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## **Biking & Walking News**

**Ira S. Weiss, Editor**

**February 7, 2010**

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## **ANNOUNCEMENTS**

### **MORPC Survey**

Have you completed the MORPC "Shaping our Future: The Regional Plan for Central Ohio" survey? The survey can be found at <http://regionalplan.questionpro.com/>.

### **Columbus Business First Survey Question**

Do you approve of spending \$400 million to set up passenger rail service in Ohio?  
[http://www.bizjournals.com/columbus/poll/index.html?poll\\_id=20251&ana=e\\_du\\_pub](http://www.bizjournals.com/columbus/poll/index.html?poll_id=20251&ana=e_du_pub)

### **Fairfield Heritage Trail Association**

Monthly meeting agenda – February 9, 2010 – 6:00 pm  
Pizza Cottage, 2223 W. Fair Ave., Lancaster, OH (Ety Rd. and W. Fair Ave.)  
740 / 654-2400; [www.pizza-cottage.com](http://www.pizza-cottage.com)

**NOTE: AGENDA MAY BE ADJUSTED TO FACILITATE MEETING FLOW**

- 1) **CALL TO ORDER**
- 2) **APPROVAL OF January 12, 2010 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**

SAVE THE DATE

## **Central Ohio Greenways Trail Forum**

Friday, March 5, 2010

10:00 am –3:30 pm

Agenda:

- Central Ohio Greenways in 2010
- Round Table Discussion
- Lunch (Brown Bag/Catered-pay at the door)
- Future Fairfield County Bikeways
- Tour of Lancaster Bike Trail and Johns Trail

Location:

Fairfield Soil & Water Conservation District

831 College Ave.

Lancaster, OH 43130

RSVP to Amanda McElDowney by Friday, February 26, 2010 [amceldowney@morpc.org](mailto:amceldowney@morpc.org) or 614.233.4112

## **Endurance Sports Expo 2-18**

Here is the information regarding the ACC's Endurance Sports Expo taking place on Thursday, February 18 from 6 - 8pm at the Athletic Club of Columbus. This is a first-time event and it should be a great time! I know several merchandise vendors are planning on bringing their latest (and greatest) merchandise and will need some space. This event is open to the public. Our goal is to get the community excited about swimming, cycling, and running and, hopefully, get more people pedaling instead. The ACC will be inviting various organizations and teams in the swimming, cycling and running communities. Please forward this along to your database and invite them to attend. The more, the merrier and successful it will be! If you have any questions, please contact me. I can be reached at 614-404-5505 cell or [carlasokol@yahoo.com](mailto:carlasokol@yahoo.com). I look forward to seeing you at the ACC's Endurance Sports Expo night. This should be really cool! Thanks to Shari Heinrich @WCB for the story.

## **THE BLENDON COMMUNITY PLAN IS HERE**

JOIN US FOR THE FINAL PUBLIC PRESENTATION

MONDAY FEB. 8, 6:30pm-8:00pm, Blendon Township Senior Center, 6330 Hempstead Road

More info: [tinyurl.com/blendon](http://tinyurl.com/blendon)

## **Save the Date for Healthy Communities through Active Transportation Conference**

On March 30, federal, state and local safety advocates in Ohio are planning a one-day conference that brings together a wide variety of partners and stakeholders with an interest in creating healthier communities across Ohio. This recognizes the broad definition of community health, including economic vibrancy, transportation efficiency and safety, environmental sustainability, social equity and quality of life, and public health and welfare. The goal is to have all partners recognize the confluence of efforts that lead to these outcomes such as improved facilities and policies and increased safety and health for pedestrian, bicycle, and transit travel; reinvestment in existing mixed-use city and town centers, as well as a greater mix of land uses in new development; design and development policies and regulations that support complete roadway designs that are inviting and safe for all users. The Conference is free and will be held at the Riffe Center in Downtown Columbus across from the Statehouse. <http://mid-ohioregionalplanningcommission.createsend1.com/t/r//ujhdid/dlitmt/t>

You are invited to the following webinar (primarily for engineers), which will be hosted at MORPC, Wednesday Feb. 24, from 12:00 to 1:30 p.m.:

## **Multi-Modal School Site Planning, Design and Transportation for Primary Grades (Grades K-8)**

Credits: 1.5 PDH/.2 IACET CEU

Instructors: Daniel B. VanPelt, P.E., PTOE; Michael J. Cynecki, P.E.; and Jennifer Hefferan

**Location:** This free webinar will be held in the **Buckeye Conference Room** at MORPC, 111 Liberty St., Suite 100, Columbus OH 43215. Here is a [map with directions](#).

**Please RSVP** by replying to this e-mail, as space is limited. Parking passes will be provided after you have RSVP'd.

**This webinar is mainly aimed at engineers. If you want more details, please continue reading below. Thank you!**

Ariel Godwin, MORPC

(614) 233-4123

[agodwin@morpc.org](mailto:agodwin@morpc.org)

### **DESCRIPTION**

Multi-Modal School Site Planning, Design and Transportation for Primary Grades (Grades K-8)

**Wednesday, February 24, 2010**

**12:00 p.m.-1:30 p.m. Eastern**

**Credits:** 1.5 PDH/.2 IACET CEU

**Instructors:** Daniel B. VanPelt, P.E., PTOE; Michael J. Cynecki, P.E.; and Jennifer Hefferan

Through the use of case studies, this seminar will focus on policy and planning at the site level. It will provide guidance for addressing existing and redevelopment school sites and for selecting new school sites.

At the conclusion of the course, participants should be able to:

1. Identify key elements in developing a multi-modal school transportation plan.
2. Recognize strategies that improve safety and encourage walking and cycling to school.
3. Identify key consideration elements when selecting and designing a new school site.

For complete details, [click here](#).

