



Biking & Walking News

Ira S. Weiss, Editor

July 5, 2010

ANNOUNCEMENTS

Ineeda Bike Swap, July 16, Columbus Crew Stadium

Would you like to be a bike dealer for a day?

It's easy to sell your bikes, parts and accessories at the Ineeda Bike Swap at the BikeColumbus Festival, Friday, July 16, from 3:00 pm to 7:00 pm. You can purchase a space at the Ineeda Bike Swap to sell your gear in our bicycle corral for only \$10.00.

The Ineeda Bike Swap will be a lot of fun! It's at the Columbus Crew Stadium, and the Crew has generously donated the use of their VIP tent for the swap. You and your bicycle gear will have a shady roof and plenty of space.

Of course, this is a great place to buy a new bike from one of our dealer vendors or find a used treasure from another cyclist selling her great old gear to make some room in her garage.

After the swap, Mayor Michael Coleman will be leading The Mayor's Twilight Tour which will roll out from Columbus Crew Stadium about 8:00 pm, after a shorter family ride begins. The BikeColumbus festivities continue on Saturday, July 17, with the Barbour Memorial Tour which leaves from McPherson Park.

For more information on the Ineeda Bike Swap and the BikeColumbus Festival, go to www.bikecolumbusfestival.com.

BikeColumbus Festival, July 16 and 17 and August 1

Hey everyone, it is time to Crank it Up! and ride the BikeColumbus Festival, July 16 and 17 and August 1. This three day celebration of all things bicycling has something for everyone and is your chance to benefit cycling and healthy living in Central Ohio. Come ride with Mayor Coleman through the streets of downtown on Friday night for the Mayor's Twilight ride and get a free ticket to a Crew game as well as some cool Swag, great entertainment and best of all a swap meet where you can buy, sell, or trade your way to some classic gear. Then, hit the road the next day for one of the best tours in the area. Pre-register for the Barbour Memorial ride for a free pizza from Mamma Mimis, a Specialized water bottle, more Swag, and some amazing raffle items as well as a fully supported ride and post event entertainment. Finally, a few weeks later come out and test your legs in a classic downtown race, or just come watch some amazing high speed racing in the streets of downtown. No matter what your flavor, this fun filled multi-day event has something for everyone and best of all, the proceeds will go to benefit bicycling in central Ohio as well as promoting healthy active lifestyles. So, check us out online at www.bikecolumbusfestival.com or Register today! <http://www.bikecolumbusfestival.com/register/>

Consider Biking, Mayor Coleman and the City of Columbus, Columbus Outdoor Pursuits, Westerville Bicycle Club, and sponsoring partners AEP, BikeSource, Specialized, Trek, Trek Stores Columbus, Crew Stadium, and others are working together to present the festival and we look forward to having you as our guest at what we hope will grow into one of the biggest and best celebrations of two wheels in the US.

MORPC WEBINARS

You are invited to the next APBP webinar, Wednesday July 21, at MORPC, from 3:00 to 4:00 p.m. The topic will be “Bicycle Boulevards and Neighborhood Greenways.” The webinar is free. Please RSVP.

Some of you may get this message forwarded to you by a colleague. If you wish to receive these emails directly in the future, please email me at agodwin@morpc.org. I send out these announcement emails approximately once per month. You may also email me if you wish to be removed from the APBP webinar list.

If you want more details about the webinar, please continue reading below. Thank you!

Ariel Godwin, MORPC
(614) 233-4123
agodwin@morpc.org

Wed. July 21: Bicycle Boulevards and Neighborhood Greenways

The Mid-Ohio Regional Planning Commission will be hosting this webinar on Wednesday, July 21 from 3:00 to 4:00 p.m.

Full description here: http://www.apbp.org/event/jul-10_webinar

The webinar is open to all, and there is no charge. **Please RSVP.** E-mail Ariel Godwin (agodwin@morpc.org or 614.233.4123) to RSVP. Parking passes will be provided after you have RSVP'd. The presentation PowerPoint and feedback survey will also be emailed to you after the webinar is completed. If you are interested in this topic but cannot attend, please request the PowerPoint slides – you will receive them shortly after the presentation.

LOCATION: The webinar is hosted by MORPC. We are located just south of downtown Columbus. You must come to our office to attend the webinar for free. Both car and bike parking is available. Here is a [map with directions](#); here is the location on [Google Maps](#). Please note we will be in the Scioto Conference Room. Often MORPC is hosting more than one webinar at a time in our different conference rooms.

CM Credits: APBP has applied for one CM credit from the AICP for this webinar. A certificate of attendance for those wanting to claim Professional Development Hours will be available. If you need a copy of the sign-in sheet for claiming credits, I can provide it.

Description:

Join APBP on July 21 to learn about the evolving best practices in the creation of bicycle boulevards. This webinar will be drawn from lessons learned in Portland, Ore., as well as across the nation. Presenters Mia Birk, CEO, Alta Planning + Design, and Greg Raisman, Traffic Safety Specialist, Portland Bureau of Transportation, will describe the current state of the practice and the next big thing—neighborhood greenways, which incorporate the idea of bicycle boulevards with green streets, neighborhood enhancements, and community building; this larger vision can appeal to more people and help with funding.

The webinar will focus on helping practitioners fully optimize existing bicycle boulevards. Attendees will learn about

- route selection
- levels of intervention
- examples of challenges and solutions for a range of design issues
- neighborhood greenway strategies, and
- processes for getting project buy-in and approval.

