

167 Rucker Ave.
Georgetown, Ky.

1-17-08

40324

Public Service Commission

P.O. Box 615

Frankfort, Ky. 40602-0615

Ref. No. 2007-20134

RECEIVED
JAN 22 2008
PUBLIC SERVICE
COMMISSION

Sirs and/or Demos,

I can't mail enclosed information today, as I wrote you I would yesterday, because I must retrieve, copy, and add one document not currently in hand.

Enclosures are grouped as follows:

Packet 2: continuation to and of information packet I mailed you yesterday, on neofwater capture.

Packet 3: Information I have provided to Scott County Health Department and WEDC Health District, about dry disposal of
(over)

Rainwater Cisterns

Design, construction, and water treatment

PENNSYLVANIA STATE



College of Agriculture • Cooperative Extension

Herald-Leader

9-10-98

Live simply and share

Paul Simon's consciousness-raising article, "Are we running dry?" (Parade, Aug. 23), sounded an alarm and a call to action: "The conflict between humanity's growing thirst and the projected supply of usable, potable water could result in the most devastating natural disaster since history has been recorded accurately ... simple, undramatic steps often can make a huge difference in solving big problems."

Before we take steps, we need a foundation to move on — reverence for our creator and respect for his earth and all creatures. We don't own anything. God gave mankind dominion over his creation, not a green light to possess, horde, waste or exploit.

One of the most effective ways to conserve water is to build cisterns under or next to our homes. People who have cisterns know from experience that rainfall on their roofs can supply them with all or most of what they need. Using rainfall is a solution that can also help control water runoff.

Changing bath habits can also make a huge difference if no more is used than truly needed — enough to suds up and rinse off. Using hand towels rather than bath towels conserves not only laundry water but also textiles and appliance use, which conserves electricity and the coal to generate it.

An appreciation of the beauty of nature could eliminate the watering of lawns. The earth colors of dry grass provide a splendid background for splashes of yellow, orange, magenta, etc. The problem is not a shortage of the earth's resources, but mismanagement of them and a lack of resources in the heart. For if everyone lived simply and shared what they have, no one would be in need.

Marsha Krimm Garland
Lexington

Wasting the land

After reading John and Nancy Ogg's letter, "Suburban whine sets off hooting in the countryside," I decided to respond. On Jan. 28, two articles about water appeared in the Herald-Leader. One was about raising Kentucky River Dam No. 10 to prevent a water shortage; the other was about storm water drainage. We who live in the country know that cisterns, which capture rain water from the roof, can relieve both problems. I raised five children, with two at one time in cloth diapers, and our water came from a cistern.

Suburbanites and those who live on 10-acre lots scrape the land of wild flowers, herbs and trees, which residents consider messy, and leave the land hot, stressed, glaring in the summer, dead and bare year-round.

Lakes and ponds, too, are ravaged, leaving frogs without refuge and us without free concerts under the stars. People who live in suburbs want only lawns, and even they are sprayed with poisonous chemicals.

Homeless wildlife shiver in fear and cold. Imagine trying to survive in an open field with no shelter, no refuge from predators, rain, sleet and snow.

Further disregarding the environment, you build houses as big as monasteries, consume enough fuel to supply a third-world village and aggressively drive SUVs that put 200,000 extra tons of carbon into the atmosphere each year and cost more than the homes some of us build. And you think we're ignorant hillbillies who don't know how to live.

Marsha Krimm Garland
Lexington

Marsha Garland's father, Martin Krimm, was professor of Electrical Engineering at Univ. of Ky., and promoted municipal sewage treatment throughout Kentucky.

Thinking of what we once did amazes me

The older I get, the more I wonder about things, especially things from the past. I received an e-mail this week entitled "I can't believe I made it." Looking back, it is hard to believe those of us who grew up in the '40s and '50s ever did make it.

When I was a little lad, we never had seat belts in our cars, and it was not unusual for nearly all the kids on Second Street to pile in the back of Mr. Price's pickup and ride all across the state for a ball game or picnic.

We even stood on the running boards of the older cars. Of course, young people today don't even know what a running board is. I don't know why we didn't get killed.

We swam in McKnight's pond that was covered with green scum and shared another swimming hole with the cows in Askew's pond up by the railroad. We drank water from the creek and not from a bottle, and we never got sick. How did we ever survive?

We had fights with our best friends and punched each other and threw rocks and learned to get over it, and our parents just said,

GEORGE LUSBY

Crawfish & Minnows



"Work it out." And we did.