Ariel Godwin

Active Transportation & Safety Programs

Assistant Planner

Mid-Ohio Regional Planning Commission

111 Liberty St., Suite 100

Columbus, OH 43215

[agodwin@morpc.org](mailto:agodwin@morpc.org)

Tel. (614) 233-4123

Fax (614) 228-1904

## **Missouri Complete Streets Policy Job Opening**

Posting Information: Benefit Eligible 100%

Salary Range:\$31,987.00 to \$58,017.00

Location: Columbia

<https://jobs.missouri.edu/vacdetails.php?vac=1016071>

Summary:

This 2 year position manages communications for a grant. Duties include building support for a comprehensive street design state level policy, conducting presentations and hosting a statewide conference to disseminate the policy/best practices developed.

Required Qualifications:

A Bachelor's degree or a combination of education and experience from which comparable knowledge and abilities can be acquired is necessary. Two years experience in public relations, communications or administration is required.

Preferred Qualifications:

Bachelors degree in community development, public health, or physical activity.

Five years of applicable experience is desired demonstrating an understanding of comprehensive street design concepts.

Demonstrated excellent oral and written communication skills and interpersonal skills.

Ability to coordinate and manage multiple tasks simultaneously, as well as be creative and resourceful.

Detailed Description:

Engage key stakeholders to identify key elements to be included in the policy proposal.

Conduct presentations for targeted audiences to build support.

Develop and implement a public service announcement/marketing campaign.  
Host a statewide conference.  
Provide technical assistance to comprehensive street design projects.  
Conduct evaluation of efforts.  
Assist in completion of reports for funder.  
Respond to questions and provide guidance for project implementation.

More detailed instructions about how to apply using their online system:  
University of Missouri Extension—two positions included in the CDC application submitted in December are posted.

The on-line application can be found at:

<http://hrs.missouri.edu/find-a-job/staff/index.php>

Go to Staff positions then to the University of Missouri. This webpage also contains a link to the vacancy list. See the two position descriptions at

<https://jobs.missouri.edu/vacancylist.php> (click on Open to All Applicants if the list is not already expanded).

Then click on the + by Communication, Arts and Media to see the description of the positions. The two positions are: Coordinator Program/Project Support (Farm to Institution focused), vacancy number: 1016069; and Coordinator Program/Project Support (Comprehensive Street Design focused), vacancy number: 1016071. Complete the on-line application; you must log-in. For questions on how to complete the application, call 882-7976. Please complete the application as soon as possible; the position will be posted on the web for a minimum of 5 days.

## SAFETY

### **Editorial: Other viewpoints**

Tuesday, February 2, 2010 2:56 AM

IT'S TOO bad the federal Transportation Department's decision to prohibit interstate bus drivers and almost all truckers from sending text messages while driving doesn't extend to reading received texts while barreling down the road at superhighway speeds. But it is an important step closer to the goal of eliminating this growing safety hazard on the nation's roads and streets. The ban follows President Barack Obama's executive order prohibiting texting while driving in federally owned vehicles, which went into effect at the end of 2009. Nineteen states and the District of Columbia already have outlawed texting by any driver, while laws in 10 states prohibit novice drivers from texting behind the wheel. In Michigan, a bill that would make texting while driving a secondary offense is close to being signed into law, while Ohio lawmakers are debating several anti-texting measures. Toledo began enforcing its own comprehensive texting ban at the beginning of this year. Of all the distractions drivers face -- those they can't control as well as those they can -- texting may be the most dangerous. Research shows that texting drivers take their eyes off the road long enough for a vehicle moving at highway speed to travel more than the length of a football field, including both end zones. According to a Virginia Tech Transportation Institute study, texting truck drivers were 23 times more likely to get into an accident than those who kept their eyes on the road. Detractors will argue that enforcing a ban will be difficult, if not impossible, and they've got a point. But difficulty is no excuse for not doing the right thing. With the growing popularity of texting devices, especially among young people, the number of accidents and fatalities is going to explode unless something is done.

[http://www.dispatch.com/live/content/editorials/stories/2010/02/02/OV\\_texting.ART\\_ART\\_02-02-10\\_A8\\_PEGESTR.html](http://www.dispatch.com/live/content/editorials/stories/2010/02/02/OV_texting.ART_ART_02-02-10_A8_PEGESTR.html)

Friday, January 29, 2010

### **Study: distracted driving laws don't stop crashes**

By Associated Press

WASHINGTON (AP) -- A new study from the insurance industry finds that state laws banning the use of handheld devices to make a call or send a text message while driving have not resulted in fewer vehicle crashes. The study, released Friday by the Highway Loss Data Institute, examined insurance claims from crashes before and after such bans took effect in California, New York, Connecticut and Washington,

D.C. The organization found that claims rates did not go down after the laws were enacted. It also found no change in patterns compared with nearby states without such bans. Adrian Lund, the group's president, said the finding doesn't bode well "for any safety payoff from all the new laws." Six states and the District of Columbia ban talking on a hand-held device for all drivers, while 19 states and the District of Columbia ban texting while driving, according to the Governors Highway Safety Association. <http://www.technologyreview.com/wire/24437/?nlid=2707&a=f>

February 4, 2010

## **Texting ban should extend beyond bus, truck drivers**

It's too bad the federal Transportation Department's decision to prohibit interstate bus drivers and almost all truckers from sending text messages while driving doesn't extend to reading received texts while barreling down the road at superhighway speeds. But it is an important step closer to the goal of eliminating this growing safety hazard on the nation's roads. The ban follows President Barack Obama's executive order prohibiting texting while driving in federally owned vehicles that went into effect at the end of 2009. ... Of all the distractions drivers face -- those they can't control, as well as those they can -- texting might be the most dangerous. Research shows texting drivers take their eyes off the road long enough for a vehicle moving at highway speed to travel more than the length of a football field, including both end zones. ...Detractors will argue enforcing a ban will be difficult, if not impossible, and they've got a point. But difficulty is no excuse for not doing the right thing. With the growing popularity of texting devices, especially among young people, the number of accidents and fatalities is going to explode unless something is done.

