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## Biking & Walking News

Ira S. Weiss, Editor

June 20, 2010

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## ANNOUNCEMENTS

### You are invited to two upcoming events at MORPC

- 1) **Complete Streets Education Forum – Friday, July 9, 10:00- 11:30 AM.** Join us and learn more about what it means to design complete streets and how local communities can work toward this goal. Presenters include Bill Lewis, City of Columbus Division of Mobility Options; Juana Sandoval, MORPC; and Michelle May, Ohio Department of Transportation. The Forum will also be available for viewing on Ustream. Please [click here to view](#) our live broadcast of the forum through Ustream, where you also have the chance to submit questions and comments to our speakers.
- 2) **APWA Webinar: “Complete Streets—Designing Streets to Accommodate All Users” – Monday, July 12, 3:00-4:30.** Presenters include Dan Burden of Walkable Communities and Barbara McCann of the National Complete Streets Coalition. The webinar gives a thorough overview of Complete Streets concepts, design elements, and considerations, together with examples from communities where projects have been implemented. This is a pre-recorded webinar.

Both events are free and open to all. **Please RSVP** to Ariel Godwin ([agodwin@morpc.org](mailto:agodwin@morpc.org) or 614-233-4123) indicating whether you would like to attend the forum, the webinar, or both. Parking passes will be provided after you have RSVP'd.

**LOCATION:** MORPC, 111 Liberty St., Columbus OH 43215. We are located just south of downtown Columbus. Both car and bike parking is available. Here is a [map with directions](#); here is the location on [Google Maps](#). Please note both events will be in the Scioto Conference Room. Often MORPC is hosting more than one webinar at a time in our different conference rooms.

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# Center for Energy & Environment Education Forum

## Complete Streets

Friday, July 9, 10:00 a.m., MORPC

July's forum will cover Central Ohio Green Pact, *Objective 10: Mass Transportation*. Complete Streets are designed and operated to enable safe and comfortable access for all users, including pedestrians, cyclists, motorists, transit, people with disabilities, and emergency responders. On April 8, 2010, MORPC adopted a [regional Complete Streets Policy](#). Join us and learn more about what it means to design Complete Streets and how local communities can work toward this goal. Speakers include:

- **Bill Lewis**, City of Columbus Division of Mobility Options
- **Juana Sandoval**, MORPC
- **Michelle May**, Ohio Department of Transportation

The Forum will be available for viewing on UStream. Please [click here](#) to view our live broadcast of the forum through UStream, where you also have the chance to submit questions and comments to our speakers.

View [Education Forum Flyer](#)

Education Forum Parking Pass [Available Here](#)

## RIDES

### Three Creeks

DAY	TIME	EVENT	DESCRIPTION
<a href="#">Jul 1 Thu</a>	<a href="#">6:30 pm</a>	<a href="#">Family Ride Night</a>	<a href="#">See June 3rd.</a>

## SAFETY

### New Sharrows Remind Bicyclists, Motorists To Share The Road

By Laurie Omness

Published: June 20, 2010

Updated: June 21, 2010 - 8:46 AM

COLUMBUS, Ohio --

New road markers remind both motorists and bicyclists that the streets belong to both. The images painted on the roads are called "sharrows" (or shared-lane markings). Crews begin painting the markings on High Street, between Morse Road and Nationwide Boulevard, Monday. The 188 markings show a bicycle with two chevrons above it. The purpose of these road markers is to remind cyclists and motorists alike that bicycles have an equal right to the road while indicating the presence of a bicycle route. The markers made their debut in San Francisco about five years ago as a means of promoting safety when bicycles and vehicles both use city streets. Seeing a sharrow should alert people on the road of the presence of bicycles and keep everyone alert to things such as the possibility of motorists opening doors into the path of bicyclists. High Street has a significant number of riders, city planners say, who use bicycles as transportation on a regular basis. The markings are part of the city's Share The Road campaign and were paid for with a \$200,000 highway safety grant through ODOT.

[http://www2.nbc4i.com/news/2010/jun/20/3/new-signage-arrives-columbus-monday-ar-116183/?sc\\_cid=CMH-NEWS-TopStories](http://www2.nbc4i.com/news/2010/jun/20/3/new-signage-arrives-columbus-monday-ar-116183/?sc_cid=CMH-NEWS-TopStories)

Move over, cars

### Street painting reminds drivers to share road with cyclists

Wednesday, June 23, 2010 02:52 AM

By Doug Caruso

THE COLUMBUS DISPATCH

Starting this week, N. High Street will say that, too. Yesterday, the city began painting what the U.S. Department of Transportation calls "shared-lane markings" - 188 of them - between Nationwide Boulevard and Morse Road. The icon - a bicycle topped with two chevron-shaped arrows - is designed to guide cyclists on the safest path along the street in addition to reminding drivers to share the road. Some call them "sharrows." Columbus joins cities including

Portland, Minneapolis, Seattle and Pittsburgh in using the markings to make biking safer along streets where it's impractical to designate a bike lane. The \$200,000 project is funded with a grant from the Ohio Department of Transportation, said Rick Tilton, spokesman for the city's Public Service Department. High Street has one of the highest car-bicycle crash rates in the city, Tilton said. John Gideon, vice president of Consider Biking, a Columbus advocacy group, rode N. High with engineers last year to help determine the best spots for the sharrows. "They're a big step forward from what we have now," he said. But Gideon said he's still holding onto the hope that the city will add dedicated bike lanes, something it called for in its 2008 bike plan. In the meantime, cars should use the left lane to pass cyclists instead of trying to squeeze by, he said...

[http://www.dispatch.com/live/content/local\\_news/stories/2010/06/23/move-over-cars.html?sid=101](http://www.dispatch.com/live/content/local_news/stories/2010/06/23/move-over-cars.html?sid=101)

## Council scraps proposed bike law

Wednesday, June 23, 2010 12:27 PM

By NATE ELLIS

ThisWeek Staff Writer

Pickerington City Council scrapped proposed changes to the city's bicycle laws on June 15 in hopes of redrafting a more comprehensive measure. Rather than enacting changes to the existing laws, including requiring riders younger than 16 to wear helmets, city council let the matter die without action. Council had been poised to pass the third reading of an ordinance to establish the helmet requirement and a \$25 fine for violators. Two previous readings of the measure passed by unanimous votes. Currently, Pickerington doesn't require bicyclists of any age to wear helmets. The proposal also would have made any parent, guardian, custodian or person having control or custody of a child subject to a \$25 fine if that child failed to wear a helmet while biking. Councilwoman Cristie Hammond requested the matter be referred back to council's safety committee, which she chairs. "When we originally started working on this, we were making what we thought were several simple amendments," Hammond said. "It's kind of blossomed into more than that." The safety committee last month endorsed a proposal for the helmet requirement after Councilman Brian Wisniewski asked council to consider making it illegal for anyone under the age of 18 to ride a bike in the city without a helmet...