We left home in the morning and played all day in the fields, and no one worried as long as we were back by suppertime. Then we went out and played some more. There were no cell phones for our parents to stay in touch with us. They just yelled real loud — except for Mr. Price. He whistled, and Tom and Bill knew to head home.

We played ball games in the summer and tried out for the school teams during the season. Not everyone made the school team, and those who didn't had to learn how to deal with it, and they did.

Some of the kids were smarter in class than others and made better grades, and the teacher didn't change the test. If you failed, you failed, but most people didn't and somehow we made it.

We didn't get in trouble very often, but if we did we were on our own. Our parents bailing us out was not an option. In fact, they usually were on the other side, and if you had trouble at school you didn't come home and tell your side of the story. You just hoped the teacher didn't call and tell hers.

Those of us who grew up over a half-century ago didn't have the government to look after our best interest. There were no lawyers ready to sue if we were involved in an accident. After all, if it was an accident it was just that, and we moved on.

Somehow, this generation survived, and produced some of the greatest leaders this world has ever had. And there were even several success stories from our little corner of the world on Second Street. Sometimes I am even amazed that we made it, but we did.

George Lusby, Scott County judge-executive, contributes opinion columns which are printed each Sunday in the News-Graphic. A collection of his columns, *The Best of Crawfish and Minnows*, is now available at the News-Graphic office.

Plan will address future water supplies for county

By ADARRELL L. OWSLEY
Georgetown News-Graphic

Scott Fiscal Court will pay \$5,000 to the Bluegrass Area Development District for its work on a water supply plan each Kentucky county must develop.

"The study will ensure that the county has an adequate water supply for the next 20 years," County Judge-Executive George Lusby said. "It's very important because we want to make sure that our children have water in the future."

"They will look at all the

water supply that we have and make a recommendation on what we need to do."

Georgetown receives water from Royal Spring and an interconnect with Frankfort. Elkhorn Creek is still used occasionally as a back-up. Some county residents receive water from Kentucky-American Water Company in Lexington, Lusby said. A few roads are also serviced by Harrison County Rural Water District.

The projected use of the reservoir in the northwest end of the county will be included in the study.

Phase I, which took about a year to complete, is an assessment of the present water supply treatment and distribution systems to determine if they will be adequate to meet projected demands through the next 20 years.

Phase II, which must be done by July 15, is a plan of action to deal with any identified deficiencies and to protect source or sources of water supply from contamination, according to Bluegrass Area Development officials.

The 1990 state legislative plan was amended last year. It

See FISCAL, Back Page

News-Graphic,
Dec. '02.

Judge
Lusby
confesses

Judge
Lusby
reserves
his election-
friendly
posture of
promoting
public
water
supply.
(News-
Graphic,
2002)

Report on chemical's safety called biased

Ingredient in plastic is under scrutiny

By Liz Szabo
USA TODAY

Fall, 2007

ALEXANDRIA, Va. — A government report on the safety of a controversial ingredient in plastic is biased toward the chemical industry and downplays potential risks to the public, according to scientists and environmentalists who spoke at a hearing Monday.

Critics are concerned about the chemical compound bisphenol A, which animal studies have linked to reproductive problems, obesity and breast and prostate cancers.

An expert panel will finalize a report this week that will help the National Toxicology Program (NTP) decide whether bisphenol A poses a threat to human reproduction and development. The findings prepared for the NTP, a division of the Department of Health and Human Services, could affect how the chemical is regulated.

Ubiquitous bisphenol A

Bisphenol A has been found in 95% of Americans tested, as well as in breast milk and umbilical-cord blood. It also has been found in many products:

- Baby bottles and other beverage containers
- Dental sealants and fillings
- Linings of metal cans, such as ready-to-feed infant formula
- CDs and DVDs
- Circuit boards
- Automobiles

Source: Environmental Working Group,
American Chemistry Council

Researchers such as Frederick vom Saal of the University of Missouri-Columbia say the report has been "tainted" from the start. In February, the Environmental Working Group revealed that an early draft was written by an outside contractor with ties to the chemical industry.

Though the consultant has been fired, many scientists say the report revised by the panel of experts still favors chemical manufacturers.

In their written statements, Ana Soto and her colleagues from Tufts University School of Medicine in Boston contend that studies financed by industry get more weight in the NTP report than those with independent funding, which often find serious risks. According to their analysis, the draft considers 71% of industry-financed studies worthy of consideration, compared with only 30% of non-industry papers.

Researchers who filed comments about the draft state that they have found nearly 300 factual errors. In their statement, the Tufts group was concerned enough about the mistakes to ask, "Is the panel purposefully misrepresenting data or grossly misunderstanding it?"