<http://www.lancastereaglegazette.com/article/20100204/OPINION04/2040314/1014/OPINION/Texting-ban-should-extend-beyond-bus-truck-drivers>

latimes.com

## **California cellphone rules don't appear to be reducing car accidents, study finds**

By Ari B. Bloomekatz

Los Angeles Times Staff Writer

January 29, 2010

Think your commute is safer now that California requires drivers to use hands-free cellphones? Think again. A new study from the nonprofit Highway Loss Data Institute found that rates of crashes before and after the landmark law took effect in 2008 have not significantly changed. It also found that the trend of California's crashes before and after the law followed that of neighboring states -- like Arizona and Nevada -- that do not have bans on hand-held phones. "The laws aren't reducing crashes, even though we know that such laws have reduced hand-held phone use, and several studies have established that phoning while driving increases crash risk," Adrian Lund, president of the Insurance Institute for Highway Safety and its affiliate, the data institute, said in a statement. <http://www.latimes.com/news/la-cellphones-m.0.6267071.story>

Cell ban fails crash test

## **Accidents haven't declined despite law against mobile use**

By BRIAN NEARING, Staff writer

First published: Friday, January 29, 2010

ALBANY -- It's an increasingly common sight behind the wheel: Nearby drivers chatting away on cellphones, even though it has been against state law since 2001. A study issued Thursday by an insurance industry group finds that crash rates have not declined in New York after the hand-held cellphone driving ban was adopted. The same thing happened after bans were imposed in California, Connecticut and the District of Columbia. "The laws aren't reducing crashes, even though we know that such laws have reduced hand-held phone use, and several studies have established that phoning while driving increases crash risk," said Adrian Lund, president of the Highway Loss Data Institute. He said the industry group, which analyzed collision insurance claims for about 1.7 million accidents dating back a decade, was surprised not to see accident reductions in the wake of cellphone laws and was "gathering data to figure out the mismatch." A partial answer might be found in the institute's files from a study issued three months ago. It suggested that in New York, a lot of people obeyed the law at first but began to ignore it as time passed -- even as the odds of getting a ticket or maybe even having an accident continue to rise. In October 2009, the Insurance Institute for Highway Safety, the parent group of the

Highway Loss Data Institute, reported that observed driver cellphone usage in New York state declined from 2.3 percent to about 1.1 percent immediately after the law was adopted in 2001.

<http://www.timesunion.com/AspStories/story.asp?storyID=894729>

**Ira:** Who paid for the study: Verizon? AT&T? Sprint? ☺

## **Clevelanders honor bicyclist killed by truck**

Monday, February 1, 2010 9:46 AM

THE (CLEVELAND) PLAIN DEALER VIA AP

CLEVELAND -- A bicycle is the centerpiece of a growing curbside memorial in Cleveland for a woman struck and killed by a truck while riding the bike to work. Sylvia Bingham's white bicycle is surrounded by flowers and helmets at the corner where the AmeriCorps VISTA volunteer was killed in September. The bicycle helmets can be taken and used by anyone who needs one. The driver of the truck has been charged with aggravated vehicular homicide and drunken driving.

[http://www.dispatch.com/live/content/local\\_news/stories/2010/02/01/cleveland-honors-bicyclist-killed-by-truck.html?sid=101](http://www.dispatch.com/live/content/local_news/stories/2010/02/01/cleveland-honors-bicyclist-killed-by-truck.html?sid=101)

## **DeMastry's sentencing to be delayed**

Defense attorney trying to get manslaughter charge dismissed

BY MORGAN DAY

The Eagle-Gazette Staff

LANCASTER -- A sentencing hearing has been put on hold for Caitlin DeMastry, a 22-year-old Lancaster resident convicted of involuntary manslaughter and tampering with evidence. DeMastry drove the vehicle that struck and killed Charles D. Cain, 27, as he walked along Sheridan Drive the morning of Feb. 22.

Originally charged with aggravated vehicular homicide, involuntary manslaughter and tampering with evidence, DeMastry was found not guilty of the first-degree felony of aggravated vehicular homicide in a weeklong jury trial. Jurors found her guilty on the two third-degree felonies. Defense Attorney Scott Wood said he wants Fairfield County Common Pleas Judge Richard Berens to dismiss the involuntary manslaughter charge. That charge, Wood said, is inconsistent with the not-guilty verdict the jury delivered regarding the aggravated vehicular homicide charge, which contained lesser charges related to operating a vehicle while under the influence. In the trial, evidence showed DeMastry was driving under suspension at the time of the crash. "Under Ohio law, a person cannot be convicted for involuntary manslaughter for driving under suspension," Wood said. "There must be some conduct involving the driving to support the involuntary manslaughter." Wood said Berens gave prosecutors 14 days to respond to the motion for acquittal. He said at the trial's conclusion he wished to appeal charges and now will appeal the remaining tampering with evidence charge if the other is dismissed.

