



Biking & Walking News
Ira S. Weiss, Editor

July 26, 2010

ANNOUNCEMENTS

7th Annual Garrett Wonders Memorial Bike Race coming to Downtown Columbus

07/16/2010-Downtown Columbus streets will come alive Sunday, August 1st with the excitement of European style road racing as elite cyclists from throughout the Midwest and beyond wind through the capitol city streets.

“Columbus is earning a reputation as one of the nation’s top up-and-coming bike cities,” Mayor Coleman said. “We are looking forward to hosting as many as 300 national class racers and thousands of spectators. As Mayor, I am also very excited that Downtown Columbus will be hosting its first bike race in many years.”

The start /finish line located on High street in front of the State House is the site of registration which begins at 7am. Morning races will feature lycra clad men and women on high performance racing bikes of varying ages and abilities ranging from former national champions to 12 year old first time racers. Afternoon races focus on community bicyclists with everything from free children’s races to beginner fat tire adult races

“Our goal is to introduce men and women of all ages and abilities to the joy and excitement of bicycle racing at an exciting venue.” said volunteer organizer, Kurt Lehmkuhl, “and to raise money for the Garrett Wonders Memorial Fund.”

The Garrett Wonders Memorial Bike Race is held in the memory of Garrett Wonders, a 25 year-old OSU graduate, veteran and member of the Armed Forces cycling team, and an Olympic hopeful, who was tragically struck and killed by a car while on a training ride in 2004. The race raises money to promote cycling safety, awareness and provides an annual scholarship to a member of the OSU cycling club of which Garrett was president before graduating with Masters in Nuclear Engineering.

This year’s 7th Annual Garrett Wonders Memorial Bike Race expands to two-days. The weekend begins in Uptown Westerville at 21 South State Street, on the Saturday, July 31st with races running from 8 am to 12:30 pm. The second day moves to Downtown Columbus on Sunday, August 1st. The course begins on High Street in front of the Statehouse heading north, to Broad. Broad turns west, downhill before reaching the river and turning south onto Civic Center Drive. This flat slightly curving two lane road contours the river until the course takes a tight left hand corner onto the three blocks of new uphill granite cobbles of Town Street, making a steep little climb before reaching the level asphalt of High Street, back to the start finish line in front of the State House.

Though the race attracts racers from as far away as South Carolina and Quebec, there is something for the whole family with free street sprints for children ages 2-10 years of age with all entrants receiving free Jeni’s ice cream and Community Fat tire race for anyone with a bike who wants to give the course a try with gift certificates awarded for Tip Top, who will be open to cater to racers of all types after the event. Visit www.garrettwondersrace.com. for more information.

CONTACT:

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Garrett Wonders Memorial Fund
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Volunteers Needed: MORPC Pedestrian and Bicycle Counts, September 22, 2010

In order to collect current data regarding the usage and demand of pedestrian and bicycle infrastructure, MORPC organizes 2 or 3 volunteer pedestrian and bicycle traffic counts each year. These counts are part of a nationally coordinated effort (see http://www.morpc.org/transportation/bicycle_pedestrian/project.asp). The next count day will be **Wednesday, September 22, 2010**. There will be two counting shifts: 7:00-9:00 a.m. and 11:00 a.m.-1:00 p.m. To volunteer, please contact Ariel Godwin, Associate Planner with Active Transportation & Safety Programs from Mid-Ohio Regional Planning Commission at (614) 233-4123 or agodwin@morpc.org.

May Bike/Ped Counts Now Available

The final report from the May bike/ped counts is now on the web. The report includes results from the volunteer data collection done by volunteers for MORPC, as well as the cities of Dublin, Pickerington, and Westerville, and the Olde Towne East neighborhood of Columbus. New data variables were collected this time regarding cyclists' gender and whether they were riding on the street or the sidewalk. The report can be downloaded from this page: http://www.morpc.org/transportation/bicycle_pedestrian/project.asp. In addition to the report, a spreadsheet containing all the data from MORPC's counting efforts, from 2005 to 2010, is now available. It can be downloaded from the same web page.

MORPC Adopts Goals for Central Ohio's First Regional Plan and the 2012 Metropolitan Transportation Plan (Columbus – July 23, 2010)

The Mid-Ohio Regional Planning Commission (MORPC) adopted six goals for Shaping our Future: the Regional Plan for Central Ohio and the 2012 Metropolitan Transportation Plan. The goals were developed under guidance from MORPC's 2008 Strategic Plan and through an extensive public process that included focus group interviews with government, citizens, non-profits and businesses; an on-line survey that garnered 6,600 responses; presentations to many communities and organizations in Delaware, Fairfield, Fayette, Franklin, Knox, Licking, Madison, Marion, Morrow, Pickaway, Ross, and Union counties; and through an open comment page on the Shaping our Future website.

The following Goals will be used as the foundation for developing measurable objectives that will identify targeted results in implementation of the plans:

- Promote the reduction of per capita energy consumption and the production of energy from renewable local sources to increase affordability and resilience of regional energy supplies
- Preserve and protect natural resources to maintain a healthy ecosystem
- Position central Ohio to attract and retain economic opportunity to prosper as a region and compete globally
- Create sustainable neighborhoods to improve residents' quality of life
- Increase collaboration to maximize the return on public expenditures
- Use public investments to benefit the health, safety and welfare of people

The goals will direct actions and strategies used to measure our progress over time with respect to transportation, economic, energy, development patterns, environmental protection and housing policies in the central Ohio area. Next steps include defining measurable outcomes with indicators to track success. The plan is scheduled for completion in 2012. This plan is being conducted by MORPC in concert with other activities in the region such as the economic visioning initiative Columbus2020 by the Chamber of Commerce and Columbus Partnership, and the public media outreach campaign CentralOhio2015 by WBNS. The results of the on-line public opinion survey and focus groups can be found at <http://regionalplan.morpc.org>.

RIDES

Three Creeks

DAY	TIME	EVENT	DESCRIPTION
Jul 29 Thu	6:30 pm	Family Ride Night	See June 3rd. N/R

Pedaling past petals

(by Jeff Pfeil, staff writer/photographer - July 22, 2010)

Since the late 1960s, West Jefferson resident Jack McDowell has had a major crush on the prairie grasses and wildflowers of Madison County. In recent years, he has shared that love with county residents, leading an annual nature tour for bicyclists along London's Prairie Grass Trail. This year's tour took place on the warm morning of July 17. Fourteen riders met McDowell at the trailhead, located behind the Madison County Senior Center on West High Street in London. There, they learned what makes McDowell the perfect guide for such a tour. "In the early '70s at Battelle Darby Metro Park where I was the manager, I began looking for seeds of plants native to the Darby Plains," said McDowell. "I talked the Metro Parks into letting me plant some plots to build up a seed bank. I started with a 12-acre plot at Battelle Darby. Now, we have over 1,000 acres, mostly at the Battelle Darby, Prairie Oaks and

Glacier Ridge Metro Parks." When he started the project, McDowell also was a football coach and chemistry, physics, environmental science and biology teacher at West Jefferson High School. He gave up the football job once the seed project got rolling. "I'd spent 25 years playing and coaching football, so I decided it was time to branch out into a new interest," he said, joking that one of his reasons for resigning was the thought of telling his tough offensive and defensive linemen that he was interested in flowers...