Presenters:

Mia Birk is CEO and Principal at Alta Planning + Design, with 20 years experience in sustainable transportation focused on pedestrian, bicycle, trail and greenway planning, design and implementation. She is also Adjunct Professor at Portland State University, where she co-founded the Initiative for Bicycle and Pedestrian Innovation

(IBPI) in the College of Urban Studies. She is the co-author of the PSU IBPI [Bicycle Boulevard Planning and Design Guidebook](#). Mia was the City of Portland Bicycle Program Manager from 1993-99, where she led a period of rapid growth of Portland's bikeway network. She has led numerous groundbreaking studies in the field of non-motorized transportation and is a co-founder of the Cities for Cycling project of the National Association for City Transportation Officials.

Greg Raisman is a Traffic Safety Specialist with the Portland Bureau of Transportation. He works in the Traffic Operations Division on the Community and School Traffic Safety Partnership team. Greg specializes in bicycle safety, school and residential traffic safety, drunk driving, red light cameras and crash data mapping and analysis. Greg's current projects include developing a citywide network of neighborhood greenways, utilizing "green streets" for traffic calming, and building programs to increase behavior change from multi-modal police enforcement.

Upcoming APBP webinars to be hosted at MORPC:

- Aug 18: Road Diets
- Sept 15: Integrating Ped and Bike Facilities with Transit
- Oct 20: Accommodating Pedestrians and Bicycles at Roundabouts
- Nov 17: The Smart Growth - Bicycle/Pedestrian Connection
- Dec 15: Bike Boxes

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RIDES

Three Creeks

DAY	TIME	EVENT	DESCRIPTION
Jul 8 Thu	6:30 pm	Family Ride Night	See June 3rd.

BikeColumbus Festival, July 16 and 17 and August 1

Hey everyone, it is time to Crank it Up! and ride the BikeColumbus Festival, July 16 and 17 and August 1. This three day celebration of all things bicycling has something for everyone and is your chance to benefit cycling and healthy living in Central Ohio. Come ride with Mayor Coleman through the streets of downtown on Friday night for the Mayor's Twilight ride and get a free ticket to a Crew game as well as some cool Swag, great entertainment and best of all a swap meet where you can buy, sell, or trade your way to some classic gear. Then, hit the road the next day for one of the best tours in the area. Pre-register for the Barbour Memorial ride for a free pizza from Mamma Mimis, a Specialized water bottle, more Swag, and some amazing raffle items as well as a fully supported ride and post event entertainment. Finally, a few weeks later come out and test your legs in a classic downtown race, or just come watch some amazing high speed racing in the streets of downtown. No matter what your flavor, this fun filled multi-day event has something for everyone and best of all, the proceeds will go to benefit bicycling in central Ohio as well as promoting healthy active lifestyles. So, check us out online at www.bikecolumbusfestival.com or Register today! <http://www.bikecolumbusfestival.com/register/>

Ride organizers' expectations stay high ahead of July event

BY MORGAN DAY • The Eagle-Gazette Staff • June 30, 2010

LANCASTER -- Ideal cycling weather and a few more riders are pretty much all the Tour de Cause bike ride needs to be a full-on success, organizers say. While the weather's a maybe, organizers are confident they will have plenty of riders to accomplish their goal, which is to raise awareness and funds to help curtail heroin and opiate addiction

in Fairfield County. They still are working to sign up more riders before the July 17 event. They've reported more than 150 riders committed to the Tour de Cause so far. But they won't stop there. "We're hoping for 300," said Ron Burris, chairman of the Lancaster Cause, the committee that spurred the Tour de Cause. "Typically in bike tours like this, people don't sign up until a couple days in advance. So, I'm very happy and feel good about having 150 people two and a half weeks in advance..."

<http://www.lancastereagle.com/article/20100630/NEWS01/6300305/-1/NLETTER01/Ride-organizers--expectations-stay-high-ahead-of-July-event?source=nletter-news>

SAFETY

Editorial: Soft touch of the law

Texting ban, bike-helmet rules rarely are enforced but send right message

Thursday, July 1, 2010 02:55 AM

Columbus police officers don't often enforce two relatively new safety laws, but that doesn't mean those ordinances are useless. Sometimes the key value of a law is that it helps people recognize that a particular behavior is dangerous or wrong. A law, agreed upon after study and debate, implies that society is moving away from a certain behavior or toward another. That reasoning doesn't work on everyone, of course, but many people strive to be law-abiding. Since the texting-while-driving law went into effect in Columbus on May 5, police officers have issued only 13 tickets to people reading and typing text messages while they drive. Five were ticketed for texting alone, one was dismissed and the others initially were pulled over for other reasons, such as drunken driving. And a city ordinance requiring bicycle riders younger than 18 to wear helmets took effect in July 2009. Since then, not one citation has been issued. Officials for the Columbus Division of Police had said when the law was passed that officers would be more inclined to educate than to punish. Emergency-room doctors at Nationwide Children's Hospital can tell stories of seeing children in extremely poor condition, especially with traumatic brain injury, after bicycle accidents. What parents wouldn't want to spare their children that? Bike accidents cause about 400,000 injuries per year in the U.S., but properly fitted helmets can prevent 88 percent of bike-accident injuries, according to the Center for Injury Research and Policy at Children's. Having a helmet law on the books gives parents an incentive to think about that helmet every time their children leave the house. Having the texting ordinance reminds self-focused people that it's not OK to gratify their immediate desire to send a message at the risk of the safety of others on the road. Just telling chronic texters that the act is dangerous has not been enough. At the same time, if police aren't stopping people occasionally for these two violations and at least warning them, then the fact that these laws even exist will begin to fade from memory. It's detrimental for the public to believe that police won't exert themselves even when confronted with blatant flouting of the law.