<http://www.lancastereaglegazette.com/article/20100204/NEWS01/2040308/-1/NLETTER01/DeMastry-s-sentencing-to-be-delayed?source=nletter-news>

# **HEALTH**

## **The more exercise, the better, study finds**

Tuesday, February 2, 2010 3:00 AM

By Erin Allday

San Francisco Chronicle

Paul Williams has run only one marathon, but by his own research, he could benefit from running a few more. A scientist at Lawrence Berkeley National Laboratory in California, Williams has put together the world's largest study on runners, and the evidence found that more than 20 years of research points to an important conclusion: When it comes to exercise, more is almost always better. "The government was saying you get benefits by walking three or four times a week. My data has shown the more you do, the greater the benefits," Williams said. To be sure, Williams is not suggesting that everyone try to run 100 miles a week, or even half of that. But for years, he's been a critic of national guidelines that recommend people get at least 150 minutes of exercise a week, or about 30 minutes a day, five days a week. That's a fine goal for the couch potatoes, Williams said, but it's shortchanging the millions of Americans who already get the minimum amount of exercise and might not realize that doing more would improve their

health. Williams' catalog of more than 100,000 runners has produced dozens of scientific and medical papers looking at the effect of running on everything from heart disease and stroke to vision problems and arthritis. The more miles people run -- or the more they do other aerobic activity -- the less likely they are to develop heart disease or have strokes, Williams has found. The health improvements continue up to about 50 miles a week of running, roughly eight hours. (Williams, for the record, runs about 35 miles a week.) But doctors and public-health officials worry that with half the country not meeting the current guidelines, talk of running 50 miles a week will intimidate folks who aren't doing anything.

[http://www.dispatch.com/live/content/national\\_world/stories/2010/02/02/sh\\_running\\_0202.ART\\_ART\\_02-02-10\\_A2\\_Q2GFLVF.html](http://www.dispatch.com/live/content/national_world/stories/2010/02/02/sh_running_0202.ART_ART_02-02-10_A2_Q2GFLVF.html)

## **Walking Doc Sabgir dispenses advice at Roundtable**

Wednesday, February 3, 2010 12:12 PM

By CANDY BROOKS

ThisWeek Staff Writer

Fruits and vegetables are good for your health, of course. So are alcohol, chocolate, fish oil and resveratrol. But the real "miracle drug" for a healthy heart is really cheap and readily available - exercise. "If it was a pill, you couldn't afford it and you wouldn't be able to find it on the shelf," cardiologist David Sabgir said at the Healthy Worthington Coalition's annual Roundtable Breakfast last week. Sabgir, who graduated from Worthington High School and is the founder of the popular Walk With A Doc program, was the keynote speaker at the event held this year at the Worthington Seventh-day Adventist Church.

[http://www.thisweeknews.com/live/content/worthington/stories/2010/02/03/0204wowalking-doc\\_in.html?sid=104](http://www.thisweeknews.com/live/content/worthington/stories/2010/02/03/0204wowalking-doc_in.html?sid=104)

## **Health panel wants to get you walking**

Wednesday, February 3, 2010 12:10 PM

By KEVIN PARKS

ThisWeek Staff Writer

These streets are made for walking; it's what you ought to do. One of these days this group is going to get you walking, too. At last week's monthly meeting of the North Side Health Advisory Committee, the abundant benefits of simply going for a stroll were thoroughly explored. Forming walking clubs and creating safe routes for them to take were the topics of two separate presentations for the group, which is being formed by Columbus Public Health to initially focus on improving health in the six zip codes that are, wholly or in part, included in the Northland Community Council coverage area. Eventually, that's to be expanded to 18 North Side zip codes, making it the largest by far of these advisory panels established around the city. The talking about walking was appropriate, given the mission statement the members of the group adopted at the December session and gave final approval to last week: "The North Side Health Advisory Committee's mission is to promote healthy lifestyle choices through education, access to resources, physical activity and proper nutrition." Committee members heard from Pat Funderburg, who used to serve as program director of the Central Ohio Diabetes Association's Walking in the Neighborhood program. Funderburg is now a lifestyle coach with the association, her position funded through the Ohio Commission on Minority Health. Funding for the Walking in the Neighborhood program ran out, Funderburg said, but the 30-year veteran of teaching fitness remains an ardent supporter of these clubs. "I'm just a real advocate," she said. Christine G. Green, Healthy Places coordinator for the health department, discussed the "Walking Maps" program she leads.

[http://www.thisweeknews.com/live/content/northland/stories/2010/02/03/0204nohealth-panel\\_in.html?sid=104](http://www.thisweeknews.com/live/content/northland/stories/2010/02/03/0204nohealth-panel_in.html?sid=104)

# **LOCAL NEWS**

## **Blendon Township community plan will be unveiled Feb. 8**

Wednesday, February 3, 2010 12:27 PM

By JENNIFER NESBITT

ThisWeek Staff Writer

Seven months after Blendon Township residents first gathered to identify the pros and cons of living in their neighborhoods, Franklin County planners are ready to unveil a draft community plan that began with

that meeting. The county will host a public meeting from 6:30 p.m. to 8 p.m. Feb. 8 at the Blendon Township Senior Center, 6330 Hempstead Road. "We'll be presenting the draft final package of the plan," said Franklin County planner Ben Weiner, who has headed the township's planning process. The draft plan will outline existing conditions in Blendon Township and what residents would like to see in the future, along with steps and proposed policies that could be used to implement those changes. The draft was created by Franklin County planners using input from a series of public meetings and a work group of township residents, leaders and business owners. "This plan represents the vision for the community's future," Weiner said. "This really could be described as a bottom-up process." The planning process started with the July meeting, during which about 150 residents outlined what they liked about the township and what they would like to see changed. From there, the work group turned those changes into a vision statement, which the county presented to the public along with computer drafts of how the vision could take shape at another meeting in September.