<http://www.columbusmessenger.com/NC/0/8536.html>

SAFETY

Lampke, Sharp disagree on bike helmet ordinance

Wednesday, July 21, 2010 07:48 AM

By JEFF DONAHUE

Bexley Community Editor

While a proposed ordinance requiring youths to wear a protective helmet when bicycling in Bexley sailed through the city's safety committee last week, at least one council member said he doesn't like the idea. During a brief discussion on the legislation, council members Richard Sharp and Matt Lampke voiced opposing viewpoints for very different reasons. Sharp, who said he will not support the measure, said he thinks it's a case of council introducing legislation that is unnecessary and exceeds its authority. "When you consider that 50,000 Americans die each year from head injuries and bicycles account for 800 of them, they are not a leading cause," Sharp said. "Must you walk around all day with helmets on?" Sharp said he thought the helmet decision should be left up to parents. "Rightfully it's the parents' responsibility," he said. "We should encourage parents to be responsible." Lampke said his personal experience has convinced him of the importance of bike helmet safety. "My brother was 13 years old when he was riding his bicycle, was hit by another bicycle, went head over heels and had to be Life-flighted to the Orlando Regional Medical Center and was in a coma for 10 days because another 10-year-old hit him." Lampke said. "He had to learn to read and write again..."

<http://www.thisweeknews.com/live/content/bexley/stories/2010/07/21/lampke-sharp-disagree-on-bike-helmet-ordinance.html?sid=104>

Helmet rule likely to go on Bexley's books

By LAURA ENGLEHART

Published: Monday, July 26, 2010 4:53 PM EDT

Bexley city officials are expected to impose a new law next week that would fine parents if their children are riding a bicycle in Bexley without a helmet, but not all officials agree they should intervene. The city proposed an amendment last month to its bicycle and motorcycle laws that would require children under 16 to wear a helmet while operating a bicycle on a city street, sidewalk or alley. Parents of children caught riding without a helmet would pay a \$25 fine; however, the offense would not be considered criminal, according to the proposal.

City Council is scheduled to vote on the proposed amendment at its Tuesday, July 27 meeting with a unanimous recommendation from Safety Committee members to approve the new rules. But Councilman Richard Sharp said he will not vote for the amendment. "I fully support wearing helmets, but I just think that we should limit our legislation," Sharp told council members this month. The proposed amendment has been compared to the ban on texting while driving that the city enacted last fall. It would serve as a tool for parents to convince children not to ride a bicycle without a helmet, Councilman Jed Morison said previously. Columbus has a law on its books that requires children under 18 to wear a helmet with a strap secured under the chin. The fine for non-compliance is the same. "I believe it's the parents' responsibility," to make sure their children are wearing a helmet, rather than the city's, Sharp said. The police department would enforce the amendment, but officers probably will not cite many children - much like the texting while driving ban, said city Police Chief Larry Rinehart. "When we passed the texting law, it was never about writing tickets. We thought it was about sending a message and telling the community that it was important to pay attention. Bike helmets might be the same way," Rinehart said previously. The proposed amendment does not include the same stipulations as the Columbus law on helmets and fastened chin straps. If the rule were to be approved, council members could revisit the law if needed. "We've done a good job simplifying it. My thought is that we could write three pages on tying the chin strap and this and that. If a year from now it needs to be tweaked in a way, then we can go back and look at it," Morison said. Residents have approached council members in favor of the proposal. Last month, Dr. John Groner and Tim Madison said a law requiring children to wear helmets would increase their usage and prevent some traumatic injuries.

http://www.snponline.com/articles/2010/07/26/multiple_papers/news/allbehelme_20100726_0404pm_7.txt

CW considers texting while driving ban

(by Linda Dillman - July 20, 2010)

The texting ban bandwagon continues to roll across Ohio, gaining supporters in Canal Winchester and, while the legislation is intended to save lives, the question becomes - how enforceable is the law? On July 19, Canal Winchester Village Council heard the first reading of an ordinance prohibiting sending, reading, or writing a text message or accessing the Internet while driving, citing the need to improve roadway safety for everyone. According to the ordinance, any message sent, stored, or received via a mobile communication device-including wireless phones, a personal digital assistant, or personal computer-while driving is a violation of the proposed law. Drivers would not be allowed to manually enter letters, numbers, or text messages, or read any received e-mails or text messages transmitted to and/or from a device; send, read, create, or interact with Internet-based content; play games; or otherwise interact with the Internet. The provision would not apply to operators of emergency or public safety vehicles used in the course of official duties; anyone reporting a health or safety emergency; drivers parked, standing, or stopped on the side of the road; a person reading, selecting, or entering a name or telephone number in order to make or receive a call; or a commercial truck driver using a mobile data terminal while working. Violators would be guilty of a minor misdemeanor... <http://www.columbusmessenger.com/NC/0/8531.html>

Cell-phone crusader disappointed in council's actions

Gahanna will consider updating current law, not creating new one, to address drivers' cell-phone use

By PAMELA WILLIS

Published: Tuesday, July 20, 2010 6:28 PM EDT

Gahanna resident Sharon Montgomery told Gahanna City Council members they should rewrite city law to "restrict the unnecessary use" of cell phones while driving. "We have to be clear in telling people what behaviors are acceptable and not acceptable," Montgomery told council members during City Council's meeting Monday, July 19. "We have no problem being that clear when we ask people not to annoy us in public settings with their cell phones. "We need to be that clear when telling them not to kill us," she said. Montgomery's husband, John, was killed in a car crash 10 years ago. The driver of the other car admitted talking on his cell phone had distracted him, causing the car crash, Montgomery said. Since then, Montgomery has lobbied at City Council meetings all over Central Ohio, asking members to consider bans against texting and-or using a handheld cell phone while driving. She has spoken at New Albany, Hilliard, Bexley, Delaware and Worthington council meetings -- and all have passed some kind of ban against texting. During a recent committee meeting on the issue, most Gahanna City Council members leaned toward enhancing an existing city ordinance, titled "Failure to Control, Weaving, Full Time and Attention," which includes the statement, "... No person shall operate a vehicle without giving his full time and attention to such vehicle." Council discussed changing violation of the ordinance from a minor misdemeanor to a fourth-degree misdemeanor, even on a first offense, with fines up to \$233...