<http://www.thisweeknews.com/live/content/pickerington/stories/2010/06/23/council-scraps-proposed-bike-law.html?sid=104>

June 25, 2010

## Are Cells the New Cigarettes?

By MAUREEN DOWD

SAN FRANCISCO

The great cosmic joke would be to find out definitively that the advances we thought were blessings — from the hormones women pump into their bodies all their lives to the fancy phones people wait in line for all night — are really time bombs. Just as parents now tell their kids that, believe it or not, there was a time when nobody knew that cigarettes and tanning were bad for you, those kids may grow up to tell their kids that, believe it or not, there was a time when nobody knew how dangerous it was to hold your phone right next to your head and chat away for hours. We don't yet really know the physical and psychological impact of being slaves to technology. We just know that technology is a narcotic. We're living in the cloud, in a force field, so afraid of being disconnected and plunged into a world of silence and stillness that even if scientists told us our computers would make our arms fall off, we'd probably keep typing. San Francisco just became the first city in the country to pass legislation making cellphone retailers display radiation levels. The city's Board of Supervisors voted 10 to 1 in favor. The one against, the Democrat Sean Elsbernd, said afterward: "It's a slippery slope. I can go on Google right now and find you a study that says there's a problem with the Starbucks you're drinking." Different phone models emit anywhere from 0.2 watts per kilogram of body tissue to 1.6 watts, the legal limit. The amount of radio frequency energy seeping into the body and brain is measured by a unit called the Specific Absorption Rate (SAR). "You see all these kids literally glued to their phones," Gavin Newsom, the mayor of San Francisco, told me. "And candidly, my wife was pregnant and on her cellphone nonstop. So I dusted off some studies and started doing research. "That's when I discovered that companies who make cellphones are already required to disclose that information to the federal government, and that it exists but somewhere on someone's Web page on the 88th page." Why not underscore it, he thought, by alerting consumers at the store, putting the SAR level in the same font as the phone price?...

<http://www.nytimes.com/2010/06/27/opinion/27dowd.html?th=&adxnnl=1&emc=th&adxnnlx=1277641393-ybi5cjeVoJNmRtG38ybdvg>

## Local police rarely ticketing illegal texters

Saturday, June 26, 2010 02:52 AM

By Gina Potthoff

THE COLUMBUS DISPATCH

Many of us have done it or seen others doing it. Stopped at a red light, you hear a ding from your cell phone and check a text message, maybe even send one. The reflex reaction seems harmless, but in Columbus and four surrounding communities, it's illegal. You probably won't be stopped, though, if you're like most drivers who text. And if you do get caught, police officers have to prove beyond a reasonable doubt that you were texting...

[http://www.dispatch.com/live/content/local\\_news/stories/2010/06/26/local-police-rarely-ticketing-illegal-texters.html?sid=101](http://www.dispatch.com/live/content/local_news/stories/2010/06/26/local-police-rarely-ticketing-illegal-texters.html?sid=101)

## Council not ready to OK ban on texting

Saturday, June 19, 2010 05:53 PM

By CANDACE PRESTON-COY

ThisWeek Staff Writer

Delaware City Council on June 14 appeared poised to vote on an ordinance that would ban texting while driving within city limits when councilman Andrew Brush said he had problems with the way it was worded. The ordinance is patterned after a Columbus ordinance that took effect on May 5. If it passes, anyone found texting while driving faces a \$150 fine and a minor misdemeanor charge. It is a primary offense, which means police can stop someone that they suspect is texting without having another reason, such as speeding. It covers reading text messages as well as writing them, and also prohibits a driver from accessing the Internet while behind the wheel. It does not apply to passengers. "It's no secret I am against this proposal ... but the perception is the prevailing mentality is to pass this, and I have a number of amendments I want to propose," he said. First, Brush wants signs put up that let all motorists, especially those who don't live in Delaware, know about the ban. Mayor Gary Miler also raised the question of signs. Next, Brush wants drivers to be issued warnings for a first offense and make it a misdemeanor on the second offense... <http://www.thisweeknews.com/live/content/delaware/stories/2010/06/19/council-not-ready-to-ok-ban-on-texting.html?sid=104>

## Council to revisit texting-while-driving legislation

Wednesday, June 23, 2010 12:26 PM

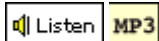
By LORI WINCE

ThisWeek Staff Writer

Gahanna could become one of several Franklin County municipalities to ban texting while driving. City council members June 14 agreed to review recommended legislation during a future committee meeting. During the June 14 finance committee meeting, members gave city attorney Tom Weber and the city administration suggestions on how to write the legislation. Councilman John McAlister said he has heard good arguments on both sides and said he's leaning toward a ban after noticing that when he's talking on his cell phone, he occasionally misses an exit. Council has heard several times from resident Sharon Montgomery, who has been a strong proponent of the ban. Montgomery's husband died from complications after an accident that involved cell-phone use. She told council June 14 that several other municipalities have passed texting bans but that some have yet to enforce them, other than to issue warnings... <http://www.thisweeknews.com/live/content/gahanna/stories/2010/06/23/council-to-revisit-texting-while-driving-legislation.html?sid=104>

## Worthington Considers Drivers Texting Ban

Sam Hendren, Jen Monroe, WOSU News (2010-06-21)



COLUMBUS, OH (wosu) - The city of Worthington will consider banning text messaging by drivers at its council meeting Monday night. The ordinance would prohibit drivers from text messaging or using cell phones to surf the web. Worthington spokeswoman Ann Brown says the proposed ordinance was drawn up by the city's legal department to safeguard the users of city streets. "Primarily we see this as a safety issue," Brown says. "We want to make sure that all people who drive, walk, ride their bikes, and travel through the city of Worthington in any way are safe from distracted drivers." One member of the seven-member Worthington city council says he thinks the proposed ordinance doesn't go far enough. Dave Norstrom is quoted as saying the use of cell phones should be banned entirely while driving...