<http://www.dispatch.com/live/content/editorials/stories/2010/07/01/soft-touch-of-the-law.html>

Letter: Police must enforce bans on texting while driving

Saturday, July 3, 2010 02:51 AM

Dispatch Staff Reporter Gina Potthoff's article last Saturday, "Local police rarely ticketing illegal texters," was disturbing but wasn't news to those of us following this issue closely. Does this lack of enforcement mean the critics are right, that these laws are unenforceable? No! It means some police departments are not meeting their responsibilities toward traffic safety. I know that both the Columbus and Bexley police chiefs have said they expect their officers to "use discretion." These laws don't say, "Drivers can't text if an officer nearby doesn't want them to"; the laws say, "Drivers cannot text." Bexley's chief wants the law simply to be an educational tool. That's not enough. If the police don't take the law seriously, why would drivers? Education alone is not enough, because human nature counters the educational warning with, "A crash won't happen to me." Education will enhance enforcement, but it can't replace enforcement. There is no question that these laws present enforcement challenges. As one victim with law-enforcement experience points out, no law should be too easy to enforce, because that invites abuse. Challenges are problems to solve, not excuses for inaction. The enforcement challenges already should have been addressed, because interstate truck and bus drivers have been under a federal ban on sending text messages since late last year. These drivers use highways patrolled by local law-enforcement agencies. The enforcement challenges could be lessened by taking any of several actions. These laws could be broadened to include all uses of mobile communication devices, so officers more easily could identify illegal usage. This is justified by the mountains of research showing that the dangerous distraction is the conversation itself, not the method by which the communication device was used. Police chiefs and sheriffs could learn from their counterparts where enforcement is being done effectively. And, they could learn from the

successful drunken-driving enforcement model. Supervisory authority could be exerted down through the chain, from mayors to safety directors to police chiefs to officers on the street. A commitment to enforcement must be made at all levels. City attorneys and prosecutors could explore ways to adapt the principle of rebuttable presumption to proving illegal use when drivers deny it. When an erratic driver is pulled over on suspicion of intoxication and his speech or demeanor also suggest intoxication, he is presumed to be driving while drunk, and he can rebut that presumption by consenting to one of the sobriety tests. A driver stopped for any reason has to show proof of financial responsibility. If he cannot, he is presumed to be uninsured and can rebut that presumption by providing proof after the stop. A driver stopped for apparent texting or phoning can be presumed to have been doing that. He can admit it and pay his fine, or he can rebut that presumption by providing his own phone bill, showing when he did (and didn't) make calls and send texts. He chooses to risk this inconvenience when he chooses the momentary convenience of making a call or sending a text immediately, instead of a few minutes later when he is safely out of traffic. If legal experts cannot or will not find a way to adapt this principle, what is the harm in police taking the time and expense to get the offender's phone records? We have no problems committing that time and considerable expense to sobriety tests, to reduce the dangers of drunken driving. Phoning and texting have been shown to be at least as risky as drunken driving, probably more so. The disturbing facts in this article should not dissuade cities from passing — and then enforcing — laws to restrict this very dangerous, very unnecessary behavior. Cities have to enact and enforce these laws to protect their residents and visitors for two reasons: • The laws will make some law-abiding drivers stop doing this simply because it is now illegal and others will stop because they aren't willing to risk the penalties. • The state Senate again is refusing to pass such laws and meet its responsibility for public safety. <http://www.dispatch.com/live/content/editorials/stories/2010/07/03/police-must-enforce-bans-on-texting-while-driving.html>

Helmet law yields no citations 1 year later

Monday, June 28, 2010 02:53 AM

By Ben Wolford

THE COLUMBUS DISPATCH

THE HOT ISSUE

- [Do you think Columbus police officers should pay more attention to youths not wearing bicycle helmets?](#)

Columbus police haven't cited a single child for bicycling without a helmet in the year since the law requiring headgear went into effect. No parents have been slapped with the \$25 fine, either, according to Franklin County Municipal Court records. "That doesn't surprise me at all," said Jeff Furbee, legal adviser to the Police Division. "Police have a lot to look for. Obviously, minor misdemeanors are a lower priority than other things..."

http://www.dispatch.com/live/content/local_news/stories/2010/06/28/helmet-law-yields-no-citations-1-year-later.html?sid=101

Avid cyclist sees room for drivers, riders to improve

Wednesday, June 30, 2010 12:02 PM

By KEVIN PARKS

ThisWeek Staff Writer

Sharing the road is a two-way street. Clintonville resident Justin Goodwin, an avid cyclist, has seen his share of motorists who don't know the first thing about sharing driving lanes on city streets. By the same token, Goodwin said that he's observed bicyclists who don't keep up their end of the bargain when it comes to following the rules of the road. City crews last week began painting 188 "sharrows," white outlines of bicycle riders intended to inform motorists they are driving in lanes they share with people using pedal power, along North High Street from Nationwide Boulevard to Morse Road. This came in the wake of new "Share the Road" traffic signs going up earlier in the same corridor. The reminders are good, in Goodwin's view, but remaining alert, whether behind the wheel or holding the handlebars, is even more important. "They're pretty large," he said of the new sharrows. "They take up a large portion of the right lane when you see them ... so it's important for motorists to understand that's not now a bike lane exclusively. It simply means that lane tends to be where one can see cyclists, but at the same time it doesn't mean that cyclists won't be in other lanes at times." Goodwin, 30, a planning assistant with the city of Dublin, rode his bicycle a lot as a youth but, like many people, pretty much gave it up once he got a driver's license... <http://www.thisweeknews.com/live/content/clintonville/stories/2010/06/30/avid-cyclist-sees-room-for-drivers-riders-to-improve.html?sid=104>