http://www.snponline.com/articles/2010/07/26/gahanna_news/news/ghtextban%2020100720_1000am_4.txt

Letter: Increasing penalties on current law isn't same as texting ban

Wednesday, July 21, 2010 07:48 AM

To the editor:

Gahanna City Council and the administration are to be commended for taking a closer look at the dangers of distracted driving. However, after a number of discussions about the rapidly growing problem of driving while phoning or texting, they have chosen the approach of merely increasing the penalties for the existing "full attention" law. This approach is based on the popular opinion that all driver distractions are equally dangerous. This opinion is not supported by fact. We have 17 years of scientific research, done by direct driver observations, driving simulations and brain and behavioral studies. In October 2008, these studies were reviewed and discussed by experts from a variety of fields in an international symposium conducted by the National Safety Council and Nationwide Insurance. The evidence is overwhelming that a conversation with a mobile communication device is more dangerously distracting than other non-driving behaviors drivers choose to distract themselves with. The risk of crashing when using a mobile communication device has been shown to be as great as, or significantly greater than, drunk driving, depending on the manner in which the device is used. Drunk driving is a separate, specific offense because the potential for harm is so great. The penalty for driving drunk and causing no harm is greater than the penalty for driving sober and killing. In the interests of both safety and justice, we must take a similarly strong approach to the convenient but unnecessary and dangerous behavior of driving while phoning and texting.

<http://www.thisweeknews.com/live/content/gahanna/stories/2010/07/21/increasing-penalties-on-current-law-isnt-same-as-texting-ban.html?sid=104>

Cell phone ban legislation on hold

Wednesday, July 21, 2010 07:47 AM

By CANDY BROOKS

ThisWeek Staff Writer

A move to ban cell phone use while driving has been put on hold. Worthington City Council member Dave Norstrom asked that the ordinance be tabled during the meeting on Monday night when it became clear that it would not pass. Only five council members were present, and four votes are needed to approve an ordinance. The ordinance is expected to return for consideration in September. Norstrom asked for the cell-phone ban in June after council approved a similar prohibition against texting while driving. Norstrom said he frequently walks the streets of Old Worthington, and has seen too many near-misses by drivers distracted by cell phones, he said...

<http://www.thisweeknews.com/live/content/worthington/stories/2010/07/21/cell-phone-ban-legislation-on-hold.html?sid=104>

HEALTH

Quickening pace

Low-cost running picks up speed among Americans looking to exercise away the stress of the recession

Thursday, July 22, 2010 02:54 AM

By Amy Martinez

THE SEATTLE TIMES

SEATTLE - Alice Lawson dropped her gym membership in early 2009 to save money and prepare for a possible job loss. Rather than let herself go, she took up running and completed her first half-marathon last month in Seattle. "We don't know economically where things are going," said Lawson, 43, of Shoreline, Wash. "When I finish a run, I feel like: Hey, I can do whatever I set my mind to. It doesn't matter what's coming. I'll be OK." Running is booming in the U.S. as more people seek inexpensive ways to manage stress amid economic uncertainty. The June 26 Rock 'n' Roll Marathon, which featured live bands along a 26.2-mile course from Tukwila, Wash., to Seattle, sold out in late March, roughly a month earlier than last year.

<http://www.dispatch.com/live/content/business/stories/2010/07/22/quickening-pace.html>

LOCAL NEWS

Letter: Bicyclists should have to get licenses

Monday, July 26, 2010 02:52 AM

I recently discovered that when you pay off a car loan, you no longer receive your title. Instead of getting the paper title you need to sell the car, the state graciously holds it electronically until you cough up \$16 to get a physical copy. Since our state is so hard up for cash, here is a suggestion to collect some: License bicycles that are used on state or county roads. Charge \$20 per year to each Lance Armstrong-wannabe who clogs these roads as if he owns them, ignoring stop signs and riding two and three abreast, 25 miles per hour below the speed limit. If you use the bike in neighborhood settings only, then no fees. If you are 16 or younger, then a license is free. If you have gone out and purchased the Spandex shorts and yellow jersey and are on a numbered route, pay up or be fined. Either this or save money by not building bike paths that are largely unused.

<http://www.dispatch.com/live/content/editorials/stories/2010/07/26/bicyclists-should-have-to-get-licenses.html>

Biking

Foldable frames slim down cycles

Monday, July 26, 2010 02:51 AM

By Kristine Gill

The Columbus Dispatch

No, it's not a clown bike. The 30-pound aluminum-and-steel frame is fashioned for function, not laughs. "I know a lot of people make fun of my bike," said Matthew Buccilla of Victorian Village. "I say, 'Get on and ride it.'" Buccilla, 38, has owned a folding bicycle for two years, pedaling his silver Dahon Mariner to contracting jobs Downtown. He loves the design. "It's a sexy little bike," he said. "It has a great, classic look." Folding bikes, designed to allow riders to collapse them in 30 seconds or less, are intended for easy transport and storage...

<http://www.dispatch.com/live/content/life/stories/2010/07/26/foldable-frames-slim-down-cycles.html>

SR-3 corridor study open house set for July 29

Wednesday, July 21, 2010 07:48 AM

The Mid-Ohio Regional Planning Commission will be holding an open house on the Westerville Road (State Route 3) Corridor Study on Thursday, July 29. It will be held in the Blendon Township Senior Center, 6330 S. Hempstead Road in Westerville, from 5 to 7 p.m. There will be a short presentation at 6 p.m. This study reviews current travel conditions in the Westerville Road corridor from north of Morse Road to south of I-270, according to the announcement of the gathering. "Options will be presented on road improvements that include additional travel

lanes, access management, improved bicycle and pedestrian access and others," the announcement stated...
<http://www.thisweeknews.com/live/content/northland/stories/2010/07/21/sr-3-corridor-study-open-house-set-for-july-29.html?sid=104>

Open house on Westerville Road improvements July 29

Published: Wednesday, July 21, 2010 9:56 AM EDT

The Mid-Ohio Regional Planning Commission has completed its analysis of options for improvements to Westerville Road (state Route 3).

The results will be displayed at an open house scheduled from 5 to 7 p.m. July 29 at the Blendon Township Senior Center, 6330 S. Hempstead Road, Westerville, MORPC Public Information Officer Bernice Cage said in a press release. A short presentation will be held at 6 p.m.

The study reviews current travel conditions in the Westerville Road corridor from north of Morse Road to south of Interstate 270 and has identified options for improvements that include additional travel lanes, access management, transit service upgrades and improved bicycle and pedestrian access. The study was funded by the city of Columbus, Franklin County and the Ohio Department of Transportation. Community members, local officials and MORPC transportation planners met in November to share insights and concerns about the corridor and "gaps" needing to be addressed to serve the community and region effectively, said Northland Community Council President Dave Paul.