[http://www.publicbroadcasting.net/wosu/news.newsmain?action=article&ARTICLE\\_ID=1665763](http://www.publicbroadcasting.net/wosu/news.newsmain?action=article&ARTICLE_ID=1665763)

## Texting ban OK'd by council; cell phone limits may be next

Wednesday, June 23, 2010 12:26 PM

By CANDY BROOKS

ThisWeek Staff Writer

Beginning July 14, texting while driving will be banned on the streets of Worthington. Drivers will still be allowed to use cell phones, but that practice may also be on its way out. Worthington City Council voted 6-0 at its meeting on Monday to prohibit texting while driving. An effort by council member Dave Norstrom to add a ban on the use of cell phones while driving failed, but he directed city staff to prepare such an ordinance to be introduced at the July 6 council meeting. He would like to limit the use of cell phones to hands-free devices only. If council approves, Worthington would become the second community in Ohio to ban hand-held cell phone use by drivers. "The problem is not text messaging, the problem is cell phone use," he said. He cited a study done by Carnegie Mellon showing that driving while using a cell phone reduces the amount of brain activity associated with driving by 37 percent. Other studies show that 10 percent of drivers ages 16 to 24 are on their phones at any one time...

<http://www.thisweeknews.com/live/content/worthington/stories/2010/06/23/texting-ban-okd-by-council-cell-phone-limits-may-be-next.html?sid=104>

## Texts while driving banned; are cell phone calls next?

Ban effective July 14 in Worthington; one city leader now focuses on voice calls while driving

By BRET LIEBENDORFER

Published: Tuesday, June 22, 2010 5:50 PM EDT

OMG, Wthngtn CC voted 2 ban texting.

On Monday, June 21, Worthington joined the growing list of communities that have banned texting while driving. City Council voted 6-0 on the legislation, with Councilman David Foust absent. Law Director Mike Minister said the law was composed after looking at various efforts by cities from around the state, including Columbus and Bexley. "It's a hodgepodge of provisions we thought were worthy of putting in the ordinance," he said. Effective July 14, text messaging will be permitted by drivers only if hands-free technology is being used, if the driver is parked out of the flow of traffic, or during an emergency. It will be a primary offense, meaning drivers do not need to break any other traffic rules to be pulled over. The first offense is \$150 fine, the second is \$500, and each one after that is \$1,000. Police Chief Michael Mauger said one concern he had was confusion for drivers not knowing each city's stance on the issue. "Thus far, we don't have a bill that will apply statewide and I don't particularly think we will see one any time soon," Minister said... [http://www.snponline.com/articles/2010/06/25/worthington\\_news/news/wotext%206-2\\_20100622\\_0204pm\\_17.txt](http://www.snponline.com/articles/2010/06/25/worthington_news/news/wotext%206-2_20100622_0204pm_17.txt)

## Risk-takers a challenge for cities

Monday, June 21, 2010 02:52 AM

By Dean Narciso

THE COLUMBUS DISPATCH

Just a few feet from Worthington's skateboard park flows a cool oasis. The park's concrete ramps and curves radiate heat. Some risk-seekers have sought relief by cutting through a short path of vegetation to the refreshing but dangerous current of the Olentangy River. From a tall branch hangs a rope clutched by skateboarders as the water sweeps past. Some swing and launch themselves into the river; others simply hang on. "Was that their idea, for people to swim here?" Ian Johnson, 16, of Springfield, asked of Worthington officials who planned the park...

[http://www.dispatch.com/live/content/local\\_news/stories/2010/06/21/risk-takers-a-challenge-for-cities.html](http://www.dispatch.com/live/content/local_news/stories/2010/06/21/risk-takers-a-challenge-for-cities.html)

## Female Pedestrian Hit, Killed While Crossing Street

NBC 4

By Donna Willis

COLUMBUS, Ohio --

A female pedestrian is struck and killed while crossing Refugee Road on the city's Southeast Side Wednesday night. **NBC 4 reported with the FAST FACTS from Columbus police.** Columbus officers were called to the area of Refugee and Noe-Bixby roads at about 10:30 a.m. on reports of a pedestrian struck. Officers said a female was struck by a vehicle while crossing Refugee Road. She was pronounced dead at the scene. Officers did not identify the victim or release her age immediately. It remained unclear whether the female was crossing in a crosswalk...

<http://www2.nbc4i.com/news/2010/jun/23/4/one-dead-after-being-struck-vehicle-ar-119424/>

## Police ID pedestrian killed while crossing Refugee Road last night

Thursday, June 24, 2010 02:53 AM

Updated: Thursday, June 24, 2010 12:27 PM

By Jeb Phillips

THE COLUMBUS DISPATCH

Columbus police have released the name of a woman struck and killed by a van about 10:30 last night on the Far East Side. Vina Carmichael, 74, was crossing Refugee Road between Hamilton and Noe-Bixby roads when a westbound van struck her. She died a few minutes later. Carmichael was crossing in front of Walnut Glen Apartments, an area without overhead street lights or marked crosswalks. Public records indicate that Carmichael lived on Karl Road on the North Side. An 82-year-old man was driving the van. He has not been charged, but the investigation continues... [http://www.dispatch.com/live/content/local\\_news/stories/2010/06/24/pedestrian-killed-on-far-east-side.html?sid=101](http://www.dispatch.com/live/content/local_news/stories/2010/06/24/pedestrian-killed-on-far-east-side.html?sid=101)

## HEALTH

### Physical Activity pilot program tough for some schools

By Tanya Hutchins

Published: June 21, 2010

COLUMBUS, Ohio --

18-year old Colleen Durfee and her friend Nicole Dahl spent midday stretching at Thomas Worthington High School. Both teenagers stay physically fit and think other students should do the same. They support the new pilot program in which students spend 30 minutes per day doing physical activity. "I've played three sports so I had physical activity, but I know some of my friends could have benefitted from 30 minutes that didn't play three sports," said Durfee. She attended the Wellington School. Cash-strapped districts like Big Walnut Local Schools say they can't afford to adopt such a policy because the requirement would cause an undue financial hardship. "The school day remains the same but requirements constantly change with no additional resources or funding," said Steve Mazzi, Superintendent. Mazzi says schools are becoming more and more responsible for what should be happening at home. The Big Walnut Local School District has already cut music, art and physical education for next year due to budget constraints. A recent levy failed... [http://www2.nbc4i.com/news/2010/jun/21/physical-activity-requirement-tough-some-schools-ar-116841/?sc\\_cid=CMH-NEWS-8pmDlyNews](http://www2.nbc4i.com/news/2010/jun/21/physical-activity-requirement-tough-some-schools-ar-116841/?sc_cid=CMH-NEWS-8pmDlyNews)

### Students should be required to exercise

Tuesday, June 22, 2010 02:51 AM

I take exception to a June 12 letter from a former teacher, "Parents, not teachers, should make sure their children exercise," which said 30 minutes of exercise shouldn't be mandated in schools. A long time ago, we were an agrarian society and kids walked to school and had chores to do before and after school and during summer months on the farm. But all that has changed. Parents today probably are working, and their education might not have included the importance of proper diet and exercise. Kids today spend a lot of time on indoor, sit-down activities. Years ago, health, safety, home economics and child growth and development were taught in the South-Western City Schools. Now fast food is a thriving business. Who wants to cook? Who even knows how? Now a former teacher argues against daily exercise? Give me a break. When I taught fifth grade more than 49 years ago, finding time for my students to exercise was not a problem, and no subject was ever slighted, either. A child does better if he spends time walking, running, playing games and releasing energy between time spent studying, reading, writing, discussing and other sit-down activities. I had no problem with my students getting antsy, bored or upset because of too much time sitting. On a rainy or snowy day when we could not go outside and play hopscotch and foursquare, run relay races or play ball, I would count to three, and all desks and chairs would be moved to the perimeter of the classroom by the students so we could exercise. If I were in charge, *all* school districts would be mandated by the Ohio Department of Education to have a minimum of two recesses and a physical-education class daily, plus serious time spent on the importance of exercise and watching what you eat.