[http://www.thisweeknews.com/live/content/westerville/stories/2010/02/03/0204wvblendon-plan\\_In.html?sid=104](http://www.thisweeknews.com/live/content/westerville/stories/2010/02/03/0204wvblendon-plan_In.html?sid=104)

## **Parking restricted on part of W. Broad**

Saturday, February 6, 2010 3:00 AM

By Mark Ferenchik

THE COLUMBUS DISPATCH

Customers who park outside Aaron Heard's motorcycle shop on W. Broad Street on the Hilltop have never worried about the time they spend inside. Until now. One-hour parking signs popped up recently along a three-block stretch of W. Broad on the north side of the street. Heard, who co-owns the Cycle Co. at 2360 W. Broad St., said the city told him nothing. "No one discussed anything," he said. The signs say parking is limited to one hour between 8 a.m. and 4 p.m. on weekdays. Signs that prohibit parking along that side of Broad Street from 4 p.m. to 6 p.m. weekdays have been up for a while. Rick Tilton, spokesman for the city's public-service department, said workers put up the one-hour signs a few weeks ago to replace signs that had disappeared or had been damaged. Area business owners have been concerned about several options the city has been considering for bike lanes along W. Broad Street. One option would eliminate parking on the north side of the street between Harris and Clarendon avenues. Hilltop Business Association President Judy Andrews said she'd prefer one-hour parking to a bike lane. At least the businesses would have parking, she said. She also said she does not remember any one-hour parking signs in the past. Ryan Iulianelli, who manages Lev's Pawn Shop, 2040 W. Broad St., parks his car in front of the store from 10 a.m. to 4 p.m. Now he might have to park it out back. "If you know anything about the Hilltop, you don't want to park a car in an alley," he said.

[http://www.dispatch.com/live/content/local\\_news/stories/2010/02/06/HILLTOPPARKING.ART\\_ART\\_02-06-10\\_B4\\_12GH20C.html](http://www.dispatch.com/live/content/local_news/stories/2010/02/06/HILLTOPPARKING.ART_ART_02-06-10_B4_12GH20C.html)

German Village

## **Third Street master plan taking shape**

Wednesday, February 3, 2010 12:17 PM

By GARY SEMAN JR.

ThisWeek Staff Writer

The future look of Third Street is still fuzzy, but the picture is getting clearer. German Village leaders, city officials and architects met last week to firm up details of the streetscape master plan, now entering its final design stages. At an open house on Jan. 27, residents got another look at the beautification efforts of the neighborhood's most recognizable corridor, a three-quarter-mile stretch of roadway extending from Livingston Avenue to Schiller Park. Planners are trying to improve the area while maintaining its historic character and functionality. One key problem that needs to be addressed is the sidewalks, which are crumbling and uneven, said architect Brian Kinzelman of Kinzelman Kline Gossman, the architectural firm the city is paying \$180,000 to complete the plan and implement it. "I don't have to tell you folks anything you don't know," he said. "We have some flat-out unsafe conditions." Using uniform materials, evening out the sidewalks and possibly lining them with brick for aesthetic value is a favored option, Kinzelman said. The master plan also addresses the improvement of Third Street and making it more pedestrian-friendly. Planners suggested making the roadway all brick or a combination of brick lanes and asphalt in the center. They also discussed curb extensions, where a portion of the sidewalks encroaches on the street, slowing traffic and shortening the crossing distance for pedestrians.

[http://www.thisweeknews.com/live/content/germanvillage/stories/2010/02/03/0204gemaster-plan\\_In.html?sid=104](http://www.thisweeknews.com/live/content/germanvillage/stories/2010/02/03/0204gemaster-plan_In.html?sid=104)

## **Parks master plan to guide growth and management**

Wednesday, February 3, 2010 12:22 PM

By JENNIFER NOBLIT

ThisWeek Staff Writer

Dublin now has a blueprint for its more than 900 acres of park space. City council last week unanimously approved a parks and recreation master plan that had been in the works since 2006. "This document really provides necessary framework for parks and recreation," Fred Hahn, director of parks and open space, told council. "A lot of the document is staff's best thoughts." With more than 150 land areas to maintain and develop, Hahn said the document will act as a "field tool" for staff. The 239-page document is "a more focused, strategic planning document, integrated with the Dublin Community Plan," according to the introduction. For Hahn, it's something the city needed because of rapid growth. Previously, he said, the city focused on keeping up with growth.

[http://www.thisweeknews.com/live/content/dublin/stories/2010/02/03/0204duparks-plan\\_In.html?sid=104](http://www.thisweeknews.com/live/content/dublin/stories/2010/02/03/0204duparks-plan_In.html?sid=104)

## **Construction under way on Galena trail bridge**

Saturday, January 30, 2010 4:54 PM

By CHRIS ALEXIS

ThisWeek Staff Writer

Construction has begun on Kane's Crossing Trail Bridge over Big Walnut Creek in Galena. The bridge will be part of the Ohio-to-Erie Trail. When completed, the trail will connect cities, towns and villages from the Ohio River to Lake Erie. Work began on Jan. 25, village public service director Scott Jamison said. He said workers were struggling against the cold as they trimmed and assembled lumber. "As long as we don't get a major ice storm or rain storm, they'll be done by the end of February at the latest. It won't be long," he added. "We're just happy the project's under way," mayor Tom Hopper said. The bridge, 160 feet long and 10 feet wide, will be for foot and bicycle traffic only, Jamison has said. The bridge's construction design and management was bid out and awarded to Jobes Henderson engineering firm, Newark. [http://www.thisweeknews.com/live/content/sunbury/stories/2010/01/30/0131sutrail-bridge\\_In.html?sid=104](http://www.thisweeknews.com/live/content/sunbury/stories/2010/01/30/0131sutrail-bridge_In.html?sid=104)

## **I-71, SR 665 makeover receives ODOT approval**

Wednesday, February 3, 2010 12:25 PM

By EVAN BROOKS

ThisWeek Staff Writer

Grove City mayor Richard "Ike" Stage said the Ohio Department of Transportation's approval of a \$34.7-million Interstate 71, state Route 665 interchange makeover was "a huge, huge team effort." The project to overhaul the interchange was one of five projects approved Jan. 28 for accelerated construction by ODOT. The approval from ODOT's Transportation Review Advisory Council gives Grove City officials the ability to spend state and federal dollars earmarked for the project. The project will upgrade the 50-year-old, two-lane bridge to a single-point urban interchange, similar to that at Sawmill Road and Interstate 270. Construction is expected to start in October and be finished before 2012, city officials said. The project received praise and support from U.S. Rep. Mary Jo Kilroy, Columbus mayor Michael Coleman, state Rep. Cheryl Grossman (R-Grove City), businesses near the interchange and other state and local government agencies. "It was a huge statement in what can be done when people come together," Stage said. Kilroy said she toured the interchange and surrounding area last year with Grove City officials. "It was very clear that it was a good project that could bring construction jobs to the area," she said. "It's going to help the whole area when that interchange is done."