"The July 29 open house will enable local stakeholders to learn MORPC planners' recommendations for improving the corridor, and the data they have collected about current and future usage of the corridor," Paul said in the release. The public is encouraged to attend and provide comments, Cage said. Comments on the study will be accepted through Aug. 13. For more information, e-mail Ethan Ortman at eortman@morpc.org, call him at 614-233-4153 or visit the website morpc.org/transportation/study/SR3CorridorStudy.asp

Joe Blundo SO TO SPEAK

No need to dash to finalize this gash

Sunday, July 25, 2010 03:01 AM

Freeways are ugly. Cities want to be beautiful. Hence, the dissatisfaction with plans for rebuilding the I-70/71 split Downtown. We're attempting to reconcile the irreconcilable. The specific objections to the design - it doesn't do enough to ensure pedestrian safety, accommodate bicyclists or re-knit neighborhoods - are legitimate concerns. But even a safe, friendly, neighborly gash would still be a gash. We know this in our pop-culture bones. In movies and on television, urban freeways are, more often than not, unsightly symbols of frustration or danger. Chases happen on them. Crimes occur under them. In a movie, when a guy meets someone beneath an overpass, you just know he's going to turn up dead in the trunk of a car. I wondered: Did it occur to no one many decades ago that plowing freeways through major cities would result in something so alienating? Actually, yes, it did, and even before the freeways themselves arrived. "The motor car has raced around the country leaving destruction long enough; it's time we woke up, unless we are to be conquered by it," said a spokesman for a citizens group protesting a road widening in Seattle. The year was 1928... <http://www.dispatch.com/live/content/life/stories/2010/07/25/no-need-to-dash-to-finalize-this-gash.html>

Main Street bridge - pretty, costly

The price has climbed past \$60 million

Sunday, July 25, 2010 03:02 AM

By Doug Caruso and Robert Vitale

THE COLUMBUS DISPATCH

Nobody will remember how much the Main Street bridge cost in a generation or two, Mayor Michael B. Coleman says. People will gather near its one-of-a-kind arch, tilted 10 degrees north up the Scioto River like a jump rope on a perpetual downswing. They'll hold festivals on its separate pedestrian deck - a "balcony for the city" in the words of bridge designer Spiro Pollalis - or they'll just take a walk there and admire the skyline. They won't remember that the bridge was finished more than four years late at triple the cost projected when Coleman first picked the design. What started as a \$19.5 million bridge will end up consuming \$60.1 million in federal, state and local tax dollars by the time it opens this week... http://www.dispatch.com/live/content/local_news/stories/2010/07/25/copy/pretty--costly-.html

Neighbors unhappy with Clintonville repaving plan

City plans to fix street, sewers, but not until 2013

Sunday, July 25, 2010 03:02 AM

By Mark Ferenchik

THE COLUMBUS DISPATCH

Mary Tipton has waited 30 years for the city to resurface pitted, bumpy Richards Road in Clintonville. She's going to have to wait three more. Richards wasn't on the list of 16 streets that have been resurfaced since April, and it isn't on Columbus' list of 35 streets to be resurfaced by November. The city said it plans to reconstruct Richards between N. High Street and Indianola, but not until 2013, as part of a sewer project...

http://www.dispatch.com/live/content/local_news/stories/2010/07/25/neighbors-unhappy-with-repaving-plan.html

Columbus well on its way to record resurfacing of roads

By GARTH BISHOP

Published: Monday, July 26, 2010 5:26 PM EDT

With work wrapped up on a 16-street resurfacing project, city of Columbus workers are jumping into another resurfacing project more than twice that size. Thirty-five streets are on the Department of Public Service's agenda for the second phase of this year's resurfacing work. It is expected to be finished by mid-November and totals \$5.75 million in cost. The resurfacing of the 35 streets entails the construction of 87 curb ramps in compliance with the Americans with Disabilities Act. The third phase for 2010 consists entirely of North High Street in the Ohio State University campus area, with the fourth and fifth phases resurfacing more than 40 additional streets. "At the end of the day, projects one through five this year will resurface 95 streets," said Rick Tilton, assistant director of public service for the city. That's a higher annual number than ever before, Tilton said, costing \$20 million. "Because we had no city money for resurfacing last year, it was a priority this year for the mayor and City Council," he said. Streets on the city's resurfacing list are:

http://www.snponline.com/articles/2010/07/26/multiple_papers/news/olresurfac_20100726_0513pm_2.txt

Recovery Act's 10,000th Road Project is a Complete Street

By Stefanie Seskin, on June 18th, 2010 in News

Back in July 2008, the City of Columbus adopted a resolution urging the Public Service Department and the Transportation Division to use a Complete Streets approach in all street construction, reconstruction, and repair projects. More recently, the regional planning commission adopted a comprehensive Complete Streets policy that improved upon an earlier "routine accommodation" policy. So, it comes as no surprise to me that the Parsons & Livingston Avenue Improvement Project would include so many elements to make travel by any mode at any age easy and safe. President Obama and Secretary LaHood at the groundbreaking. (Official White House Photo by Pete Souza) And it's great to see such a worthy project receive attention from some important people: both President Obama and Transportation Secretary LaHood attended this morning's groundbreaking. The new streets will feature traffic medians, new ADA-compliant curb cuts, wider sidewalks, plenty of street trees and bioretention planters, new bus shelters, and bike lanes and racks. These improvements will help people access a growing pediatric hospital and Columbus's South Side, a neighborhood just outside downtown where the City of Columbus and its residents are working hard to revitalize... <http://www.completestreets.org/news/recovery-acts-10000th-road-project-is-a-complete-street/>

Hoover Reservoir trail segment nearing completion

Saturday, July 24, 2010 01:43 PM

By MICHAEL J. MAURER

ThisWeek Contributor

The Delaware County Friends of the Trail, a nonprofit organization formed in 2000 to promote multi-use trails in Delaware County, is preparing to celebrate the completion of a 0.75-mile segment of trail near Hoover Reservoir. "The contract calls for it to be finished by October, but we're hoping it will be done by late September," said Dave Bender, president of the Friends of the Trail. Bender said the segment is known as the Hoover Scenic Trail, and its two features are a stretch along the reservoir and a prefabricated pedestrian and bicycle bridge over the Old 3C Highway. The total cost of the project is \$542,000, of which \$375,000 was provided by a state of Ohio Clean Fund grant. The balance was made up in contributions by Friends of the Trail and several jurisdictions involved in the project, including the city of Columbus and Delaware County, Galena, Berkshire Township and the non-profit organizations Ohio to Erie Trail and Preservation Parks of Delaware County. Delaware County commissioners approved an advance of \$175,000 earlier this month to help complete a project funded by the state of Ohio's Clean Ohio Fund Recreational Trails program in Delaware County. Bender said the advance eventually would be refunded by state funds. When complete in about 10 years, the 485-mile Ohio to Erie Trail will run from Cincinnati to Cleveland, and cross 16 miles of Delaware County...