<http://www.dispatch.com/live/content/editorials/stories/2010/06/22/students-should-be-required-to-exercise.html?sid=101>

# LOCAL NEWS

## Mayor, City Council, Business And Neighborhood Leaders Celebrate Completed Morse Road Improvement Project

Mayor Michael B. Coleman, City Council President Pro-Tem Hearcel F. Craig and business and neighborhood leaders today marked the completion of the Morse Road improvement project. The project includes resurfacing, new sidewalks and bike lanes and covers 2.9 miles between I-71 and Cleveland Avenue. "Our investments are leading to the resurgence of the Morse Road corridor and the entire Northland area," said Mayor Coleman. "These new sidewalks, bike lanes and other improvements make Morse Road safer for pedestrians and bicyclists, and more attractive for businesses that are helping to revive this neighborhood." Morse Road and Northland area businesses are key partners in the project and keeping the right-of-way beautiful. Businesses that are members of the Morse Road Special Improvement District assess themselves to cover costs of some grass cutting, weeding, flower plantings, the changing of banners in landscaped medians and other work to beautify the public right-of-way along Morse Road. The city also works closely with the Northland Alliance, created by Northland area businesses and residents. "City leaders are investing in Northland because the residents and business leaders here are partners in the economic growth that is occurring along Morse Road," said Councilmember Craig, chair of the Minority and Business Development Committee. "I hope this momentum can be carried forward for years to come." Completion of the Morse Road project comes on the heels of the May 24 groundbreaking for the Columbus area's first Menards store on Morse Road. The Morse Road and Menards projects and additional redevelopment of the Northland Village site will result in a combined investment of more than \$49.3 million by the City of Columbus in Morse Road between I-71 and Cleveland Avenue. The Menards store and other Northland Village redevelopment will generate 800 jobs onsite in addition to the more than 1,000 jobs already at the Ohio Department of Taxation. "The completion of the Morse Road improvement project couldn't be better timed because it coincides with renewed development activity at Northland Village," said Dave Paul, president of the Northland Community Council. "This portion of Morse Road is now one of Columbus' first Complete Streets, and these improvements will bring new jobs and private investment to Northland."

### ◆ Project boundaries and construction schedule:

- Morse Road Project, Phase 1: Indianola Avenue to Karl Road (1.4 miles)

- Start: April 29, 2005

- Completion: May 5, 2008

- Morse Road Project, Phase 2: Karl Road to Cleveland Avenue (1.5 miles)

- Start: August 4, 2008

- Completion: July 7, 2010

### ◆ Improvements:

- Resurfacing

- New sidewalks for pedestrian safety  There were no sidewalks on Morse Road between I-71 and Cleveland Avenue before this project

- Bike lanes  There were no bike lanes on Morse Road before this project

- New street lights

- New medians  There were no medians on Morse Road between I-71 and Cleveland Avenue before this project

- Upgrade signals to mast arms

- Left turns will be limited by new medians, so automobiles will be permitted to make u-turns at designated locations to access drives where the median has blocked direct left turns

- Improvements at I-71 Interchange

- Landscaping

- Storm sewer improvements

- Painting of railroad bridge between I-71 and Indianola Avenue

## Morse Road Upgrade Adds Sidewalks, Bike Lanes

COLUMBUS, Ohio -- The Morse Road improvement project, which resurfaced areas, added new sidewalks and bike lanes and covers 2.9 miles, is finished. The changes affected the area from Interstate 71 to Cleveland Avenue. Morse Road and Northland area businesses are key partners in the project and keeping the right-of-way beautiful. Businesses that are members of the Morse Road Special Improvement District assess themselves to cover costs of some:

- Grass cutting

- Weeding

- Flower plantings
- Changing of banners in landscaped medians
- Other work to beautify the public right-of-way along Morse Road

The city is also working with the Northland Alliance, created by Northland area businesses and residents. The Morse Road and Menards projects and additional redevelopment of the Northland Village site will result in a combined investment of more than \$49.3 million by the City of Columbus in Morse Road between I-71 and Cleveland Avenue.

The Menards store and other Northland Village redevelopment are expected to generate 800 jobs on-site, in addition to the more than 1,000 jobs already at the Ohio Department of Taxation. Morse Road Upgrade Adds Sidewalks, Bike Lanes

Posted: Thursday, June 24 2010, 06:47 PM EDT

[http://www.abc6onyourside.com/shared/newsroom/top\\_stories/videos/wsux\\_vid\\_5041.shtml](http://www.abc6onyourside.com/shared/newsroom/top_stories/videos/wsux_vid_5041.shtml)

## Neighbors see light at end of Hard Road construction

Monday, June 21, 2010 02:52 AM

By Doug Caruso

THE COLUMBUS DISPATCH

From his red house overlooking the intersection of Hard and Olentangy River roads, George L. James has seen a lot of change. When his family moved there in 1969, I-270 was under construction and suburban growth had yet to reach the area. There were cattle and corn, with few other neighbors. Two-lane Hard Road saw about 400 cars a day. Since then, he has seen the area explode with activity. Houses, schools, cars. Lots of cars. To accommodate the cars, Columbus bought a dozen homes south of Hard Road and demolished them. They've been replaced with a five-lane thoroughfare that is expected to carry 36,000 cars a day by 2028...