Neighborhood deserves sidewalks, lights

Monday, June 28, 2010 02:53 AM

I have a 14-year-old son and I found a pretty disturbing letter in his backpack yesterday. In the letter, he referred to the lack of sidewalks and streetlights in our neighborhood. I never would have guessed that he cared much. Now, however, I am ready to fight. We live in an older neighborhood in Gahanna, just off I-270. Although the speed limit is 25 mph, many people go well over that limit through our neighborhood in the mornings. Our street is a well-known shortcut to the freeway and everyone uses it to get to work on time. It is even worse in the evenings when they are coming home, because of the lack of light. One thing that I did not realize, however, is that many children have been hurt by these cars. In my son's letter he mentioned that he had been hit by cars five or six times. A few years ago he got a skateboard for Christmas. One year later, it was a scooter. My son had to sell them both because they are not safe to use in our neighborhood. We do not have sidewalks on either side of Flint Ridge Drive in Gahanna. I don't quite know what it takes to get them. The road is .6 miles long and we only have three streetlights. That is not nearly safe enough for our children. For that matter, it is not even safe enough for our teens. I realize this subject may seem boring, but for those of us who have children dodging these mad drivers, I just don't get it. Look at all of this money being poured into Olde Gahanna. Even it has sidewalks.

<http://www.dispatch.com/live/content/editorials/stories/2010/06/28/neighborhood-deserves-sidewalks-lights.html>

CW officials expected to revisit possibility of texting ban

By MICHAEL HAYES

Published: Tuesday, June 29, 2010 6:22 PM EDT

Following the lead of other Central Ohio communities, Canal Winchester officials are re-visiting the possibility of enacting a "texting while driving" ban. "We thought it was time to get off the mark," said Councilman Steve Donahue. Village Law Director Gene Hollins said that although there is a bill before the Ohio House or Representatives to ban texting at the state-level, the matter is still pending. Canal Winchester officials are looking at other communities such as New Albany, which has a proposed ordinance in the works banning texting while driving that would make it a primary offense as well as a minor misdemeanor for violators...

http://www.snponline.com/articles/2010/07/04/the_times/news/cwothermat_20100628_1036am_2.txt

Delaware bans texting while driving

Tuesday, June 29, 2010 12:26 PM

By Elizabeth Gibson

THE COLUMBUS DISPATCH

Delaware is the latest city in central Ohio to ban texting while driving. City officials initially passed a resolution urging the state to ban texting, but they decided state legislators were taking too long, Councilwoman Carolyn Riggle said. The law was approved last night and will go into effect in 30 days. "It's just so important to stop texting as soon as we can," Riggle said. "Kids today need to learn from the very beginning that texting cannot be done while driving..."

http://www.dispatch.com/live/content/local_news/stories/2010/06/29/Delaware-texting-ban.html?sid=101

Another Local City Passes Texting Ban

By Donna Willis

Published: June 29, 2010

DELAWARE, Ohio – Delaware city council passes an ordinance Monday that prohibits sending, reading or writing text messages or e-mails while driving. Motorists in the city of Delaware who send, read or write text messages or e-mails can soon be ticketed if spotted by law enforcement. The ordinance will take effect in 30 days. Several other Central Ohio cities have passed texting bans, including Columbus, Bexley, Hilliard, New Albany and Worthington...

http://www2.nbc4i.com/news/2010/jun/29/another-local-city-passes-texting-ban-ar-126280/?sc_cid=CMH-NEWS-4pmDlyNews

Delaware now a text-ban city

Wednesday, June 30, 2010 02:53 AM

By Elizabeth Gibson

THE COLUMBUS DISPATCH

Delaware is the latest central-Ohio city to ban texting while driving, but questions persist about what these laws accomplish. "The police departments in all of these cities have admitted they can't enforce it. So what's the point unless it's just symbolic?" said John McAlister, a councilman in Gahanna, where officials are still debating whether

to ban texting on the road. Ohio already has a broader law against distracted driving. Activists say the symbolic value of passing bans is important, but they're not convinced police couldn't find ways to enforce the laws. As it is, Columbus has issued barely a dozen tickets since its law took effect May 5. No other area community with a ban has issued any. At the very least, bans bring public attention to the issue, Delaware Councilwoman Carolyn Riggle said. McAlister said he thinks cities should pass resolutions urging the state legislature to pass a law, rather than let cities establish inconsistent municipal laws in a piecemeal approach. Delaware started out with a resolution, but Riggle said it was taking the state too long. She said a dear friend's daughter died in a crash that involved texting... http://www.dispatchpolitics.com/live/content/local_news/stories/2010/06/30/copy/delaware-now-a-text-ban-city.html?adsec=politics&sid=101

Safety Town

Young graduates now pros at safety and prevention

Wednesday, June 30, 2010 12:02 PM

By GAIL MARTINEAU

ThisWeek Staff Writer

Nearly 200 children will graduate tomorrow from the 39th class of Upper Arlington's Safety Town. For the past two weeks, participating five- and six-year-olds have learned everything from water and bike safety to the proper way to ride a school bus... <http://www.thisweeknews.com/live/content/upperarlington/stories/2010/06/30/playing-it-safe-young-graduates-now-pros-at-safety-and-prevention.html>

BICYCLIST INJURED IN CRASH ON MEMORIAL DRIVE

July 3, 2010

LANCASTER -- A Lancaster bicyclist was injured when a car hit her across from Sonoco, 831 S. Memorial Drive, about 11 a.m. Friday. Krystal LeMaster, 31, was riding a bicycle north on Memorial Drive on the road's shoulder when she veered into traffic, according to responders. Deborah McDaniel, 53, of Logan, was driving north on Memorial Drive when LeMaster hit her vehicle. "She told me she (LeMaster) just kept coming over," Fire Capt. Tom Dempsey said at the scene... <http://www.lancastereaglegazette.com/article/20100703/NEWS01/7030323/-1/NEWS17/BICYCLIST-INJURED-IN-CRASH-ON-MEMORIAL-DRIVE>