<http://www.thisweeknews.com/live/content/delaware/stories/2010/07/24/hoover-reservoir-trail-segment-nearing-completion.html?sid=104>

Two 'tri-girls' ready to take on triathlon

BY JOE GIESSLER • The Eagle-Gazette Staff • July 22, 2010

LANCASTER -- Norah Ginty, Jessica Dryden and Sheri Dodds were complete strangers several years ago, but the trio have become sisters at heart while participating in physically demanding triathlons. The three women, who affectionately call themselves the "tri-girls," will be at the Trek Women Triathlon Series in Millersport on Sunday. Dryden cannot participate in the event because of a knee injury, but that will not keep her from attending...

<http://www.lancastereaglegazette.com/article/20100722/NEWS01/7220309/1002/Two--tri-girls--ready-to-take-on-triathlon>

Liberty seeking citizen input on paths, hydrants

Wednesday, July 21, 2010 07:47 AM

By BONNIE BUTCHER

ThisWeek Staff Writer

Liberty Township is seeking input from residents on where they think future bicycle paths should be built and where fire hydrants should be installed. At their July 19 meeting, trustees scheduled a 6:30 p.m. Wednesday, July 28 meeting to include a "public input session" on bike paths. The trustees also canceled their Monday, Aug. 4 meeting. The township is looking for input on where it should place the paths, trustee Curt Sybert said. "Our bike paths should be going places where we can take people. They should go to the Y(MCA), the zoo and the schools," Sybert said. "My priority would be to get people from their subdivision to these places." Trustee Mary Carducci asked how much it would cost. Sybert said, "It would be done phase by phase, but we have to keep them in mind for the zoning commission for their review of projects and any grant money that we get." The program and the paths would be developed over time, he said, so public input is valuable. The township requires developers to install bike paths where appropriate. Trustee Robert Mann said, "We have a number of roads that kids ride bikes on (that are) dangerous, like Jewett Road, that don't have sidewalks (or) bike paths and I'd like to make that a priority..."

<http://www.thisweeknews.com/live/content/olentangy/stories/2010/07/21/liberty-seeking-citizen-input-on-paths-hydrants.html?sid=104>

Editorial: One at a time

Costs limit how soon highway caps can knit city back together

Thursday, July 22, 2010 02:54 AM

The desire of Near East Side residents for "caps" on the bridges over the highway that will be rebuilt with the I-70/71 interchange is understandable. But so is the plan by the Ohio Department of Transportation to build only one cap for now, while designing other bridges so that caps could be added later, if funding and economic development for them arise. The cap on N. High Street over I-670, site of a Hyde Park restaurant and other shops, is a huge improvement over the chain-link fence that preceded it and has been a boon to the Short North area.

Leaders of the Near East Side would like to see the same for the many freeway crossings in their neighborhood. No other part of Columbus was hit as hard by the dislocations caused by building the interstate highway system in the 1950s and 60s. Freeways created impassable gulfs that broke up neighborhoods. But caps for all 12 of the bridges in the I-70/71 project would unacceptably inflate the cost of rebuilding the split, already north of \$1.5 billion, and making the tangle of crash-prone roadway safer has to be the first priority. So far, ODOT plans to spend \$8 million extra to build one cap, a 60-foot platform on the south side of the Long Street overpass. As the gate way from Downtown into the King-Lincoln District, it's an excellent spot for something special. No developer yet has come forward with plans for that cap, so it is designed as a grassy plaza until something else takes shape. The plans also will help address the damage done to neighborhoods by the old-style freeway bridges. The budget for the first half of the rebuilding project includes \$49 million for extras in bridge design and along streets affected by the project. Fancier bridge designs include wider sidewalks, bike lanes, artwork and decorative lights and fencing. Some streets will receive "urban avenue" touches, such as parking where needed, extra landscaping, pullouts for COTA buses and public green spaces... <http://www.dispatch.com/live/content/editorials/stories/2010/07/22/one-at-a-time.html>

1-71/I-70 Interchange

ODOT gets earful from Columbus council

Wednesday, July 21, 2010 07:48 AM

By GARY SEMAN JR.

ThisWeek Staff Writer

Columbus City Council fully expects to pass legislation authorizing Phase I of the I-71/70 interchange plan, but not before chiding the Ohio Department of Transportation for a breakdown in communication. At a public hearing July 14, some council members said they were caught off guard by ODOT's request that the legislation be passed by the end of the month. Council basically must approve legislation giving the transportation department permission to work in the city's rights of way, which essentially begins construction of Phase I along I-670 at Leonard Avenue to Long Street. The hearing was held by the Public Service and Transportation Committee, chaired by Hearcel Craig.

Council members in attendance said they had just been notified in recent weeks of the pressing need for the legislation, which will launch one of the largest transportation efforts in the city's history. All said they recognize the importance of the project but said they didn't believe they had time to effectively communicate the work to area residents. Charleta Tavares said the timing "is not fair to us and certainly not fair to the broader community." "It's disconcerting to me to have to pass this legislation by the end of July," said Tavares, who was joined by fellow committee member Priscilla Tyson, as well as Eileen Paley and Andy Ginther...

<http://www.thisweeknews.com/live/content/bexley/stories/2010/07/21/odot-gets-earful-from-columbus-council.html?sid=104>

West Columbus Railroad Bridge Gets A Big Face Lift

Camp Chase Railroad Bridge Over West Broad Street to be Rehabilitated

Columbus (Friday, July 16, 2010) – A railroad bridge that's a key link for growing business and jobs on Columbus' West Side will soon also allow for safer passage of the cars, buses, bicycles and pedestrians who daily pass beneath it on West Broad Street. Work begins Wednesday, July 21st to rehabilitate the historic bridge into a fresh new gateway for West Columbus and a better structure for growing railroad business. Now carrying loads for 10.7 mile long Camp Chase Railroad, the bridge once carried the freight and passenger trains of the New York Central Railroad between Columbus and Cincinnati. Today, the shortened line serves as an important rail link for an ethanol plant, a newspaper printing plant and agribusinesses in West Columbus. "This project will alleviate possible safety concerns associated with the outer covering of the bridge and create a safe traveling environment for the public", says Camp Chase Railroad President Jim Streett. "Camp Chase would like to thank the Ohio Rail Development Commission for their cooperation and assistance in making this project possible using the Federal Stimulus funds made available." The project is slated to be complete within the year and carries a number of other benefits:

- reduced crew time by 717 hours a year for unit train service;
- reduced crew time for regular carload service by 1,400 hours per year;
- reduced derailment expenses;
- enable continued use of the entire line for heavier, 286,000 lb. rail cars;
- promote economic development to at least 6 development sites totaling 527 acres along the 10.7 mile segment; and
- promote increased business for Peavy Grain to serve the ethanol market while preserving the railroad's unit train business by improving train speeds and track conditions.

