elements to be considered during the process. The sustainability issue came to the ARB's attention last year, when residents presented several proposals that the board hadn't addressed previously. The ARB approved solar panels for a home on West South Street in July and on Evening Street Elementary School in November. Last month, residents of a home on East Granville Road proposed the addition of a rain garden, rain barrels and solar panels on the garage. The board approved those elements and continued with its discussion of including those and other features in new code and guidelines wording. Modifying the code would allow the board to review sustainable issues, and adding recommendations to the design guidelines would let applicants know what to expect from the board and could provide guidance to those who want to add similar elements to their properties... Bike racks and other methods of facilitating alternative transportation forms should be used [http://www.thisweeknews.com/live/content/worthington/stories/2010/02/17/0218woarb-code\\_in.html?sid=104](http://www.thisweeknews.com/live/content/worthington/stories/2010/02/17/0218woarb-code_in.html?sid=104)

## **OTHER NEWS**

### **American Bicyclist Update February 16, 2010**

USDOT Transportation Reauthorization

Let's Move!

SRTS Report

Pro Walk/Pro Bike

League Board and Annual Meetings

Velo City Global 2010

Vote for Bike Buddy

League Hiring!

Minnesota Job Opening

<http://tinyurl.com/LAB-2-16-2010>

### **Secretary LaHood Announces Funding for Over 50 Innovative, Strategic Transportation Projects through Landmark Competitive TIGER Program**

Recovery Act-Funded Projects Will Create Jobs, Spur Lasting Economic Growth

KANSAS CITY, MO - One year to the day after President Obama signed the historic American Recovery and Reinvestment Act (ARRA) into law, Secretary of Transportation Ray LaHood will announce Recovery Act awards to states, tribal governments, cities, counties and transit agencies across the country to fund 51 innovative transportation projects.

The TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant Program was included in the Recovery Act to spur a national competition for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region or the nation. Projects funded with the \$1.5 billion allocated in the Recovery Act include improvements to roads, bridges, rail, ports, transit and intermodal facilities.

In an overwhelming show of demand for the program, the U.S. Department of Transportation was flooded with more than 1,400 applications from all 50 states, territories and the District of Columbia requesting funding for almost \$60 billion worth of projects – 40 times the amount available through the program.

“TIGER grants will tackle the kind of major transportation projects that have been difficult to build under other funding programs,” said **U.S. Transportation Secretary Ray LaHood**. “This will help us meet the 21st century challenges of improving the environment, making our communities more livable and enhancing safety, all while creating jobs and growing the economy.”

The projects announced today will create jobs and spur lasting economic growth, reduce gridlock for the traveling public, and provide Americans with more safe, affordable and environmentally sustainable transportation choices. They will also help factories, farms and businesses across the U.S. move goods more efficiently and better compete in the global economy. Sixty percent of the funding will go to economically distressed areas, which are home to 39 percent of the U.S. population.

Awardees were selected based on their contribution to economic competitiveness of the nation, improving safety and the condition of the existing transportation system, increasing quality of life, reducing greenhouse gas emissions and demonstrating strong collaboration among a broad range of participants, including the private sector.

Projects were funded in large cities as well as rural and tribal communities across the country and were selected based on merit. Selected projects represent some of the most innovative projects as well as multi-modal, multi-jurisdictional projects that are often overlooked by the existing funding system. The winning TIGER projects highlighted the diversity of transportation needs throughout the U.S. from grand Moynihan Station in New York City, which will carry millions of train and subway riders each year to “the most beautiful drive in America” – Wyoming’s Beartooth Highway – the gateway to Yellowstone National Park. They ranged from major billion dollar freight rail corridors in the Midwest and South, to bridge repairs in Oklahoma and South Carolina to port projects in Maine and Hawaii.

TIGER funds will also help construct the Union Passenger Terminal/Loyola Streetcar Loop in New Orleans, make safety improvements to a key highway in New Mexico Navajo country and spur economic growth in Appalachia through the Appalachian Regional Short Line Rail Project and the Gateway Project.

The U.S. Department of Transportation required rigorous economic justifications for projects more than \$100 million and will require all recipients to report on their activities on a routine basis. A complete list of recipients can be viewed [HERE](http://tinyurl.com/TIGER-LIST). <http://tinyurl.com/TIGER-LIST>

Sports wire

Tuesday, February 16, 2010 2:58 AM

Cycling

## **French judge issues arrest warrant for Landis**

A French judge issued a national arrest warrant yesterday for U.S. cyclist *Floyd Landis* in connection with a case of data hacking at a doping laboratory. Judge *Thomas Cassuto*, who is

based in the Paris suburb of Nanterre, wants to question Landis about computer hacking dating back to September 2006 at the Chatenay-Malabry lab. The laboratory had uncovered abnormally elevated testosterone levels in Landis' samples collected in the run-up to his 2006 Tour de France victory, leading to the eventual forfeiture of his win. Cassuto also issued a national warrant for *Arnie Baker*, a retired doctor and longtime Landis coach and adviser. Landis denied the hacking allegations in an e-mail to the *Los Angeles Times* yesterday and said no warrant had been served against him. He said he wasn't sure whether Baker had received a warrant. "I can't speak for Arnie, but no attempt has been made to formally contact me," Landis said in the e-mail. "It appears to be another case of fabricated evidence by a French lab who is still upset a United States citizen believed he should have the right to face his accusers and defend himself." Earlier yesterday, French anti-doping chief *Pierre Bordry* mistakenly described the arrest warrant as international, but it is applicable only on French soil. It is possible in such cases to issue an international warrant at a later date if needed.