[http://www.dispatch.com/live/content/local\\_news/stories/2010/06/21/neighbors-see-light-at-end-of-hard-road.html?sid=101](http://www.dispatch.com/live/content/local_news/stories/2010/06/21/neighbors-see-light-at-end-of-hard-road.html?sid=101)

THE WATCH

## It took a while, but dangerous stretch of sidewalk temporarily fixed

Tuesday, June 22, 2010 02:51 AM

By Dean Narciso

THE COLUMBUS DISPATCH

When Sassan Babai moved into his Northwest Side home two years ago, he was given a letter from the previous owner stating that Columbus was responsible for fixing part of the sidewalk that had been pushed up by a large sycamore tree the city had planted. He called the city and was told he was not permitted to fix it himself. "I'm stuck here," he said recently. "I'm not allowed to touch it. And yet I'm watching people fall." On each side of the tree, there is a vertical gap in the sidewalk of as much as 4 inches, making walking treacherous and bike riding or roller-skating nearly impossible. Nearby Gables Elementary School brings many kids down the walk. Babai watched recently as one child "literally fell head over bicycle and smashed into the ground..."

[http://www.dispatch.com/live/content/local\\_news/stories/2010/06/22/it-took-a-while-but-dangerous-stretch-of-sidewalk-temporarily-fixed.html?sid=101](http://www.dispatch.com/live/content/local_news/stories/2010/06/22/it-took-a-while-but-dangerous-stretch-of-sidewalk-temporarily-fixed.html?sid=101)

## Road fixes lag behind casino

ODOT likely won't finish repairs until 2015, long after Penn National's big opening in 2012

Sunday, June 27, 2010 02:57 AM

By Mark Ferenchik

THE COLUMBUS DISPATCH

tate plans to rebuild W. Broad Street near the new casino won't begin until 2013, which makes no sense to community leaders pushing for the roadwork to wrap up before the casino opens in 2012. The West Side, according to car dealer Chris Haydocy, has one chance to make a good first impression with new visitors. And it won't be good if they're sitting in traffic on their way to Penn National Gaming's casino, Haydocy said. "We're working to redevelop everything around (the new casino)," Franklin Township Trustee Tim Guyton said. "We want them to come back. And if they have a bad experience, they may not." The Ohio Department of Transportation plans to improve W. Broad Street between Hilliard-Rome and Wilson roads in Prairie and Franklin townships. The \$24.1 million project, which includes medians and sidewalks, would be finished by 2015... ODOT is spending a similar amount on streetscape improvements in Prairie Township west of I-270. Improvements include landscaping, trees, bike lanes and streetlights. Those projects are included in the \$24.1 million W. Broad Street price tag, Burton

said... [http://www.dispatchpolitics.com/live/content/local\\_news/stories/2010/06/27/copy/road-fixes-lag-behind-casino.html?adsec=politics&sid=101](http://www.dispatchpolitics.com/live/content/local_news/stories/2010/06/27/copy/road-fixes-lag-behind-casino.html?adsec=politics&sid=101)

## Dublin considers downtown face-lift

Changing demographics suggest new style for development

Thursday, June 24, 2010 02:53 AM

By Caitlin McGlade

THE COLUMBUS DISPATCH

Dublin might get a makeover. Imagine quaint storefronts stacked with loft apartments lining neighborhood streets abuzz with people walking to coffee shops, chatting outside or checking out new landscaping. That's what the city wants to do with about 1,000 acres from I-270 to Sawmill Road to Rt. 161. Dublin has spent \$150,000 since last year to research demand for change, demographic shifts and market capabilities to decide whether the dream is feasible, said City Manager Terry Foegler. "This is what I would call retrofitting the suburbs," said Laurie Volk, principal-in-charge of market studies at Zimmerman/Volk Associates, Inc., a research group that analyzed Dublin's demographics. Large, suburban homes filled with traditional families are no longer the norm, Volk said. Now, more people are either living by themselves or with a partner. And they want trendy apartments nestled between shops and offices so they can walk to work, she said... New town center recommendations, targeting 24- to 35-year-olds, would encourage bicycling and public transportation and have interconnected walkways, Dixon said. "These will be buildings designed around sidewalks and people instead of streets and cars," Dixon said...

[http://www.dispatchpolitics.com/live/content/local\\_news/stories/2010/06/24/copy/dublin-considers-a-face-lift.html?adsec=politics&sid=101](http://www.dispatchpolitics.com/live/content/local_news/stories/2010/06/24/copy/dublin-considers-a-face-lift.html?adsec=politics&sid=101)

## Etna to move forward on widening Taylor, improving intersection

Wednesday, June 23, 2010 12:26 PM

By DAVID S. OWEN

ThisWeek Staff Writer

More than 20 residents who live along Taylor Road attended a "town meeting" June 16 to learn whether they should expect improvements at the Palmer Road intersection. Over the past year, residents have voiced concerns about the four-way stop at Palmer and Taylor, saying stop signs are no longer sufficient to handle increased traffic and that the absence of sidewalks and traffic signals has made the intersection more dangerous. The Vineyard Community Church on Palmer Road, just east of the intersection, hosted the town meeting. Officials from Etna Township, Reynoldsburg and Franklin County also attended. One proposal being considered involves widening about a 4,000-foot stretch of Taylor Road to three lanes from the Reynoldsburg city limits through Etna Township and through the Palmer Road intersection. The proposal also calls for traffic signals and sidewalks...

<http://www.thisweeknews.com/live/content/reynoldsburg/stories/2010/06/23/etna-to-move-forward-on-widening-taylor-improving-intersection.html?sid=104>

## Triple-header to test Endurance of cyclists

Thursday, June 24, 2010 02:54 AM

By AMY SAUNDERS

THE COLUMBUS DISPATCH

When he starts pedaling up the big hill in the Tour de Grandview Cycling Classic, Jeff Aufdencamp will be on his third challenging race of the weekend. On Friday, he'll tackle two hairpin turns at the Centennial Criterium in Madeira. The next day, he'll race a curvy course under the lights at the Hyde Park Blast in Cincinnati. And on Sunday in Grandview Heights, he'll ride 20 laps up Broadview Avenue, on the steepest hill of all. "On that course, there's nowhere to rest," said Aufdencamp, 46, of Upper Arlington. "In Grandview, you either have it or you don't. You better be ready for that race, or it'll smack you in the face." Aufdencamp, a member of the amateur Ohio Orthopedic/Moro Cycling Team, is one of an estimated 50 cyclists trying all three events this weekend...

<http://www.dispatch.com/live/content/weekender/stories/2010/06/24/triple-header-to-test-endurance-of-cyclists.html?sid=101>

## Tour de Grandview

Saturday, June 26, 2010 02:52 AM

Today

5:30 p.m. - Kids sprint races, followed by Grandview Avenue street party

Sunday

11:45 a.m. - Juniors; 12:20 p.m. - Men's Category IV; 1:10 p.m. - Women's categories III-IV; 2:20 p.m. - Men's Pro I-II; 4:05 p.m. - Men's category III; 5:05 p.m. - Men's category V

Where: Course is on Broadview Avenue, W. 1st Avenue, Fairview Avenue, Urlin Avenue and Goodale Boulevard

Admission: Free

Online: [www.tourdegrandview.com](http://www.tourdegrandview.com) <http://www.dispatch.com/live/content/sports/stories/2010/06/26/grandview-bikes-box-6-25-art-gmp906m0-1.html>

## Bike race leads convergence of good times in Grandview

\* The professional Tour de Grandview is Sunday, with kids races, a street party and a church festival all slated this weekend.