HEALTH

Obesity crusade has long way to go

Wednesday, June 30, 2010 02:52 AM

By Misti Crane

THE COLUMBUS DISPATCH

Tackling obesity has never been more in vogue. States are increasingly passing laws to improve what kids eat in schools and boost how much exercise they get. First lady Michelle Obama is on a quest to lower childhood-obesity rates. For now, though, the picture remains grim. In their latest national report on the issue, the Trust for America's Health and the Robert Wood Johnson Foundation found that efforts to help haven't started to turn around the nation's weight problem. In fact, residents of many states are heavier than ever, according to 2007-2009 data from the U.S. Centers for Disease Control and Prevention taken from surveys of Americans. The report, which ranks the states, put Ohio at 13th worst, tied with Texas; both states had an adult-obesity rate of 29 percent. The picture was worse here - and throughout the nation - for blacks and Latinos. Based on rankings alone, Ohio fared better than in last year's report, in which it was 10th. But that's not a reflection of a slimmer state; instead, rates in some other states climbed by more, passing Ohio in the rankings...

http://www.dispatch.com/live/content/local_news/stories/2010/06/30/obesity-crusade-has-long-way-to-go.html

Ohio improves on national obesity ranking

Trust for America's Health report moves Ohio from 10th to 13th most obese state

Tuesday, June 29, 2010 10:00 AM

By Misti Crane

THE COLUMBUS DISPATCH

The scale has budged.

This morning, the Trust for America's Health is issuing its annual report on the state of obesity throughout the country, which includes a ranking of the states. Ohio, which was ranked 10th last year, has moved to 13th most-obese state this year. Almost one in three adults is obese, and the statistics are worse for blacks and Latinos. Almost half of black Ohio adults are obese and 32 percent of Latinos are obese. The rate is about 28 percent among whites. The change doesn't mean Ohioans are getting thinner. In fact, the obesity rate edged up slightly over last year's report. More than two-thirds of the states have an adult obesity rate above 25 percent, according to the report, which was produced in cooperation with the Robert Wood Johnson Foundation. Mississippi was ranked the most obese state, at almost 34 percent and Colorado was ranked the slimmest state, with a 19 percent obesity rate. Obesity is defined by the National Institutes of Health as a body mass index of 30 and above. Someone who is 5 feet, 9 inches tall is considered overweight at 169 pounds or more, and obese at 203 pounds or more...
http://www.dispatch.com/live/content/local_news/stories/2010/06/29/Ohio_improves_on_national_obesity_rankings.html?sid=101

Community walk details getting ironed out

Wednesday, June 30, 2010 12:02 PM

Although the members of the North Side Health Advisory Committee devoted a considerable amount of time at last week's monthly meeting to discussions about a proposed major community walk in October, they concluded much more will be needed. The members of the committee decided to break with tradition and not have a guest speaker at the next meeting, set for Thursday, July 22, at 6 p.m. in the Strategic Response Bureau, 1120 Morse road. "The good thing is we have some time," said Sandy LaFollette, one of three co-chairs of the advisory group. On the other hand, what the members of a subcommittee have decided to now call the "Northland Community Walk to the Y" on Saturday, Oct. 2, is intended as a major, major event with a goal of getting walking teams from civic associations, churches, senior citizen groups and a host of others to converge at noon that day on the North YMCA where a health and wellness fair will take place...

<http://www.thisweeknews.com/live/content/northland/stories/2010/06/30/community-walk-details-getting-ironed-out.html?sid=104>

Board critical of 'unfunded mandates'

Wednesday, June 30, 2010 12:02 PM

By NATE ELLIS

ThisWeek Staff Writer

Pickerington Board of Education members last week launched another attack against Gov. Ted Strickland and the Ohio General Assembly over new mandates they say are unfunded and causing further financial strain on schools. As district officials bear down on a decision to ask voters to reach deeper into their pockets to finance local schools, board members adamantly maintain that cuts in state funding and new, government-imposed programs are at the root of the district's hardships. On June 25, some board members intensified those assertions. Though no action was taken, board member Lisa Reade said the district should ask the Ohio School Boards Association to examine "unfunded mandates" implemented by state legislators and Strickland in order to gauge their effectiveness. "I would like to ask the Ohio school board and see if they have audited any unfunded mandates," Reade said. Reade and board members Cathy Olshefski were particularly vocal in opposition to the Healthy Choices for Healthy Children Act, which Strickland signed into law last month in what he said was an effort to combat childhood obesity. The measure requires schools to offer healthier options for food and beverages sold in schools, including from vending machines. Reade and Olshefski were rankled by the bill's additional requirement that schools provide at least 30 minutes of physical activity each school day — aside from recess — beginning in the 2011-12 school year...

<http://www.thisweeknews.com/live/content/pickerington/stories/2010/06/30/board-critical-of-unfunded-mandates.html?sid=104>

Ira: The real crime here is not that the state has created unfunded mandates that schools provide healthy food and 30 minutes of physical activity for children. Rather, the crime is that PE left our schools in the first place. Recent studies have shown that with increased physical activity students do better in school. These studies need to be repeated and their results broadly disseminated. Ironically, schools with the best academic ratings in Central Ohio are the ones to most vocally oppose PE mandates. I'll bet the school board members of these top quality schools had PE when they were growing up. Cynically, are the only students who merit school-sponsored exercise the high end athletes who bring credit to their schools? We need every student to have a healthy mind and healthy body, not just the best football, basketball, soccer, track, etc. members of the student body. If schools shouldn't be a part of the childhood obesity solution because of what's happening at home why have public schools at all? Eliminate public schools and have everyone home school. On the other hand, if we want increased physical activity let the kids walk or bike to school rather than mommy or daddy drop them off. That's the kind of physical activity they can do for a lifetime.

