



Active Living is a way of life doing physical activity in the daily routine.
Digest Volume 16

In the News

STAR TRIBUNE

How can you resolve to eat better in 2009?

<http://www.startribune.com/lifestyle/health/37211344.html>

NEW YORK TIMES

Study Links Obesity to Ovarian Cancer

<http://www.nytimes.com/2009/01/13/health/research/07cancer.html>

With the Right Motivation, That Home Gym Makes Sense

<http://www.nytimes.com/2009/01/06/health/nutrition/06well.html>

WASHINGTON POST

Figuring Out How Fit You Really Are

<http://www.washingtonpost.com/wp-dyn/content/article/2009/01/05/AR2009010501865.html>

More 'Screen Time' Linked to Poor Fitness in Girls

<http://www.washingtonpost.com/wp-dyn/content/article/2009/01/07/AR2009010701922.html>

Yahoo

Researchers Report Progress in Fight Against Fat

<http://health.yahoo.com/news/healthday/researchersreportprogressinfightagainstfat.html>

It Pays to Eat Less as You Age

<http://health.yahoo.com/news/healthday/itpaystoeatlessasyouage.html>

STAR TRIBUNE

America Losing the Fight With Type 2 Diabetes

<http://www.washingtonpost.com/wp-dyn/content/article/2008/12/30/AR2008123001799.html>

STAR TRIBUNE

Comfort food caution

<http://www.startribune.com/lifestyle/health/37350054.html>

PIONEER PRESS

To watch your weight, try a blindfold

http://www.twincities.com/life/ci_11415444

NYTIMES

A Governor With No Money Seeks to Improve the People's Health

<http://www.nytimes.com/2009/01/11/nyregion/11health.html>

Yahoo

Diabetes Linked to Cognitive Problems

<http://health.yahoo.com/news/healthday/diabeteslinkedtocognitiveproblems.html>

Obese Americans now outweigh the merely overweight

http://health.yahoo.com/news/reuters/us_obesity_usa.html

Gardening gives elders a harvest of health

http://health.yahoo.com/news/reuters/us_gardening.html

Will Americans put on "recession pounds"?

http://health.yahoo.com/news/reuters/us_financial_obesity.html

Good childhood fitness tied to adult health

http://health.yahoo.com/news/reuters/us_childhood_fitness.html

[North Carolina Citizens are 'Hooked on Walking'](#)

from the Sun Journal

While walking down B Street with her husband and about 30 others, Wanda Snell said she had her first chance Saturday to explore the town. Snell and her fellow walkers have made a habit of exploring Craven County, N.C., parks, streets and neighborhoods as participants in the "Hooked on Walking" club. [More](#)

Meetings

Rail Authority to meet Jan. 20

The Ramsey County Regional Rail Authority will meet on Tuesday, Jan. 20, in council chambers on the third floor of the County Court House in St. Paul ([map/directions](#)). Click [here](#) for the agenda.

For more information about Regional Rail projects, visit the agency's web site at www.regionalrail.org.

LOCATE meeting rescheduled

Due to scheduling conflicts of several committee members, Chair David Block has re-scheduled the January 26 LOCATE meeting to February 9 at 9 a.m. The meeting will take place at the Association of Minnesota Counties, 125 Charles Ave., St. Paul, MN 55103. ([map/directions](#)). Click [here](#) for the agenda. In 2002, the [Ramsey County Regional Rail Authority](#) formed the LOCATE Task Force, made up of business and civic leaders, to identify a site for a potential multi-modal transit center in downtown St. Paul. The group evaluated locations for the transit center, [Minnesota's Union Depot](#), and assessed which transit modes might be suitable for the facility. The Task Force continues to advise the Rail Authority on the purchase and development of the Union Depot.

Requests

Provided by Transit for Livable Communities

 Forward to a friend



Bike Walk Central Corridor Action Plan!

The City of St. Paul is seeking input for their Bike Walk Central Corridor Action Plan! You can:

- Complete an **electronic survey** on Survey Monkey **BY JANUARY 16th**. [Click here](#) to go directly to the survey.
- Provide **input on a Google Map** of the corridor to shape recommendations and priorities ([click here](#) or cut and paste <http://tiny.cc/4vW5T> into your browser).
- Attend an **open house** in February 2009 to see the draft plan/policy recommendations (date/location to be announced).
- Sign up to be **added to the Bike Walk Central Corridor email list** (email [Emily Goodman](#) in the St. Paul planning department).
- And for those adventurous, 21st-century types, join the [Bike Walk Central Corridor fan page](#) on **Facebook!**

Bicyclists and walkers ...