By DONAVON CAMPBELL

Published: Wednesday, June 23, 2010 9:31 AM EDT

Tour de Grandview organizers and Grandview Heights Parks and Recreation Department officials say the city is in for another entertaining weekend as events surrounding this weekend's race get rolling.

The 18th annual Tour de Grandview will be held from 11:45 a.m. to 5:45 p.m. Sunday, June 27. Parks and Recreation Director Sean Robey said the start-finish line is on Broadview Avenue just south of First Avenue with the course running its traditional route on the city's streets. Race promoter Andys Burns said Tour de Grandview has partnered with both the Madeira Centennial Criterium, held Friday, June 25, and the Hyde Park Blast Criterium, set Saturday, June 26, in Cincinnati to help raise the profile of the event and entice a wider range of professional teams and riders. Race organizers are expecting 150 participants, both men and women, professional and amateur, Burns said. Burns said spectators again can expect to see some of the best riders in the country. "One of the things about the Tour de Grandview that makes it so unique is the course is very selective," Burns said. "It's not one that you can just kind of show up and ride along; you have to be pretty good to finish and do well," Burns said...

[http://www.snponline.com/articles/2010/06/25/northwest\\_columbus\\_news/news/nwalltvbik\\_20100621\\_1106am\\_1.txt](http://www.snponline.com/articles/2010/06/25/northwest_columbus_news/news/nwalltvbik_20100621_1106am_1.txt)

Scioto Audubon Metro

## New park tries to draw more visitors

Monday, June 21, 2010 02:52 AM

By Mark Ferenchik

THE COLUMBUS DISPATCH

As an escape from city life and noise, Scioto Audubon Metro Park is a tranquil place. But is it too tranquil? From the Grange Insurance Audubon Center one afternoon last week, one could gaze upon the Columbus skyline and traffic humming along I-70 in the distance. There were a few visitors, but no one was on the water tower's observation deck, walking the trails or scaling the climbing wall. It was a Tuesday, not a weekend when more people might be out. But it seems that, nearly nine months after it opened, many central Ohioans still don't know that the park is there. So, the people who run the center and the Metro Parks are reaching out to neighborhood groups and others to drum up financial support and boost visits as the park continues to develop...

[http://www.dispatch.com/live/content/local\\_news/stories/2010/06/21/new-park-tries-to-draw-more-visitors.html](http://www.dispatch.com/live/content/local_news/stories/2010/06/21/new-park-tries-to-draw-more-visitors.html)

## Editorial -- Undiscovered: So far, new Downtown park appears to be unknown to many

Sunday, June 27, 2010 02:57 AM

Scioto Audubon Metro Park is a Downtown jewel too valuable to go unappreciated. But that seems to be the case. Since its opening last summer, the 71-acre oasis where city dwellers in search of nature can enjoy a premiere stop on the migratory-bird highway hasn't attracted big crowds. That's probably because too few people know about the park, which is a joint project of Metro Parks, the Columbus Recreation and Parks Department and Audubon Ohio, which operates a superb nature center there. One problem might be that the site, on the Whittier Peninsula at the west end of Whittier Street west of S. High Street, is hard to find and has never been associated with a park. Perhaps more signs are needed around Downtown to remind people of where it is and how to get there. Some

might be put off by the park's unusual surroundings, especially the city impound lot, which is to be moved starting late this year. Yet the park has so much to offer: Five acres of wetland areas to attract birds; an observation deck along the Scioto, the better to watch egrets and herons; fishing access, a playground, hiking and biking trails, a sand volleyball court and an expert climbing wall; even an electronic game course. Its bikeway connects Berliner Park, 2 miles to the south, to Bicentennial Park and, eventually, the Olentangy bikeway that runs beyond Worthington. The park was heralded nationally as a pioneering example of carving out a space for nature in the middle of a big city... <http://www.dispatch.com/live/content/editorials/stories/2010/06/27/undiscovered.html>

## City council to hear plan for new local Metro Park

Wednesday, June 23, 2010 12:26 PM

By DEBBIE GEBOLYS

ThisWeek Contributor

A bend in the Scioto River just north of London-Groveport Road runs against parkland owned by Grove City for more than a decade. Few people in Grove City and Jackson Township have ever seen it. Dubbed Talbott Park, its 193 acres connect with Hibbs Road in the southeast corner of Grove City. It's a quick walk for hundreds of residents of Hennigan's Grove and Scioto Meadows subdivisions, smartly kept neighborhoods of Dominion Homes houses built in the last decade and valued at \$200,000 and more...

<http://www.thisweeknews.com/live/content/grovecity/stories/2010/06/23/city-council-to-hear-plan-for-new-local-metro-park.html?sid=104>

## BICYCLES FOR SUMMER READERS

Meijer donated eight bicycles to the Marion Public Library. Two bikes will be given away at the main library and each branch location in Caledonia, LaRue and Prospect as prizes for the children's summer reading club. Scott Compston, supermarket manager at the Marion Meijer location, attended the library's annual Summer Reading Club Kickoff Party on June 5. Barb Moore, the library's acting director, is at right. Call 740-383-9732 for more information. <http://www.marionstar.com/article/20100622/NEWS0101/6220303/BICYCLES-FOR-SUMMER-READERS>

## Old Town Committee mulls parking, grant

Saturday, June 12, 2010 06:32 PM

By MARLA K. KUHLMAN

ThisWeek Staff Writer

Permit parking for Main Street apartment dwellers and incorporating the bike trail into the downtown were topics of discussion at Monday's meeting of the Old Town Committee. Village manager Judy Edwards said a plan that was previously done for Main Street didn't consider the viability of the bike trail. "I don't think we'll destroy it (the plan) in any way by expanding it," she said. "One thing they didn't consider was the bike trail. É It has been a goal to tie that recreational bike trail into our downtown area..."