The \$375,000 project is funded in part with \$300,000 from the American Recovery & Reinvestment Act (ARRA).

The railroad will contribute the remaining \$75,000 dollars in construction costs. That will include work to both the concrete and steel structure of the bridge, as well as painting and sealing to restore the bridge to its original appearance. Construction will create some temporary restrictions on traffic in both directions along West Broad Street where it passes beneath the bridge. The City of Columbus "Paving the Way" office says traffic will be maintained on one lane in each direction until the project is finished. At least one of the sidewalks will be maintained for pedestrian traffic during the project.

Metro Place 'makeover' begins

However, work will be halted during Aug. 6-8 Irish Festival

Thursday, July 22, 2010 02:54 AM

By Holly Zachariah

THE COLUMBUS DISPATCH

The construction along Metro Place North and South may look intimidating, but don't be fooled: Dublin lets nothing interfere with its upcoming Irish Festival.

Crews started this week on a \$1.1 million project that will include construction of about a mile-long biking/walking path that will connect to Frantz Road. The project also includes repaving the streets, rebuilding curbs and installing 36 energy-efficient LED street lights.

City Engineer Paul Hammersmith calls it "extreme neighborhood makeover, Dublin style." He said the area, developed at least 25 years ago, was showing its age and needed a face-lift.

But the Metro Place loop, which contains several hotels, offices complexes and a Max & Erma's restaurant, hosts heavy traffic during the city's Irish Festival, which runs Aug. 6-8.

http://www.dispatch.com/live/content/local_news/stories/2010/07/22/metro-place-makeover-begins.html

Genoa Township

Road maintenance under way

Saturday, July 24, 2010 01:43 PM

By BONNIE BUTCHER

ThisWeek Staff Writer

Genoa Township's 2010 road maintenance program will improve 50 township roads and be completed in September. The program is "covering nearly 15 miles of the township's 87 miles of roadway," township administrator Paul Wise said in a press release. In June, township trustees approved a \$1,039,359 contract with Shelly & Sands Inc., which will perform the work. The project was competitively bid through Delaware County engineer Chris Bauserman's office. "The project includes repaving 5.759 miles of township roadways," involving 22 roads. It also includes treating 8.51 miles of roadway with a "slurry seal" that helps prolong the life of pavement. "This application will be made to 28 additional township" roads, the release said. The township gets funds for road maintenance and improvements through a road levy, gas tax fund, permissive tax fund and the motor vehicle license tax. The past couple of years, the township has averaged "around a million dollars a year" in road maintenance expenses, Wise told ThisWeek in an e-mail...

<http://www.thisweeknews.com/live/content/sunbury/stories/2010/07/24/road-maintenance-under-way.html?sid=104>

Mother, daughter recycling bicycles to help the homeless

BY L.B. WHYDE • Advocate Reporter • July 24, 2010

NEWARK -- Motivated by the fact Licking County has limited public transportation, a mother and daughter have teamed up to collect good, workable bikes that will be given to the homeless. Lisa Minklei and her daughter, Maddie Davis, of Granville, will collect the bikes from 9 a.m. to 3 p.m. Aug. 7 at both the Licking County Family YMCA in Newark and Wildwood Park in Granville. The women are looking for roadworthy bicycles, mostly for adults, as well as helmets, bicycle locks and monetary donations, which will be used to make minor repairs and buy locks and helmets. They also are looking for volunteers skilled at making adjustments or small repairs to the bikes. The first 75 people who bring in road-ready bikes will receive a \$5 gift certificate to Whit's Frozen Custard in Granville. The volunteers will make sure the bikes are roadworthy. They then will be distributed through agencies that help the homeless, such as the Salvation Army, Licking County Coalition for Housing, The Main Place, Coalition of Care, Moundbuilders Guidance Center, The Look Up Center and St. Vincent Haven Homeless Shelter... <http://www.newarkadvocate.com/article/20100724/NEWS01/7240313/-1/NEWS17/Mother--daughter-recycling-bicycles-to-help-the-homeless>

Metro Parks presents concepts for Walnut Woods

(by Rick Palsgrove, Southeast Editor - July 19, 2010)

Metro Parks unveiled concepts for the development of the new Walnut Woods Metro Park at two recent open forums in Groveport and Canal Winchester. Located between Lithopolis and Richardson roads, the 628 acre Walnut Woods will grow by another 246 acres with the pending acquisition of the Richardson Road Park from the city of Columbus, according to Metro Parks officials.

Proposed amenities for Walnut Woods include: six to 10 miles of bicycle paths and nature trails (with proposed connections to Groveport's Heritage Park, Groveport Park, and Groveport's nature trail at Rager Road), picnic areas, wetland restoration, nature observation areas, fishing dock, dog park, disc golf, canoe access, observation tower, reforestation, park entrances on Richardson Road and Lithopolis Road, and a wetland program area...

<http://www.columbusmessenger.com/NC/0/8526.html>

Young cyclists could be riding bikes disguised as anything

BY JOE ARNOLD • The Eagle-Gazette Staff • July 21, 2010

LANCASTER --If history is any indication as to what might take place during the Fairfield Medical Center kids bike race, then families can expect to see bikes disguised as anything from tractors to horses zipping around on Broad Street. The 17th annual bike race will take place at 5:30 p.m. July 30 in front of the Fairfield County Public Library. The event provides children ages 10 and younger a chance to decorate their bikes and then race them around a street course. "People really respond to this event," said Donna Stalter, public relations specialist at FMC. "Then they can go over to the festival afterward. It's just a great team. We really enjoy doing this as a community benefit piece." Children can enter the bike decorating contest, the race or both, Stalter said. She remembered an elaborately decorated bike that resembled a John Deere tractor...