In 2008, Bike Walk Twin Cities funded St. Paul's request to craft an action plan to create safe and accessible bicycling and walking opportunities along the Central Corridor light rail transit line. The St. Paul team is now requesting input for that plan, which will be presented in draft form in February 2009. Follow any of the links above to provide input on the plan, or contact Emily Goodman with questions about how to participate (651.266.6551 or emily.goodman@ci.stpaul.mn.us).

For those **really hardy cyclists** ... St. Paul is looking for assistance in riding key routes in this area. If you're up for a ride in this wintry weather, contact [Michelle at Transit for Livable Communities](#) for a list of locations. You can provide feedback via email to Emily or on the Google map listed above. The team wants feedback on these locations by January 23rd. Happy cycling!

Thanks for your participation! Apologies for the tight turnaround time on the survey. We'll aim for more than 48 hours notice next time!!

Michelle Dibblee, Organizer, [Transit for Livable Communities](#)
michelled@tlcminnesota.org; 651-767-0298

Provided by Ashanti Austin, Sibley Bike Depot Community Cooperative

Sibley Bike Depot Community Cooperative

712 University Avenue

Saint Paul, MN 55104

(651) 222-2080

www.sibleybikedepot.org

January 12, 2009

To our SBD Partners and Prospecting:

Thank you your support of Sibley Bike Depot and helping us get bikes into the hands of people who need them most. The connections we have developed over the years through groups such as the "Center for Victims of Torture" is how we accomplish our mission of promoting sustainable living in the community. We hope that our relationship has been as productive for you as it has for us.

If you do not have an existing relationship with us, the Sibley Bike Depot Community Cooperative would like to introduce itself to you. We believe Sibley has something to offer your organization. We are a not-for-profit, volunteer run community bike shop that teaches "sustainable living" through bicycle repair and providing reconditioned bikes to people who need them the most. We also have a full shop in which we provide *free* instruction on bike repair and maintenance to anyone who needs it. Sibley is not just a used bike shop; our mission is to provide community adult and youth programming in which we teach individuals specialized skills needed to keep bicycles operating. Our goal is to help the community to understand the many benefits of urban cycling and to provide a real and immediate resource to develop viable transportation alternatives.

We are exploring an opportunity for grant money to expand and enhance our programs for people that need reconditioned bicycles. We are looking for partners to help us "identify" people or institutions that need bicycles or specialized training provided through this grant. There are no costs or reimbursements to our partners who help us identify needs.

If you are interested in this opportunity, we would like to extend an invitation to meet with us and get to know each other's needs. We are working on a tight deadline for the grant and would like to meet the end of January. In addition, we will be seeking letters of support to go along with our grant in the following form:

- 1) Offer of support
- 2) Acknowledgement of shared goals
- 3) Agreement to identify clients for bikes and/or free instruction

Thank you very much for your time and your dedication to our community.

Sincerely,

Sibley Bike Depot Community Cooperative

board@sibleybikedepot.org

Resources

Provided by Amber Dallman, Ramey County Public Health

Thinking about conducting a Health Impact Assessment (HIA) on a project or policy in your community? These two resources will help you started.

The [HIA Quick Guide](#) provides a brief orientation to HIA, with special attention to the process of conducting an assessment and common misconceptions about HIA.

The **Online HIA Course, "Planning for Healthy Places with Health Impact Assessments"** is a how-to guide for conducting HIAs. The course explains the value of HIA and the steps involved in conducting an HIA. Throughout the course, examples of HIAs are highlighted and discussed. The course was developed by NACCHO and the American Planning Association, sponsored by the Centers for Disease Control and Prevention.

Health Impact Assessment is a beneficial tool for public health, planning, community residents, and policymakers to ensure health remains a critical consideration in land use and community design decisions. For more information about HIA, visit [NACCHO's Community Design project](#) page.

The National Connection for Local Public Health

NACCHO is the national organization representing local health departments. NACCHO supports efforts that protect and improve the health of all people and all communities by promoting national policy, developing resources and programs, seeking health equity, and supporting effective local public health practice and systems.