<http://www.thisweeknews.com/live/content/johnstown/stories/2010/06/12/old-town-committee-mulls-parking-grant.html?sid=104>

## New sidewalks coming to Sychar Rd

By Fred Main

June 26, 2010 2:23 am EDT

MOUNT VERNON — Work has begun on the projects in the Sychar Road area. A Community Development Block Grant is helping the city add new sidewalks in the area, as well as crosswalks and a new parking lot near Hiawatha Park. According to City Safety-Service Director Dave Glass, trees are being removed in the wooded area north of the pavilion at the park for a new parking lot, and along Sychar and Wooster roads for new sidewalks. Glass said the older trees removed along Sychar Road were rotten, while most of the trees removed for the parking lot were immature. "We left a lot of the trees around the perimeter, so it will be a shady parking lot," Glass said. The project includes repairing and replacing broken sidewalks, as well as some new walks, on Sychar Road from the Hiawatha Water Park/Pool to Pleasant Street. New sidewalks will be installed on Pleasant Street from Sychar Road to Pleasant Street Elementary School, and on Wooster Road from McKenzie Street to McGibney Road...

<http://mountvernonnews.com/local/10/06/26/new-sidewalks-coming-to-sychar-rd>

## Get your summer exercise at T.J. Evans trail

BY KATHY WILLIAMS • For The Advocate • June 24, 2010

Holiday activities are planned and are just around the corner, but take a few minutes to enjoy some quiet time on our local bike path. The T.J. Evans Recreational Trail covers more than 36 miles of some of Licking County's most appealing outdoor areas and begins here in Johnstown. The path is great for walking, riding bikes and using roller blades. Safety always is a concern, but according to the Licking Park District website, only one major problem has ever been reported on the bike path. Also listed on the site under short-term plans for the path is the desire to repave the section from Newark to Johnstown. Because the path is enjoyed daily by many residents, this would be a welcome update. Dog walking is allowed, but a leash is requested. The trail is popular with dog walkers, especially near the housing developments...

<http://www.newarkadvocate.com/article/20100624/NEWS01/6240360/Get-your-summer-exercise-at-T-J-Evans-trail>

## Burton targets grant for bike connections and lanes, streetscape

ADVOCATE STAFF REPORT • June 27, 2010

NEWARK -- As part of Newark Development Director Kim Burton's new duties, she will help the department pursue grants for various city projects. Burton already has her eye on a Tiger II grant from the U.S. Department of Transportation. If Newark received the grant, the city could pay to build all bike lanes and connections between the East End of Newark and Granville. It would connect the two bike paths to each other and provide connections from one end of the city to the other. The grant also would help the city improve the streetscape the downtown. Burton said even if the city doesn't get the grant, the work would be ready to submit to several other funding sources. "It could be an amazing opportunity for the city," she said. "Can you imagine how that could change life for some residents? Thirty percent of people in the United States don't own a car; it could give them more freedom to safely get around." <http://www.newarkadvocate.com/article/20100627/NEWS01/6270303/Burton-targets-grant-for-bike-connections-and-lanes-streetscape>

## 'Green' facelift planned for Third Street

Wednesday, June 23, 2010 12:26 PM

By GAIL MARTINEAU

ThisWeek Staff Writer

New Albany wants to make Third Street more "green." Officials are hoping to use the street as a test for other "green" streets they want to install throughout the village and particularly the village center. Council members approved a resolution Tuesday, June 15, to start the redesign project for the entire street, which runs between Johnstown and East Dublin-Granville roads. Deputy administrator Debra Mecozzi said some of the improvements, which will begin this fall and likely would be finished by the end of the year, would include more trees, curbs, sidewalks and a pervious paving material. The village plans to use local engineering firm EMH&T for the design of the new street and aims to spend no more than \$45,000 on the design and surveying phase. Officials budgeted \$120,000 for the resurfacing of the road. The budget at the time did not reflect "green" components. Village officials are hoping to receive grant money for the actual construction, Mecozzi said...

<http://www.thisweeknews.com/live/content/newalbany/stories/2010/06/23/green-facelift-planned-for-third-street.html?sid=104>

W. Main Street

## Few attend meeting about bridge project

Thursday, June 24, 2010 02:08 PM

By BRITANY BYERS

ThisWeek Contributor

Only about 10 people showed up at a public meeting June 23 to hear city and county officials discuss plans to replace Westerville's West Main Street bridge. Franklin County deputy bridge engineer Jim Pajk said he was surprised by the small turnout, but said he thinks most people are already well aware of the \$5.8-million project. The Franklin County Engineer's Office scheduled the two-hour meeting at the Westerville Senior Center to give residents a last chance to gather information or voice concerns. With plans to close the road July 12, the meeting offered detour maps, artist's renderings of the new bridge and aerial street maps to assist in answering any questions. The bridge is scheduled to reopen to pedestrians and traffic by Aug. 19, 2011. The construction site will be completely closed to both pedestrians and traffic. Vehicles will be detoured along North West Street, County Line Road and Cleveland Avenue... <http://www.thisweeknews.com/live/content/westerville/stories/2010/06/23/Few-attend-meeting-about-bridge-project.html?sid=104>

## Trucco awarded Worthington Road project contract

Wednesday, June 23, 2010 12:26 PM

By LISA AURAND

ThisWeek Contributor

Two major road improvement projects will complicate traffic on Westerville's west side this summer. In addition to a new West Main Street bridge, which will begin July 12 and last 14 months, Worthington Road will get an overhaul, thanks to a joint effort between Westerville and Columbus. Westerville City Council voted last week to enter into a cooperative agreement with Columbus for Worthington Road improvements and to award the contract for the improvements to Trucco Construction Co. Inc. "The contract was for \$2.8-million. That includes all the work, and part of it is taking place in the city of Columbus," Westerville planning and development director Karl Craven said. The total costs are being split between the cities, as is funding: \$2.1-million in federal grants and a \$700,000 loan, all from the Ohio Public Works Commission. Additional costs include \$300,000 for engineering, \$100,000 for utilities and \$150,000 for the traffic signal at Worthington Road and County Line Road. Craven estimates each city will have to pay \$500,000 toward the improvements. The project should be completed by year's end, city manager Dave Collinsworth said... <http://www.thisweeknews.com/live/content/westerville/stories/2010/06/23/trucco-awarded-worthington-road-project-contract.html?sid=104>