<http://www.lancastereaglegazette.com/article/20100721/LIFESTYLE07/7210315/1002/NEWS01/Young-cyclists-could-be-riding-bikes-disguised-as-anything>

NOT JUST QUIANT

Brick streets coming back

Green option also helps communities save on upkeep

Friday, July 23, 2010 02:51 AM

By Elizabeth Gibson

THE COLUMBUS DISPATCH

To many people, brick streets mean historic and quaint. In New Albany, engineers are attempting a modern take, tearing up a stretch of asphalt road and replacing it with brick. German Village and Whitehall also are working on plans to add more brick to their roads. In Knox County, the city of Mount Vernon has been going the other way, trading brick for traditional pavement - something other central Ohio communities have been considering, too. City engineers say brick roads look good, last forever and slow traffic. Some new designs are billed as environmentally friendly because they allow water to drain through rather than just run off the edges of the road. But the long-term perils are obvious to any woman who has ever tried to walk through German Village in heels, and the vibrations from rolling over bricks irk some bicyclists and drivers. The New Albany City Council just gave the go-ahead to use brick to repave a tenth-of-a-mile stretch of 3rd Street near the village center. The project is expected to cost about \$416,000, compared with about \$407,000 for traditional pavement, said Kathryn Meyer, the city's deputy development director. But maintenance costs would eat up that savings within five years, she said...
http://www.dispatch.com/live/content/local_news/stories/2010/07/23/copy/brick-streets-coming-back.html

City Council decides Fishingier doesn't need to go on a 'road diet'

By DONAVON CAMPBELL

Published: Thursday, July 15, 2010 12:00 PM EDT

After considering a number of options, Upper Arlington City Council members have chosen to maintain the status quo on Fishingier Road.

Council members gave staff the go-ahead at a July 6 meeting to pursue a design plan that simply will replace the current four-lane roadway between the "Five Points" intersection and Kenny Road. The plan includes underground telecommunications work and storm sewer work before the surface is reconstructed, City Engineer Tom Komlanc said. The plan does add a sidewalk, however, that most likely will go along the north side of the road, Komlanc said. City staff asked residents for feedback on a number of options for the roadway in March. Among the options considered was a "road diet" that would have reduced the number of lanes on the stretch of Fishingier from four to three, with a left-hand turn lane in the center. Among other possibilities were a sidewalk or multi-use path along both sides of the road, as well as a mid-block pedestrian crossing island if the street went to three lanes. Council members were divided on the concept of the "road diet" even after Komlanc explained that a three-lane roadway with a left-hand turn lane in the center should be able to handle the projected traffic patterns.

"I just don't feel like I have the information in front of me to make that decision," to reduce Fishingier from four to three lanes, Councilman Wade Steen said...

http://www.snponline.com/articles/2010/07/26/upper_arlington_news/news/uafishingie_20100713_1141am_7.txt

SAFE ROUTES TO SCHOOL

Free Webinar

Let's Walk to School! Reducing Liability Concerns and Getting Kids Active through Safe Routes to School

August 11, 1:00-2:30 pm ET / 10:00-11:30 am PT

Register Here: <http://cts.vresp.com/c/?PublicHealthLawPolic/55f4a96f7c/5c39824392/ac4b1d63de>

In 1969, approximately 50% of children walked or bicycled to school, including almost 90% of children living within one mile of school. Today, fewer than 15% of school children walk or bicycle to school. Walking or biking to school can be a convenient way for kids (and parents!) to be more active every day. Safe Routes to School (SRTS) programs and policies make it easier and safer for children and their families to walk or bike to school by sponsoring walk-to-school days and organizing "walking school buses" in which adult volunteers supervise children as they walk to school as a group.

However, despite the many benefits of SRTS – reversing childhood obesity trends, reducing traffic congestion, improving air quality, enhancing neighborhood safety – some schools have been reluctant to support SRTS programs due to concerns about being sued if an injury or problem arises. But such fears are largely unwarranted. By acting responsibly and understanding liability issues, schools, nonprofits, and parent groups can help students reap the health and academic benefits of SRTS programs while minimizing any risks.

In this webinar, participants will learn about the basics of liability in the context of SRTS and how school districts, nonprofit organizations, and others can reduce their liability in SRTS programs. Presenters will put liability concerns in perspective, explain how SRTS programs can leave schools with a lower risk of liability than existed prior to the program, and provide practical advice on best practices for implementing SRTS programs and policies. The webinar will also highlight two new resources from NPLAN: a fact sheet on liability in SRTS programs and a fact sheet on liability protections for volunteers (both coming soon!). If you

are an SRTS coordinator, school or district official, or an active transportation enthusiast, then this webinar is for you!

RWJF Invites Comments about How to Best Advance Policies to Create Healthier Schools and Communities

The Robert Wood Johnson Foundation (RWJF) is seeking input through a [special online forum](#) on the best ways to implement its six policy priorities for reversing the childhood obesity epidemic by 2015. The discussion forum will be open until **August 30**, so [add your voice](#) to the conversation today!

To post on the RWJF discussion forum, you must register through a very brief process. The discussion forum consists of six topic threads - one for each policy priority. RWJF staff members are acting as hosts and will post messages frequently to respond to comments and offer their own thoughts.

[Join the discussion](#) and post your Safe Routes to School (SRTS) success stories and policy achievements under the two main policy priorities that apply - physical activity at school and the built environment. Your SRTS success stories are vital in showing real-life examples to RWJF of SRTS programs and policies in action.

In the physical activity at school discussion, relevant topics you could share about include:

- Ways that your school is incorporating bicycle and pedestrian skills in P.E. classes, building lifelong physical activity skills
- Examples for how after-school bicycle and pedestrian classes, clubs, earn-a-bike programs and SRTS events get kids more active
- How your school district wellness policy has encouraged schools to look beyond physical activity during the school day to also include SRTS and physical activity before and after school

In the built environment discussion, some relevant topics you could share about include:

- Ways that your city and/or state are implementing policies that result in physical improvements that support walking and bicycling such as sidewalks, bike lanes, safer street crossings and pathways
- How changes to the built environment in your city and/or state have led to increases in walking and bicycling in general and/or specifically for school children through SRTS
- How improvements to the built environment have improved personal safety or decreased crime in your community

Thank you for taking the time to share your Safe Routes to School policy experience with RWJF, showing how it can play an important role in increasing physical activity and reversing the childhood obesity epidemic.

OTHER NEWS (Includes Tour de France)

Tour De France

Schleck upset by chain mishap

Tuesday, July 20, 2010 06:29 AM

By Jamey Keaten

Associated Press

BAGNERES-DE-LUCHON, France -- The gloves have come off at the Tour de France. Andy Schleck was fighting mad after dropping his chain during a tough climb yesterday and then losing the overall lead when defending champion Alberto Contador unabashedly sped ahead to take the yellow jersey. "He can be nervous for the next days this gives me anger," Schleck said, vowing revenge. "I'm not the one who will get chased anymore, I'm the one who chases. That's a big difference." The episode highlighted the often-unclear etiquette of cycling's greatest race, where the wearer of the yellow jersey is conferred almost queen-bee-like respect - and taking advantage of mishaps out of his control is frowned upon...