[http://www.dispatch.com/live/content/sports/stories/2010/02/16/wire16.ART\\_ART\\_02-16-10\\_C2\\_HDGJRQE.html](http://www.dispatch.com/live/content/sports/stories/2010/02/16/wire16.ART_ART_02-16-10_C2_HDGJRQE.html)

Monday, February 15, 2010

## **Landis wanted for questioning**

Associated Press

PARIS -- A French judge has issued an international arrest warrant for U.S. cyclist Floyd Landis in connection with a case of data hacking at a doping laboratory, France's anti-doping chief said Monday. Pierre Bordry told The Associated Press that French judge Thomas Cassuto is seeking to question Landis about computer hacking dating back to September 2006 at the Chatenay-Malabry lab. Months earlier, the laboratory near Paris had uncovered abnormally elevated testosterone levels in Landis' samples collected in the run-up to his 2006 Tour de France victory. Landis was stripped of his title and banned for two years. The American cyclist unsuccessfully challenged the drug test results before an arbitration hearing in California -- claiming that computer files were mishandled and erased. "Landis used the hacked files for his defense, that's how we discovered the whole scheme," Bordry said. "He wanted to show that the lab made mistakes in the handling of the tests." The French judge, who is based in the Paris suburb of Nanterre, issued the warrant Jan. 28 because Landis did not respond to a summons in November, Bordry said. Bordry added that Cassuto also issued an international warrant for Arnie Baker, a retired doctor and longtime Landis coach and adviser.

<http://sports.espn.go.com/oly/cycling/news/story?id=4915919>

## **Lance Armstrong Michelob Ultra Commercial**

<http://www.spacepimping.com/searchvideos/video/-VbZvEA6Ogl/Lance-Armstrong-drinks-beer.html>

**Ira:** Should I have put this story under "Health"?

## **Infrastructure isn't sexy, but it's vital**

Saturday, February 20, 2010 3:13 AM

By Bob Herbert

Pennsylvania Gov. Ed Rendell tells a story that goes back to his days as mayor of Philadelphia. The city had a long cold snap with about a month and a half of below-freezing temperatures. Then, abruptly, the mercury rose into the 60s, he said, "and 58 of our water mains broke, causing all sorts of havoc." "My water people told me that some had been laid in the 19th century," said Rendell, "and they were laid shallow, without much protection. So with any radical changes in temperature, they were susceptible to breaking. We had a real emergency on our hands."

Infrastructure is not just a significant interest of Ed Rendell's; it's more like a consuming passion. He has tried to stop the hemorrhaging of Pennsylvania's infrastructure, and he travels the country explaining how important it is for the United States to rebuild a national infrastructure that has deteriorated so badly that it is threatening the nation's economic viability. Two years ago, a bridge

inspector who had stopped for lunch in Philadelphia's Port Richmond neighborhood happened to glance up at a viaduct that carries Interstate 95 over the neighborhood. He noticed a 6-foot crack in a 15-foot column that was supporting the highway. His sandwich was quickly forgotten. Two miles of the highway had to be closed for three days for emergency repairs to prevent a catastrophe. Lawrence Summers, President Barack Obama's chief economic adviser, tells us that 75 percent of America's public schools have structural deficiencies. The nation's ports, inland waterways, drinking water and wastewater systems -- you name it -- are hurting to one degree or another. Ignoring these problems imperils public safety, diminishes our economic competitiveness, is penny-wise and pound-foolish and results in tremendous missed opportunities to create new jobs on a vast scale. Competitors are leaving us behind when it comes to infrastructure investment. China is building a network of 42 high-speed rail lines, while the U.S. has yet to build its first. Other nations are well ahead of us in the deployment of broadband service and green-energy technology. We spend scandalous amounts of time sitting in traffic jams or enduring the endless horrors of airline travel. Low-cost, high-speed Internet access is a fantasy in many parts of the United States. What's wrong with us? We're so far behind that Rendell has said that getting our infrastructure act together can feel like "sledding uphill." [http://www.dispatch.com/live/content/editorials/stories/2010/02/20/herb17.ART\\_ART\\_02-20-10\\_A8\\_M4GKE8N.html](http://www.dispatch.com/live/content/editorials/stories/2010/02/20/herb17.ART_ART_02-20-10_A8_M4GKE8N.html)