[http://www.thisweeknews.com/live/content/grovecity/stories/2010/02/03/0204qr71-665-makeover\\_In.html?sid=104](http://www.thisweeknews.com/live/content/grovecity/stories/2010/02/03/0204qr71-665-makeover_In.html?sid=104)

## **Grant gives city \$3.5M to widen Hilliard-Rome Road**

\*The project is one of 14 projects in Central Ohio the OPWC partially funded with a grant.

By KEVIN CORVO

Published: Wednesday, February 3, 2010 11:31 AM EST

The widening of Hilliard-Rome Road south of Roberts Road was 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, was among those the District 3 Public Works Integrated Committee recommended for grant funding to the Ohio Public Works Commission. Franklin County Engineer Dean Ringle, and chairman of the Mid-Ohio Regional Planning Commission, leads the District 3 committee. The Public Works Integrated 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 is as much as both draw from the same environmental study, Hilliard Service Director Butch Seidle said. 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 are also part of the improvement project.

[http://www.snponline.com/articles/2010/02/06/hilliard\\_northwest\\_news/news/hlwidening\\_20100202\\_0338pm\\_5.txt](http://www.snponline.com/articles/2010/02/06/hilliard_northwest_news/news/hlwidening_20100202_0338pm_5.txt)

## **Jersey Township working on future land-use plan**

Saturday, January 30, 2010 4:50 PM

By JESSICA TRUMBULL

ThisWeek Contributor

The Jersey Township planning committee met Jan. 27 to revise and update the township's comprehensive plan. Ryan Edwards, a planner with the Licking County Planning Department, told the committee he would prepare the comprehensive plan for public approval, based on the revisions adopted during the meeting. "I would like to deliver a whole draft document next month, based on all the goals and objectives that we have up until this point -- the reason being that I know you want to get started on your zoning as soon as you can," he said. "It's important to your community." Edwards also summed up the community's response in the public surveys concerning future land-use planning: Residents indicated they like Jersey Township's "rural lifestyle" but are interested in opportunities for business and commercial development. He said he believes the comprehensive plan is in line with this response. "I think you have delivered on what the city has said in the survey," he said. During the meeting, the committee reviewed its goals and strategies as laid out in the comprehensive plan, discussing such issues as the future locations of neighborhood commercial areas, supporting commercial development, the installation and extension of central water and sewer facilities, creating "multi-modal" transportation methods to encourage interconnectivity with neighboring communities and outlining standards for signage and lighting. In all areas, the committee strove to emphasize the maintenance of the "rural aesthetic" and avoid a "sprawling suburban look" in Jersey Township.

[http://www.thisweeknews.com/live/content/lickingcounty/stories/2010/01/30/0131jersey-twp-plan\\_In.html?sid=104](http://www.thisweeknews.com/live/content/lickingcounty/stories/2010/01/30/0131jersey-twp-plan_In.html?sid=104)

## **Village to examine downtown signage**

Saturday, January 30, 2010 4:55 PM

By MARLA K. KUHLMAN

ThisWeek Staff Writer

Johnstown's first community forum, sponsored by the Old Town committee, attracted about 35 residents and business people who discussed signage, parking and the bike path on Monday.... In addition to lengthy discussion about parking and the state Route 37/U.S. 62 intersection improvements (see related story), signage and the bike path were topics of discussion. Downtown Johnstown member Julie Coutts said she's almost embarrassed to say she's from the village when she uses the bike path because of trash along the trail. "From the bike path, it's only a couple blocks downtown," she said. "It would be nice if we could offer something, even something nice to look at. It's a dumping site."

[http://www.thisweeknews.com/live/content/johnstown/stories/2010/01/30/0131jiddowntown-signs\\_In.html?sid=104](http://www.thisweeknews.com/live/content/johnstown/stories/2010/01/30/0131jiddowntown-signs_In.html?sid=104)

## **Knox County Trail Updates**

Here are the latest updates concerning our special trail system:

**Kokosing Gap Trail:** A rare opportunity occurred on the Kokosing Gap Trail in January when snow

amounts allowed for awesome cross country skiing on the trail. The trail was stunningly beautiful with the white, snow-laden landscape and towering sycamores gracing the streams along the trail.

**Heart of Ohio Trail:** The [Centerburg Joint Recreation District](#) recently held a successful, naturalist-led hike on the Heart of Ohio Trail near Centerburg. The Recreation District plans other hikes Along the trail that will include wildlife and bird watching.

**Kokosing Water Trail:** The Knox County Park District has received a \$1,116 Navigational Aids Program grant from the ODNR Division of Watercraft. The grant monies will enable the park district to place signage along the Kokosing and Mohican Rivers at our canoe/kayak launch sites and park sites to identify these sites (as paddlers float the rivers). Additional signage provided by the grant will alert paddlers upstream of river hazards, such as log jams.

To remove your name from our mailing list, or if you have questions or comments, E-mail us at [info@knoxcountyparks.org](mailto:info@knoxcountyparks.org) or call 740/392-7275.