<http://www.dispatch.com/live/content/sports/stories/2010/07/20/schleck-upset-by-chain-mishap.html>

Jul 20, 2:30 PM EDT

Armstrong shows grit in bid for win in Pyrenees

By NAOMI KOPPEL

Associated Press Writer

PAU, France (AP) -- In his final days of his final Tour de France, Lance Armstrong showed some of the old fire. The seven-time champion, knowing full well he no longer stands above all others in his sport, fought from beginning to end in the hopes of going out with a stage victory high in the Pyrenees. It was not to be. Armstrong finished sixth after breaking away early in the 16th stage and holding his own through four major climbs of the Tour's most demanding leg. But he lost in a final sprint, with Frenchman Pierrick Fedrigo winning the 124-mile ride. Alberto Contador was almost seven minutes behind, his Astana team asserting control over the field. The defending champion from Spain kept the overall lead, eight seconds ahead of Andy Schleck of Luxembourg. The two rode a day after Contador apologized for the way in which he took the yellow jersey...

http://hosted.ap.org/dynamic/stories/C/CYC_TOUR_DE_FRANCE?SITE=OHCOL&SECTION=SPORTS&TEMPLATE=DEFAULT&CTIME=2010-07-20-11-24-47

TOUR DE FRANCE

Schleck knows mountain stage is last chance

Thursday, July 22, 2010 02:55 AM

By Naomi Koppel

ASSOCIATED PRESS

PAU, France — Andy Schleck knows he has one opportunity to win the Tour de France — on the climb up the Col du Tourmalet in the Pyrenees today. He believes that the fierce ascent at the end of the 17th stage is the only place where he can wrest the yellow jersey from two-time champion Alberto Contador and put at least a minute between him and his Spanish rival going into the final weekend of the three-week race.

"I will have to be in yellow. There's only one chance to take it, and that's tomorrow," Schleck said yesterday. "With a minute, I would be happy. But if it's more, that's better." The Luxembourg rider is eight seconds behind the defending champion in the overall standings; Contador took the lead Monday. If the Spaniard has the overall lead by the end of today's stage, most observers agree he will be ahead when the race finishes Sunday in Paris. The leading riders are unlikely to be able to make up time on each other in Friday's flat stage, and Saturday's stage is a time trial, a discipline in which Contador excels. "There is only one way, and that is the climb of the Tourmalet," Schleck said.

<http://www.dispatch.com/live/content/sports/stories/2010/07/22/schleck-knows-mountain-stage-is-last-chance.html>

Tour de France

Schleck wins stage, Contador in control

Friday, July 23, 2010 02:51 AM

By Jamey Keaten

Associated Press

COL DU TOURMALET, France - Alberto Contador never wavered. Under a blistering attack from Andy Schleck, the Spaniard tightened his grip on a third Tour de France title in four years by matching every acceleration his rival threw at him during the ride up a fabled Pyrenean climb in yesterday's 17th stage. Schleck delivered on his promise to ride well on the last mountain of this year's race. It just wasn't enough to shake Contador...

<http://www.dispatch.com/live/content/sports/stories/2010/07/23/schleck-wins-stage-contador-in-control.html>

Tour de France

Cavendish sprints to stage victory

Saturday, July 24, 2010 02:52 AM

By Naomi Koppel

Associated Press

BORDEAUX, France -- Even without his most important teammate, Mark Cavendish showed yet again that few can touch him when it comes to sprinting. The British rider captured the 18th stage of the Tour de France yesterday while Alberto Contador of Spain drew closer to victory in the overall race. Contador, the defending champion, leads Luxembourg's Andy Schleck by eight seconds entering today's decisive time trial, a day before the three-week race ends in Paris. Cavendish won a stage for the fourth time in this Tour and the 14th time in just three years of competing in cycling's premier event. He surged to the front in the final couple of hundred yards. He gave himself such a lead that he was able to look behind him a couple of times and then cross the line with his fist in the air. Some Hollywood star power was there to greet him. Cameron Diaz and Tom Cruise, on hand to promote their latest film in France, joined Contador on the podium to receive his yellow jersey...

<http://www.dispatch.com/live/content/sports/stories/2010/07/24/cavendish-sprints-to-stage-victory.html>

Tour De France

Contador puts his stamp on third victory

Sunday, July 25, 2010 03:02 AM

By Jamey Keaten

Associated Press

PAUILLAC, France - Wiping away tears, Alberto Contador is ready for the champagne to flow. After three daunting weeks of crashes, biting cold, fog and searing heat, he is set to become the Tour de France champion again. The Spaniard all but captured his third title in four years yesterday by holding off a full-bore challenge from his main rival, Andy Schleck of Luxembourg, in a 32-mile individual time trial in the next-to-last stage. "I am very moved It was a difficult Tour, and I'm very happy," a tearful Contador said. Contador wasn't in top form, but he did what he had to do. He extended his lead over Schleck from eight seconds to 39 in a stage won by Fabian Cancellara of

Switzerland... <http://www.dispatch.com/live/content/sports/stories/2010/07/25/contador-puts-his-stamp-on-third-victory.html>

Tour de France: Contador relishes ride to third win

Monday, July 26, 2010 02:52 AM

By Jamey Keaten

Associated Press

PARIS - Alberto Contador won his third Tour de France in four years yesterday, heralding the arrival of a new cycling star as seven-time champion Lance Armstrong finished the race for the last time. Contador, a 27-year-old Spaniard, sealed the victory after holding off a challenge from main rival Andy Schleck of Luxembourg in Saturday's individual time trial. Their battle for the title provided a glimpse of what should become the Tour's next great rivalry. They raced wheel-to-wheel until separated in the 15th stage when Schleck's chain broke on a climb in the Pyrenees, then again on a lung-busting duel up the Col du Tourmalet that was the highlight of the race...

<http://www.dispatch.com/live/content/sports/stories/2010/07/26/contador-relishes-ride-to-third-win.html>

Tour de France: Armstrong's finale was rough ride

Monday, July 26, 2010 02:52 AM

By Jamey Keaten

Associated Press

PARIS - Lance Armstrong didn't want to go out this way. In his final Tour de France, the seven-time champion popped a tire, crashed and struggled up the mountains. Worse, he appears to be the target of a U.S. federal investigation into doping and fraud allegations while a rider on the U.S. Postal team. One Tour too many? Maybe. Still, he said he had no regrets despite the ignominious ending of No.13 - nearly 40 minutes behind the leader, former teammate and rival Alberto Contador. "In 10 years, when I look back on the 2010 Tour, it won't be the memory that I have," Armstrong said of his 23rd-place finish. "Obviously, I won't have a yellow jersey to remember - I'll remember the team, digging deep to win the team (general classification)," he said. "It's significant for us and the sponsor..."

<http://www.dispatch.com/live/content/sports/stories/2010/07/26/armstrongs-finale-was-rough-ride.html>

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