Provided by Dave Van Hattum, Transit for Livable Communities

Top 20 List for a Fast, Safe, and Secure Stimulus and Recovery

Transportation infrastructure spending under the stimulus/recovery program should:

1. Create millions of green jobs and opportunities for the under-employed by focusing on investments that secure and repair existing infrastructure and help transition to a clean, efficient, energy-independent future
2. Stimulate the economy not only through investment in direct projects, but even more importantly by supporting and strengthening the economies we have in place.
3. Deliver relief quickly by supporting transportation projects that immediately save everyone money.

In response to requests for job-creating infrastructure spending opportunities, state Departments of Transportation have assembled lists of “ready-to-go” projects. Of the 50 states, only 19 have publicly disclosed their list of projects. These states comprise 56 percent of the U.S. population. A study of these lists reveals the following:

- The average state would allocate 77.4% of revenue for highways.
- Of the highway amount, a majority in most states is for new capacity (new lanes or new roads).
- Only 17% of average expenditures are for transit projects, including four states that propose zero stimulus-related transit funding.
- A significant percentage of proposed projects are not even listed in state and regional lists of three-year transportation funding priorities.

None of the 19 states which have so far released their “wish lists” have described their internal process for assembling and prioritizing projects. Therefore it is impossible to tell what goals they are supposed to advance. Thus, Smart Growth America has developed a list of 20 different types of projects on which states can and should spend their transportation stimulus money first:

1. Bring roads, bridges, transit facilities, bus rolling stock, rail trackage and rail stations to a state of good repair
2. Invest in Preventive Maintenance of the Federal-Aid System
3. Create complete streets
4. Jump-start transit in urban centers through road-based transit, including express busways, bus rapid-transit, and restoring streetcar service where trackage is already in place
5. Retrain the transportation workforce to plan and deliver green transportation services
6. Implement congestion management programs
7. Reduce delays caused by defective or badly-timed traffic signals
8. Increase transit service and energy assistance to meet increased demand
9. Increase Small Starts and New Starts for ready-to-go transit projects
10. Invest in inter-city and intra-state passenger rail service expansion
11. Expand Commuter Rail Service in metropolitan areas

12. Invest in Active Transportation Systems
13. Create trail and greenway systems within between jurisdictions, especially on disused rail and canal corridors and along utility corridors
14. Create and preserve mixed use, mixed income communities near existing or “transit ready” transit stations
15. Improve inter-modal access to and through commercial gateways
16. Reduce road-related Combined Sewer and Stormwater Overflows (CSOs)
17. Improve traffic operations while managing overall transportation demand
18. Conduct Blueprint Planning in Metropolitan Areas over 500,000 population to connect transportation to land development
19. Improve Network Connectivity and Create High Quality Public Spaces
20. Improve ecosystem connectivity and permeability for wildlife

Press Release

Provided by Dave Van Hattum, Transit for Livable Communities

The American Association of State Highway and Transportation Officials (AASHTO) is the “Voice of Transportation” representing state departments of transportation in all 50 states, the District of Columbia, and Puerto Rico. AASHTO is a nonprofit, nonpartisan association serving as a catalyst for excellence in transportation.

AASHTO Press Release

Washington, D.C., January 14, 2009 -- A new report released jointly today by AASHTO and TRIP entitled "America's Top Five Transportation Headaches -- and Their Remedies," identifies crumbling roads and bridges, growing traffic jams, crowded transit systems and rail cars, an unacceptably high rate of traffic crashes and fatalities, and insufficient funding as the top five transportation headaches ailing the nation. These 20 strategies would produce the most jobs, in the fastest way possible, and would clearly put the US on the right track to a more secure future.

For Immediate Release Contact: Tony Dorsey

January 14, 2009 AASHTO 202-624-3690

**Report available at: www.tripnet.org Frank Moretti, TRIP
202-262-0714**

TOP FIVE TRANSPORTATION HEADACHES AND REMEDIES IDENTIFIED

Washington, D.C., January 14, 2009 – A new report released jointly today by AASHTO and TRIP entitled “America’s Top Five Transportation Headaches – and Their Remedies,” identifies crumbling roads and bridges, growing traffic jams, crowded transit systems and rail cars, an unacceptably high rate of traffic crashes and fatalities, and insufficient funding as the top five transportation headaches ailing the nation.

The report also prescribes five remedies for the nation’s transportation headaches, which include moving ahead with ready-to-go transportation construction projects; putting unemployed workers back on the job (particularly in the hard-hit construction sector); using the most cost-effective construction techniques and

materials; and following a transportation investment strategy that will provide the nation with a transportation system that will improve mobility, safety, and the condition of roads, bridges, and transit systems throughout the nation.