Kim

Kim Marshall, Director  
Knox County Park District  
Knox Services Center  
117 East High Street, Suite 224  
Mount Vernon, OH 43050  
740/392-PARK  
740/504-4462 (cell)  
740/393-6705 (fax)  
[www.knoxcountyparks.org](http://www.knoxcountyparks.org)

## **Pickerington takes first step in trail plans**

City says proposed trail would benefit bicyclists, students walking to school

February 7, 2010

By **Rachel Scofield**

Eastside Messenger Staff writer

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."

The proposed trails, which range in length from one half miles to three miles, include the following streets:

- Tussing Road from S.R. 256 to Blacklick Creek (connecting the trail to the new Columbus Metro Parks trail exiting Blacklick Woods Metro Park).
- Refugee Road from Windmill Drive to Farmstead Drive (where the trail would also connect to a Metro Parks trail)

- Commerce Drive from S.R. 256 to Diley Road (to connect the Melrose subdivision).
- Columbus Street from S.R. 256 to Pickerington Ponds.
- Long Road from Columbus Street to Pickerington Ponds.

The design of the bike paths would vary.

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.

The sections of Long Road and Columbus Street would have bike lanes, curbs, sidewalks and street trees.

The bike lanes would be similar to those along Columbus Street that stretch eight miles west of downtown to Baltimore, Bachman said.

Bachman presented the first phase of the Long Road proposal to the council service committee in January.

In the first phase, the city would transform Long Road from Diley Road to Colony Park Drive into a complete street.

Not only would the bike paths and sidewalks provide a safe route to Pickerington Elementary, the curbs and storm sewers would eliminate persistent flooding problems, Bachman said.

Bachman estimated the cost to renovate the one-half mile section of Long Road to be \$1.14 million.

Wisniewski said the strategic plan does not include funding mechanisms for its list of projects.

Bachman said he has not yet calculated the cost of the complete proposal.

If council decides to move forward with the bike paths, the city would need to secure money from sources outside the general fund, Wisniewski said.

"We will seek grants for as much of the cost as possible," Bachman said.

Some funding may still have to come from the general fund as well as impact fees from new development and the storm water fund, Bachman said.

Bachman also made preliminary contact with possible investment partners including Violet Township, the Metro Parks, the MidOhio Regional Planning Commission (MORPC) and the Ohio Department of Transportation (ODOT).

The bike path plan is a project close to Bachman's heart,

Bachman has biked or run in many national parks, in addition to participating in the Boston Marathon and the Ironman Triathlon in Hawaii.

"It is a good fit for me with my background in engineering and in bicycling/running to further develop the plan and lead the projects forward," Bachman said.

**Ira:** Please excuse the full story. There was no link at the Web site and this is important...

## **Rosehill Road work scheduled to resume this spring**

Wednesday, February 3, 2010 12:31 PM

By DAVID S. OWEN

ThisWeek Staff Writer

More repaving and upgrades are expected on a northern portion of Rosehill Road sometime this spring in what is being called phase three of the Rosehill Road improvement project. During city council's safety and finance committee meetings Monday, director of engineering Jim Miller asked that \$4,000 be appropriated for specifications and preparations for bid advertisements for the work, which will include repaving, curb and guardrail replacement. The project will target a 4,000-foot section of Rosehill Road from Rosedale Avenue north to the city's corporation limit. Work is expected to begin sometime in April, Miller said. He said the entire project should take about a week to finish and will not cost the city any money. "We have \$200,000 from the Community Development Block Grant (CDBG) and \$183,000 from the American Recovery Reinvestment Act (ARRA) paving program," he said. "The entire project will cost about \$380,000."

<http://www.thisweeknews.com/live/content/reynoldsburg/stories/2010/02/03/0204rbrosehill-road ln.html?sid=104>

## OTHER NEWS

### Report shows \$1.5 billion annual impact of bicycling in Wisconsin

Gena Kittner | 608-252-6139 | [gkittner@madison.com](mailto:gkittner@madison.com) | Posted: Monday, February 1, 2010 9:45 pm  
Recreational cycling generates \$1.5 billion in economic activity a year in Wisconsin, according to a first-of-its-kind study. The figures, which include dollars produced by the state's bicycle manufacturing, sales and services industry, suggest cycling has as much impact on the state's economy as deer hunting. "I don't think folks in Wisconsin appreciate just how important (biking) is in the state's economy," said state Rep. Spencer Black, D-Madison, who commissioned the study. "We make a lot more bikes here than we do cars." Graduate students in UW-Madison's Nelson Institute for Environmental Studies conducted the review. Until now, the state did not have a definitive study on the impact of cycling, Black said. "Biking is right up there with other activities like fishing, snowmobiling and hunting."

[http://host.madison.com/ws/news/local/article\\_526f2c44-0fb0-11df-8c95-001cc4c002e0.html](http://host.madison.com/ws/news/local/article_526f2c44-0fb0-11df-8c95-001cc4c002e0.html)

### February SRTS E-News

This month's articles include:

1. First Lady Michelle Obama Focuses on Childhood Obesity
2. Join Advocates from Across the Country at the National Bike Summit
3. Safe Routes to School National Partnership Federal Update
4. Safe Routes to School State Network Update
5. Alliance for Biking and Walking Releases 2010 Benchmarking Report
6. Conferences Provide Opportunities to Learn More about Safe Routes to School
7. On-demand Webinar: School Bicycle & Walking Policies
8. Fond du Lac Reservation Completes Safe Routes to School Plan
9. West Virginia Experiences Great Success
10. SRTS News Throughout the Country

<http://www.saferoutespartnership.org/mediacenter/6621/393874>

### National Report Summarizes Local Safe Routes to School Travel Data

CHAPEL HILL, N.C. (February 4, 2010) -- The National Center for Safe Routes to School announced today the release of a new national report on Safe Routes to School (SRTS) travel data. The report, entitled Safe Routes to School Travel Data: A Look at Baseline Results from Parent Surveys and Student Travel Tallies, provides a summary of school travel data that local SRTS programs throughout the United States collected from April 2007 to May 2009.