## SAFE ROUTES TO SCHOOL

### Why Is It So Hard to Get Kids Walking to School?

Posted on June 15, 2010 by Iskenazy

Hi Readers — I'm still on the road and just gave a speech in Chicago sponsored by the National Center for Safe Routes to School. (A jolly bunch!) Safe Routes reps every state gathered to talk about the pressing question: How can we get more kids walking to school? The organization says that a generation ago, two thirds of kids walked or biked to school. Today, 20-25% do. I've heard numbers even lower than that. So Safe Routes (funded by the Dept. of Transportation's Federal Highway Administration) aims to get kids back to walking to school by whatever means necessary. If a neighborhood needs sidewalks, they help the neighborhood organize to get 'em. If a school has outlawed walking or biking, they help explain to the district why those things are actually GOOD. They even address, head on, the district's fears of liability. Meantime, if parents are interested in letting their kids walk, but are scared (of predators, traffic, and worst of all: other parents thinking they're lazy!), they teach 'em about the "walking school bus." That's the cool idea that a parent can take her kid and walk to the next kid's house and pick her up, and then they all walk to the NEXT kid's house and pick HIM up, etc., etc., so by the time they get to the school, there are a bunch of kids all walking together. Eventually, the kids don't need the parents anymore: They've learned the route, know how to safely cross the street, and this has become their daily routine. Even the Safe Routes folks agree: It's weird we have come to time in society when we have to structure what used to be simple and natural — kids walking places. But the way I often think of Free-Range Kids is just that: re-introducing an old-fashioned childhood. When kids have been kept inside so long they no longer know how to organize their own game of leap frog, it's not bad for a school to hire a recess coach to teach them (and then get out of the way). It's more important to bring back those skills than it is to blindly pretend that kids will develop them on their own — because they never did. They used to learn games from the older kids in the neighborhood. If there are no older kids outside anymore, or they're all at travel soccer, then of course the younger ones don't learn those games out of thin air. Someone needs to re-introduce them... <http://freerangekids.wordpress.com/2010/06/15/why-is-it-so-hard-to-get-kids-walking-to-school/>

### Learn more about Safe Routes to School policies and action steps for educators - and share with your colleagues

[Getting Students Active through Safe Routes to School: Policies and Action Steps for Education Policymakers and Professionals](#) is a new publication from the Safe Routes to School National Partnership. The guide includes specific recommendations for policies and action steps that can be implemented at the state, school district and individual school level to incorporate Safe Routes to School into student health and wellness efforts. Stories from states and communities across the nation provide real-life examples of how Safe Routes to School programs and policies can be adopted and implemented.

Education policymakers and professionals are critical partners for Safe Routes to School. But, they can sometimes

be reluctant to get involved in Safe Routes to School due to pressures on budgets, staff and academic achievement. We hope this guide will help Safe Routes to School advocates engage education professionals and policymakers - and provide them with specific action steps and policies to create successful and sustainable Safe Routes to School initiatives.

*To help reach out to the education community, we hope you will:*

1. [Download the guide](#) and read through it
2. Help share the guide with others-see below for sample text you can put in your newsletters
3. Send any feedback or experiences in using the guide to engage educators to

[margo@saferoutespartnership.org](mailto:margo@saferoutespartnership.org)

### **Background on the publication**

This publication, [Getting Students Active through Safe Routes to School: Policies and Action Steps for Education Policymakers and Professionals](#), provides a detailed examination of the most up-to-date and relevant research linking physical activity and academic achievement, and presents Safe Routes to School as a means of increasing students' physical activity levels. Policies, action steps and success stories provide recommendations and illustrations of the benefits of:

- Building effective partnerships
- Addressing traffic safety through infrastructure and enforcement
- Incorporating Safe Routes to School into school wellness policies
- Ensuring school transportation policies are inclusive of walking and bicycling
- Creating neighborhood schools and joint use policies

The guide will be helpful to a wide range of individuals:

- State board of education members, State department of education staff, legislators and state superintendents
- School board members, superintendents and school district personnel
- Principals, teachers and school staff
- Safe Routes to School volunteers and professionals looking for ways to engage local school leaders

### **How you can help share the publication**

Please put the educator's guide in your newsletters, list-serves and other e-communications to help circulate this guide to education policymakers and professionals at the state, school district and individual school levels. You can use one of the short blurbs below in your communications:

### **Learn more about Safe Routes to School policies and action steps for education policymakers and professionals**

The Safe Routes to School National Partnership has issued [Getting Students Active through Safe Routes to School: Policies and Action Steps for Education Policymakers and Professionals](#). This new publication includes policies and action steps that can be implemented at the state, school district and individual school level in several key areas specific to the education sector. Stories from states and communities across the nation provide real-life examples of how Safe Routes to School programs and policies can be adopted and implemented. It also provides a detailed examination of the most up-to-date and relevant research linking physical activity and academic achievement, and presents Safe Routes to School as a means of increasing students' physical activity levels. The publication and additional information is available for download at:

<http://www.saferoutespartnership.org/educatorsguide>.

**Sample Facebook Posting or Tweet:** Learn more about Safe Routes to School action steps for educators through a new publication: <http://www.saferoutespartnership.org/educatorsguide>

## **Safety Reflectors**

When you are planning your WALK TO SCHOOL DAYS activities, consider making it a yearlong VISIBILITY CRUSADE - If you drive a car you know how often you've "almost hit someone" because you couldn't see them in the dark. Over 69% of pedestrian injuries and deaths [NHTSA] occur in the dark. Every reflector education program helps make people visible in the dark - up to 500 feet away from a car's headlights. Help save lives by generating local visibility education programs.

We offer a broad range of Safe Routes To School reflectors on our web site - [www.saferoutesreflectors.com](http://www.saferoutesreflectors.com) - including the WALKING SCHOOL BUS vest And we also can customize any of our standard reflector products shown on [www.reflectix.com](http://www.reflectix.com). Please plan ahead early with your safety education reflector giveaways for use during your WALK TO SCHOOL events, and call if you have any questions or need any assistance.

Best regards,

Raymond D. Strakosch, MAS

President  
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## OTHER NEWS

Jun 15, 2010 9:26 pm US/Mountain

### **Bikers Will Get Ticket If They Ride In Black Hawk**

BLACK HAWK, Colo. (CBS4)

Ride a bike through Black Hawk and expect to get a ticket. Black hawk is the only town in Colorado to ban people from riding bicycles on any street in town. "It's kind of sad, you know, it really is. I mean, Colorado is one of the top cycling states in the country," Rick Melick of the Rocky Mountain Cycling Club said. Melick was told Black Hawk's ban is because the streets are narrow and do not have shoulders... The ban is a direct result of a state law passed last year that said motorists have to provide 3 feet of space when they pass a bicyclist. "Other than that, I think they would welcome bicyclists, but with the new state law, I think they're afraid somebody's going to get hurt," Ed Smith from Floyd Hill said... <http://cbs4denver.com/news/bicycle.ban.black.2.1753938.html>

**Ira:** Putting on my cynic hat: What are the implications here if Ohio passes a 3 foot law as proposed by Senator Fedor? Will Ohio communities mimic Black Hawk? I want the law to happen but language needs to be built into the law to forbid such bans.

#### **Contact Information**

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Facebook - [Facebook Page](#)

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