“Fast relief for transportation headaches is one of the immediate benefits we can see from the economic recovery legislation being sought by President-elect Obama. States are ready to move thousands of ready-to-go highway projects that can support 1.8 million jobs,” said Executive Director John Horsley. “Long-term, these transportation investments will build or preserve assets that will help the economy for years.”

“Relieving our nation’s transportation headaches will go a long way towards relieving the nation’s economic headaches by creating jobs in the short and long-term and by increasing the nation’s productivity and economic competitiveness,” said William M. Wilkins, TRIP’s executive director.

The top five transportation headaches are:

Headache Number One: Aging and deteriorating roads, bridges, and transit systems. One-quarter of major urban roadways are in poor condition, 25 percent of the nation’s bridges are structurally deficient or functionally obsolete, and roughly half of the nation’s transit buses and rail cars have exceeded their service life or will do so within the next six years.

Headache Number Two: Congested roads, highways, and transit systems. The nation’s roads, bridges, and transit systems are increasingly overburdened and congested, leading to quality of life and economic headaches in the form of longer rush hours, costly disruptions in freight movement, and overcrowded transit buses and rail cars.

Headache Number Three: Traffic fatalities and injuries. More than 41,000 lives were lost on the nation’s roads in 2007. Although this is the lowest number of traffic fatalities in nearly 50 years, it is still unacceptable and can be further lowered by making needed roadway safety improvements.

Headache Number Four: Demand is stressing the system. Increasing demands on the transportation system, largely due to rising levels of population, travel, and economic activity, result in additional wear and tear on the our nation’s roads, bridges, and public transit systems. Since 1990, U.S. population and vehicle travel increased by 41 percent, while transit travel has increased by the same level since 1995.

Headache Number Five: Everyone’s costs are rising. Drivers are losing \$249 billion each year as a result of travel on roads that are congested, deficient, or lack desirable safety features. The costs of materials used for road, highway, and bridge construction have increased by 55 percent over the last five years, further stretching the already thin and underfunded transportation budgets at the federal, state, and local level. The current level of national transportation investment would need to double in order to significantly improve the country’s highway, transit, passenger rail, and freight systems.

Although there are significant challenges in providing Americans with a safe, well-maintained, efficient surface transportation system, sources of relief from transportation headaches are available. The top five transportation headache relievers are:

Remedy Number One: Begin work immediately on “ready-to-go” transportation projects. State transportation departments have 5,280 highway and bridge projects worth \$64 billion that can be under contract within 180 days of the approval of additional funding. An additional 736 transit projects totaling \$12.2 billion are ready to begin within 90 days if funding is made available.

Remedy Number Two: Boost transportation funding to stimulate economic growth in the short, medium, and long-term. Funding transportation improvements can

support jobs and ease the high unemployment rate, particularly in the hard-hit construction sector. Every \$1 billion invested in highway construction would support approximately 27,800 jobs, both in the construction sector and in non-construction related sectors of the economy.

Remedy Number Three: Recognize that the benefits of surface transportation improvements outweigh the costs. Every dollar invested in the nation's highway system yields \$5.69 in economic benefits in reduced delays, improved safety, reduced emissions, and lower vehicle operating and maintenance costs. Similarly, each dollar invested in the nation's public transit system has been found to provide \$6 in benefits in the form of time savings, parking and travel time savings, avoided job loss, avoided welfare payments, avoided vehicle crashes, avoided congestion and pollution, increased central city labor opportunities, increased mobility for people without access to private vehicles, and improved educational opportunities.

Remedy Number Four: Use innovation and advanced technology to build highway and bridge improvements that last longer, are environmentally savvy, and take less time. Transportation agencies and the private sector have made significant progress in developing highway and bridge designs, construction techniques, and materials that last longer and require less time for repairs.

Remedy Number Five: Make a down-payment on the nation's transportation needs immediately, and address long-term improvements in the near future. Immediate transportation infrastructure investment can play a significant role in hastening the nation's economic recovery. In addition, crafting a new long-range federal surface transportation program to replace the current program, which expires on September 30, 2009, provides an opportunity to set the nation on a course to achieving a safe, reliable, and well-maintained system of roads, highways, bridges, and public transit. Many comprehensive proposals have already been set forth that offer new ideas to meet the nation's transportation needs.