The full report is available for download at:

[http://www.saferoutesinfo.org/resources/travel\\_data\\_reports.cfm](http://www.saferoutesinfo.org/resources/travel_data_reports.cfm)

"This report provides a snapshot of student travel and parent attitudes about the trip to and from school among elementary and middle schools included in the study," said Lauren Marchetti, director of the National Center for Safe Routes to School. "As schools and communities begin or continue building safe

walking and bicycling initiatives, these baseline results can potentially provide a benchmark for local SRTS programs.”

#### **KEY FINDINGS OF ANALYSES INCLUDE:**

- Distance to school is strongly associated with how children get to and from school. The proportion of children walking or bicycling to school is much greater among those who live closer to school.
- Across all grades, the family car and school bus were the two most frequently used options for travel to/from school. Walking was third. However, there are notable differences between how students in lower grades (K-5th) and higher grades (6th-8th) travel to school.
- Safety factors, like traffic speed and volume and street crossing safety, were frequently selected as barriers by parents who live within one half mile of school but do not allow their children to walk or bicycle to/from school.

The baseline results provide useful information about student travel for the schools in the sample, many of which likely just began their SRTS activities, and highlight issues for the national SRTS program to address and promote. Over 130,000 parent responses and almost 2.4 million student trips to or from elementary and middle schools were included in the aggregate analysis. In order to examine information most likely to reflect the starting point for schools before or soon after their SRTS activities began, the analysis only includes each school's first submission of data.

#### **About The National Center for Safe Routes to School**

Established in May 2006 through funding from the Federal Highway Administration, the National Center for Safe Routes to School assists communities in enabling and encouraging children to safely walk and bicycle to school. The Center strives to equip Safe Routes to School programs with the knowledge and technical information to implement safe and successful strategies. The National Center for Safe Routes to School is maintained by the University of North Carolina Highway Safety Research Center with funding from the U.S. Department of Transportation Federal Highway Administration. For more information, visit [www.saferoutesinfo.org](http://www.saferoutesinfo.org).

**Media contact:** Caroline Dickson, [dickson@hsrc.unc.edu](mailto:dickson@hsrc.unc.edu) / (919) 962-5835

**Data contact:** [data@saferoutesinfo.org](mailto:data@saferoutesinfo.org)

## **League of American Bicyclist Update**

<http://tinyurl.com/LABUpdate>

February 1, 2010

### **An Electric Boost for Bicyclists**

By J. DAVID GOODMAN

SHANGHAI — Jiang Ruming, a marketing manager, owns a van, but for many errands, he hops on a futuristic-looking contraption that lets him weave rapidly through Shanghai's messy traffic. He rides an electric bicycle. Half a world away, in San Francisco, the president of that city's board of supervisors, David Chiu, uses an electric bike to get to meetings without sweating through his suit. And in the Netherlands, Jessy Wijzenbeek-Voet recently rode an electric bicycle on a long trip that, at 71, she would not have been able to make on a standard bike. Detroit may be introducing electric car designs and China may be pushing forward with a big expansion of its highways and trains. But people like Mr. Jiang, Ms. Wijzenbeek-Voet and Mr. Chiu — as well as delivery workers in New York, postal employees in Germany and commuters from Canada to Japan — are among the millions taking part in a more accidental transportation upheaval. It began in China, where an estimated 120 million electric bicycles now hum along the roads, up from a few thousand in the 1990s. They are replacing traditional bikes and motorcycles at a rapid clip and, in many cases, allowing people to put off the switch to cars. In turn, the booming Chinese electric-bike industry is spurring worldwide interest and impressive sales in India, Europe and the United States. China is exporting many bikes, and Western manufacturers are also copying the Chinese trend to produce models of their own. From virtually nothing a decade ago, electric bikes have become an \$11 billion global industry. “It's miraculous — it takes the hills out of riding,” said Roger Phillips, 78, who rides an electric bike around Manhattan. The sensation is akin to a moving walkway at the airport, he said.

<http://www.nytimes.com/2010/02/01/business/global/01ebike.html?th&emc=th>

## **Marketplace: Cities take a spin with bike sharing**

Cities like Boston, Minneapolis, and Denver are introducing a new way to get around: bike share. But these programs aren't just a ride in the park. Andrea Bernstein reports.

<http://tinyurl.com/citybikesharing>

## **PAY AS YOU GLOW**

This is a possibility for trail managers, particularly in less densely-populated areas. Trails may be especially well-suited to this technology since their linear nature means zones of lights are located in well-known areas and can be delineated by mile markers. A German town has decided to turn off street lights after 9pm to save energy and money. But residents can dial a number and enter a code to turn on a zone of lights for 15 minutes if they are in the area. VIDEO: <http://news.bbc.co.uk/2/hi/europe/7796800.stm>

DIAL 4 LIGHT SITE: <https://www.dial4light.de/dial4light/d4IDefault.do> Thanks to Eric Oberg for the story.

Ira S. Weiss, Editor  
11735 Eddington  
Pickerington, OH 43147  
[iweiss@insight.rr.com](mailto:iweiss@insight.rr.com)

### **Contact Information**

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Web site - [www.considerbiking.org](http://www.considerbiking.org)

Facebook - [Facebook Page](#)

Twitter - [Considerbikeoh](#)

Executive Director, Jeff Stephens - [jeff@considerbiking.org](mailto:jeff@considerbiking.org) 614-579-1127

Communications, Ira Weiss - [iweiss@insight.rr.com](mailto:iweiss@insight.rr.com)