LOCAL NEWS

Columbus touts renovated Morse Rd.

Wednesday, June 30, 2010 12:02 PM

By KEVIN PARKS

ThisWeek Staff Writer

Mayor Michael B. Coleman broke into a smile as the sun broke through cloud cover to smile down upon a ceremony last week commemorating the completion of the second phase of improvements to the Morse Road corridor. "Today is an important day in the city of Columbus," Coleman said. "We have completed one of our most important long-term projects in the last 10 years." The project included road resurfacing, new sidewalks and bike lanes along 2.9 miles between Interstate 71 and Cleveland Avenue. Coleman described it as a \$30-million project. "Everything is new," the mayor said. "Even the grass is new. Hopefully all this newness will bring new life to this community, new business to this community..."

<http://www.thisweeknews.com/live/content/bexley/stories/2010/06/30/columbus-touts-renovated-morse-rd-.html?sid=104>

Previous runner-up wins Tour de Grandview pro race

Wednesday, June 30, 2010 12:02 PM

By ALAN FROMAN

ThisWeek Staff Writer

Andy Crater of the AeroCat Cycling team won the men's pro race Sunday at the Tour de Grandview Cycling Classic. Crater had finished second in last year's race. This year's second place finisher in the men's pro race was Dan Campbell. Adam Leibowitz finished in third place. Crater's AeroCat teammate Juan Pablo Dotti finished fifth in the pro race and took home the overall Ohio Triple Weekend title. The title went to the cyclist who posted the best result over the three days of racing last weekend, which included the Madeira Centennial Criterium on June 25 and another Cincinnati-based event, the Hyde Park Blast, on June 26. Other results from Sunday's races in Grandview included: <http://www.thisweeknews.com/live/content/grandview/stories/2010/06/30/previous-runner-up-wins-tour-de-grandview-pro-race.html?sid=104>

Cycling | Tour de Grandview: 2009 champ also a team player

Having lost lead, Abraham helps teammate Crater get first win in race after many tries

Monday, June 28, 2010 02:53 AM

By Edward Paik

The Columbus Dispatch

Emile Abraham found satisfaction in his loss. The winner of last year's Tour de Grandview Cycling Classic struggled yesterday to even finish the same course he conquered a year ago. But as he crossed the finish line well behind the leader, Abraham raised his hands in relief. Abraham, a one-time teenage prodigy from Tobago who is now 36, crashed Saturday at the Hyde Park Blast in Cincinnati. He was unable to finish that race but came back to place 18th in Grandview Heights. Better yet, an AeroCat Cycling teammate finished first yesterday. All the riders who led Abraham's teammate, Andy Crater, at the start of the race fell by the wayside like beads of sweat on the humid day. Dan Campbell finished second, followed by Adam Leibowitz and two-time champion Kirk Albers...

<http://www.dispatch.com/live/content/sports/stories/2010/06/28/2009-champ-also-a-team-player.html>

Grand Tour

By DAN TRITTSCHUH

Published: Thursday, July 1, 2010 11:33 AM EDT

SLIDESHOW Pro bicyclists sped through the streets of Grandview Heights Sunday, June 27, in 18th annual Tour de Grandview. The series of races was held from 11:45 a.m. to 5:45 p.m. With the start-finish line on Broadview Avenue just south of First Avenue, the course ran its traditional route on the city's streets. About 150 cyclists -- men and women, professional and amateur -- participated. The Tour de Grandview Street Party, the Grandview Hop and the St. Christopher Parish Festival at St. Christopher Church, 1420 Grandview Ave., got the community primed Saturday night, June 26... http://www.snponline.com/articles/2010/07/04/tri-village_news/news/tvtour%20cap_20100701_1129am_4.txt

Council approves funding for capital improvement projects

Wednesday, June 30, 2010 12:02 PM

By GARY BUDZAK

ThisWeek Contributor

Paving companies will work on Hilliard streets and Municipal Park after Hilliard City Council unanimously approved two capital improvement projects June 28. Strawser Paving Company Inc. will be contracted to do the city's street maintenance and rehabilitation program, with service areas including Sherwood and Gaymon drives, Old Wynne and Willow Glen roads, Whispering Oak Boulevard and Cemetery Road. There will be raised medians installed at the railroad crossings at Leap and Davidson roads, along with street tree removal and sidewalk repairs...

<http://www.thisweeknews.com/live/content/hilliard/stories/2010/06/30/council-approves-funding-for-capital-improvement-projects.html?sid=104>

Knox County Trail Updates

Kokosing Gap Trail: Special thanks to volunteers who removed a large cottonwood tree that had fallen on the trail bridge west of Howard. Eric Stage began his Eagle Scout project of restoring the shelter near Jelloway Creek on the trail.

Mohican Valley Trail: Latest visitors to the Mohican Valley Trail include residents from Papua New Guinea, Germany and Canada. Approximately 60 runners participated in the 5K Turkey Trot on the trail.

Kokosing River Water Trail: A memorial bench dedicated to Jean Davis was placed at the Millwood Access by the Knox County Kayakers group. In memory of Jean, the paddlers also donated blue bird houses and hardware for navigational aid signage along the Kokosing and Mohican Rivers. Thank you, Knox County Kayakers! Jon Jones and his family have agreed to "adopt" the Millwood Access, performing maintenance and grass cutting services. Thanks to Jon and his family!

Metro Parks plans July open houses for Walnut Woods

Wednesday, June 30, 2010 12:02 PM

By TARA STUBBS-

ThisWeek Staff Writer

Canal Winchester residents will have an opportunity to view plans and provide feedback about Walnut Woods Metro Park on July 21. The as-yet unopened park is located in Madison Township between Groveport and Canal Winchester, the site of the former Eastside Nursery. Metro Parks bought 482 acres from nursery officials for \$4-million in December 2008. In May, the system bought a 90-acre parcel for \$750,000 and a 56-acre parcel for \$125,000, according to Metro Parks strategic planner Steve Studenmund. Metro Parks will recoup 75 percent of the cost of the two parcels through a grant from the Clean Ohio Fund. The Canal Winchester open house is one of two that Metro Parks will host this month about Walnut Woods. The first is slated for July 15 at the Groveport Recreation Center, 7370 Groveport Road. The July 21 event will be held at the Canal Winchester Community Center, 22 S. Trine St. Both open houses will be held from 4 to 8 p.m...

<http://www.thisweeknews.com/live/content/canalwinchester/stories/2010/06/30/metro-parks-plans-july-open-houses-for-walnut-woods.html?sid=104>

Metro Parks officials seek community input for new park

Published: Tuesday, June 29, 2010 6:22 PM EDT

Metro Parks will host two public open houses -- July 15 in the Groveport Recreation Center, 7370 Groveport Road, and July 21 in the Canal Winchester Community Center, 22 Trine St., Canal Winchester -- to show a variety of plans and solicit feedback and ideas for the proposed new Walnut Woods Metro Park to be built in Madison Township in between the villages of Groveport and Canal Winchester. The open houses will be held from 4 to 8 p.m. Since May, an advisory committee comprised of citizens, community leaders, elected officials and park staff have been brainstorming concepts ranging from designing the park to reflect the rural nature of the surrounding land to balancing the protection of natural resources and visitor satisfaction. With more than 600 acres of land already purchased, Metro Parks hopes to begin development of the new park yet this year. Community involvement and partnerships among local citizens, agencies and governments is a key ingredient to the rapid progress of the new park, Metro Parks officials said. Although Metro Parks has been in the business of developing and maintaining clean and safe parks since opening Blacklick Woods in 1948, its success is a direct result of the many diverse opinions from the citizens of Central Ohio, officials said. Metro Park staff members are scheduled to attend the open houses to answer questions, show conceptual plans and seek residents opinions, ideas and comments for Walnut Woods Metro Park. http://www.snponline.com/articles/2010/07/04/pickerington_times-sun/news/pknewpark%20_20100629_0509pm_2.txt

NEWARK HOPES TO APPLY FOR BIKE PATH GRANTS

June 29, 2010

NEWARK -- Newark City Council Finance Committee approved legislation Monday night allowing the city to apply for a Tiger II grant. The city hopes to apply for \$1 million to \$2 million to pay for most of the planned bike lanes and bike trail connections. Although a match is not required, if the city can find money for a match, it has a better chance of obtaining the grant. The full council still must approve the legislation.

<http://www.newarkadvocate.com/article/20100629/NEWS01/6290333/NEWARK-HOPES-TO-APPLY-FOR-BIKE-PATH-GRANTS>

Pataskala's sidewalk upgrades taking too long, some complain

Saturday, June 26, 2010 06:48 PM

By MICHAEL J. MAURER

ThisWeek Contributor

Pataskala City Council members seem a little annoyed June 21 that sidewalk construction is moving slower than expected. City administrator Tim Boland said the work should be done this week. "As of late we have voiced a concern that the project would have been completed by now," Boland said. "Based on information we received today from the contractor, we do anticipate additional prep work Wednesday and Thursday of this week, with the goal that substantial paving and sidewalk work will be completed Friday. Any remaining work would be completed Monday, June 28." Mayor Steve Butcher said residents are growing impatient with the pace of work. "We're obviously getting calls from business owners and some residents; they're frustrated" he said. "In my opinion, what we got was a token show. They sent a crew out for one day to do some prep work to try to shut us up. We continue to say ODOT (Ohio Department of Transportation) has got to get this crew out here and finish. It's an ongoing, moving target, but it's an ODOT program..."

<http://www.thisweeknews.com/live/content/lickingcounty/stories/2010/06/26/pataskalas-sidewalk-upgrades-taking-too-long-some-complain.html?sid=104>

SAFE ROUTES TO SCHOOL – Nothing This Issue (But see comments above)

OTHER NEWS (Includes Tour de France)

Travel

Floating through time

Ohio town of Canal Fulton re-creates 1800s era of canal boats

Sunday, June 27, 2010 02:57 AM

By Steve Stephens

THE COLUMBUS DISPATCH

CANAL FULTON, Ohio - The heyday of Ohio's canals didn't last long. By the time the huge, state-traversing, taxpayer-financed ditches were hand-dug in the 1830s, their demise was already looming in the form of that marvel of technology, the steam locomotive. But during their heyday, canals transformed the state: opening markets, creating boomtowns, building and busting fortunes and providing history buffs with plenty of nostalgia for almost two centuries now. Canal Fulton was one such boomtown. Located on the Tuscarawas River and the remnants of the Ohio & Erie Canal, the town today is home to the Canal Fulton Canalway Center. The welcome center serves as the boarding point for the St. Helena III, a canal boat replica that offers 50-minute rides on a preserved 1-mile stretch of the canal. Visitors can also watch a 30-minute film about the history of Ohio's canals and the role the Ohio & Erie Canal played in the growth of Canal Fulton. During the summer, canal boat rides are offered twice daily from the center except on Mondays. The boat holds up to 60 passengers, though it seldom gets that full. Two former Amish workhorses do the pulling in what must seem to them like luxurious retirement. Back in the day, mules usually provided the "horse power" on the canal. But word is that it's become much harder to find a good mule now than it was in 1840. Two drivers or "hoggees" guide the horses along the towpath, today shared by hikers and bicyclists... <http://www.dispatch.com/live/content/travel/stories/2010/06/27/floating-through-time.html>

Northeast Ohio Towpath blazes new trail as it completes 40-mile stretch

Published: Sunday, June 27, 2010, 9:00 AM

Pat Galbincea, The Plain Dealer

CLEVELAND, Ohio -- Charmaine Miller walks five miles on the Towpath Trail in Cuyahoga Heights every day.

"You can't beat the scenery," the 56-year-old Cleveland woman says. Miller is like many of the walkers, bikers and runners who have grown accustomed to the trail since the first 20-mile section opened in 1993 within the Cuyahoga Valley National Park. Now the Towpath Trail has hit a milestone: You can travel a continuous 40 miles -- from Harvard Avenue in Cleveland to Canal Park in Akron. In all, 80 miles of the 101-mile ribbon of asphalt and crushed limestone are done... http://blog.cleveland.com/metro/2010/06/northeast_ohio_towpath_blazes.html

Updated June 28, 2010

Biking 101

by Marie Spano, MS, RD

Are you tired of pedaling a stationary bike or an elliptical machine? Are you in search of a little adventure? If so, maybe you're ready to get outside and try real biking. Don't worry if several years have passed since you last rode a bike. As the saying goes, "You never forget how to ride a bicycle." However, although the fundamentals of bicycling haven't changed since you owned a ten-speed (or maybe a three-speed), many other aspects of this sport have, most of which have made it both more accessible and more enjoyable. Technology has greatly enhanced bicycles, bicycle helmets, and even bicycling clothes. Biking clubs have sprouted up across the United States, making it easier to find others to ride with. And more communities are becoming more bike-friendly by, for example, establishing bike lanes or separate bike paths, providing bicycle parking areas, and installing bike racks on trains and buses so that bikes can be transported with their riders. So if you haven't touched your bike in years, now's the time to get it out, dust it off, take it in to your local bike shop for a tune-up (very important), and assess whether you need any new biking accessories, such as new helmet, bike lock, or biking gloves, or even a new bike. Why cycle? Biking is a enjoyable activity that you can do alone or with others. It can be a good way to explore new places or to simply enjoy old favorites. There is nothing like riding down a bike path or a trail feeling the breeze on your face and the sun on your back. People who use a bike to commute to work or run errands can also have the satisfaction of knowing they're getting some exercise and not adding any pollution to the air...

<http://www.diabetesselfmanagement.com/articles/exercise/biking-101/?ref=ls>

Time takes away big edge of Armstrong's

Saturday, July 3, 2010 02:51 AM

By Samuel Petrequin

ASSOCIATED PRESS

ROTTERDAM, Netherlands — The Tour de France gets under way today, and Lance Armstrong says he doesn't expect to win the 5.5-mile prologue of what will be his last ride in cycling's premier event. The short and mainly flat stage through the center of this Dutch port city doesn't feature major problems, but Armstrong has struggled of late in the discipline. During his heyday, he used to dominate his rivals in time trials. Last year, his failure in the Annecy time trial hampered his chances in his comeback attempt to win the Tour for an eighth time. Armstrong eventually finished third. "I'm not going to win (today), I know that," Armstrong said. "These time trials ... I don't know, it's just (like) I've lost it." Armstrong built his seven straight Tour victories with strong displays in the mountains and time trials. But at nearly 39 years old, he now lacks explosiveness. Armstrong said this Tour is one of the toughest he'll tackle, with riders going through seven treacherous cobblestone sectors in the third stage...

<http://www.dispatch.com/live/content/sports/stories/2010/07/03/time-takes-away-big-edge-of-armstrongs.html>

Tour de France

For openers, Armstrong happy

Sunday, July 4, 2010 03:02 AM

By Jamey Keaten

Associated Press

ROTTERDAM, Netherlands - Lance Armstrong could hardly have imagined a better start to what he's calling his last Tour de France. The Texan placed an impressive fourth in the short opening time trial yesterday, shrugging off renewed doping allegations to beat several other likely podium contenders, including rival Alberto Contador, the defending champion and race favorite. Swiss rider Fabian Cancellara, the world and Olympic time-trial champion, collected a fourth Tour prologue win and second in a row, clocking an even 10 minutes for the 5.5-mile ride over rainy streets. Armstrong was 22 seconds back in fourth. Perhaps most impressively, he bested Contador by 5 seconds. His solid performance was almost certain to brighten spirits within the RadioShack team on a day that

started with new claims by former teammate Floyd Landis that the seven-time Tour champion was once involved in doping... <http://www.dispatch.com/live/content/sports/stories/2010/07/04/for-openers-armstrong-happy.html>

Tour de France

Lots of crashes, but no change atop standings

Monday, July 5, 2010 02:51 AM

By Jamey Keaten

Associated Press

BRUSSELS, Belgium — Lance Armstrong saw it coming: Tight turns, narrow roads, big crowds and nervous riders would make crashes likely in yesterday's first stage of the Tour de France. He sure was right. The seven-time champion emerged unscathed after at least six crashes bedeviled the sun-baked stage through Dutch and Belgian flatlands that was won by Alessandro Petacchi of Italy, who avoided a big pileup in the final straightaway. Petacchi clocked 5 hours, 9 minutes, 38 seconds on the 139-mile stage from Rotterdam, Netherlands, to Brussels. Race leader Fabian Cancellara tumbled to the asphalt, and defending champion Alberto Contador scraped a leg against another bike after he hit his brakes in the logjam. Neither was seriously hurt. There also were three mid-stage crashes, one caused by a dog that darted into the pack, and another three in the last two miles. "Total mayhem," Armstrong said... <http://www.dispatch.com/live/content/sports/stories/2010/07/05/lots-of-crashes-but-no-change-atop-standings.html>

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