Michael Shelby, who directs the toxicology program's reproductive center, notes that government and industry studies may be weighted more heavily for good reason. They tend to be larger and designed according to international

standards, with the explicit objective of addressing safety, he says. Studies by university researchers often are smaller and address questions of basic biology rather than safety.

Focusing on the funding source of studies "misses the point," says the American Chemistry Council's Steve Hentges, who says he sees no bias in the panel's work. "They are looking at how well the studies are conducted. It doesn't have anything to do with who did the study."

Some doctors say the government should do more to educate the public, especially pregnant women, whose developing babies may face the greatest risk from exposure to the compound. Even without proof of harm to humans, the government should warn women of childbearing age to limit their exposure, says Beth Jordan, medical director of the Association of Reproductive Health Professionals.

"It's important for women and families to have state-of-the-art recommendations," she says, "so they can plan their pregnancies appropriately and assume the healthiest lifestyle."

Americans' exposure to harmful chemical

Bisphenol A, used in baby bottles, linked to obesity, early puberty

By Liz Szabo
USA TODAY

Fall, 2007

Americans are exposed to far more of a controversial chemical than previously thought — levels that likely surpass the government's current safety standard and which have been shown to cause harm in animals, according to a joint statement issued Thursday by 38 leading scientists.

While the chemical, bisphenol A, is hardly a household word, it is found in nearly every home — and nearly everybody. Government tests have found bisphenol A — used in plastic baby bottles, dental sealants and linings of metal cans — in 95% of people studied.

While scientists haven't yet conducted definitive studies in people, animal tests have linked bisphenol A — which acts like a hormone — to problems such as obesity, early puberty, hyperactivity, and abnormal sexual behavior and reproductive cycles.

In their joint statement, however, scientists say they took a conservative approach, including only statements backed by many strong studies.

Scientists agreed that even very low doses cause profound effects on laboratory animals, particularly during pregnancy and infancy. The chemical can permanently rewire genetic programming before birth, potentially predisposing exposed animals to cancer. Bisphenol A also changes brain structure, body size and behavior in animals studied, scientists said.

Researchers issued their statement, published in *Reproductive Toxicology*, after reviewing about 700 animal studies.

much greater than thought

The Environmental Protection Agency says bisphenol A is safe in doses of up to 50 micrograms per kilogram of body weight, per day. But a paper presented Thursday concludes that the high levels of bisphenol A in human blood and tissue suggest people are actually exposed to 10 times that amount.

One of the scientists, Retha Newbold of the National Institute of Environmental Health Sciences, says researchers need to find ways to measure whether people have been exposed to bisphenol A before or after birth, and if exposure increases their disease risk.

Researchers agree many questions remain, such as: Does bisphenol A, like mercury, build up as it moves through the food chain? Could that explain why there's so much of it in our bodies?

The scientists' findings are at odds with other recent analyses, according to a statement released by the American Chemistry Council, which notes that the Eu-

ropean Food Safety Authority has concluded that consumers are not at risk from the chemical. A report on bisphenol A being prepared by the National Toxicology Program's reproductive health center — which will hold a hearing on the issue Monday — will provide a more balanced and accurate picture, said the council's Steven Hentges.

In the past two years, lawmakers in California, Maryland and Minnesota have introduced bills to ban bisphenol A in children's products. None succeeded. California is still considering a bill to ban similar chemicals from children's products.

Frederick vom Saal, a professor of reproductive biology and neurobiology at the University of Missouri-Columbia who signed the joint statement, says manufacturers should voluntarily get rid of bisphenol A. He asks, "Why would you subject your baby to something that you know is a sex hormone?"

Though I have no data that suggest harmful leaching from PVC (water pipes, these messy items suggest some plastic may be unsafe for water delivery. Since plastic, including PVC, require petroleum, an increasingly expensive material, I avoid all plastics if possible. The water delivery I prefer the "old-fashioned" that I can make at home.

159 Rucker Avenue
Georgetown, Kentucky

40324

22 January, 2002

Scott County Fiscal Court
Court House
Main at Broadway
Georgetown, Kentucky 40324

Dear Fiscal Court,

As to quality and potability of captured rainwater, may I refer you to :

Farm and Ranch Service Supply Co.

P.O. Box 10165

San Antonio, Texas 78210

(800)292-0007

Water Filtration Company

108-B Industry Road

Marietta, Ohio 45750

(800) 733-6953

You may wish to consult publications:

"Captured Rainfall". Water Resources Center, Univ. of California, 475 Kerr Hall, Davis, California 95616

"Rainwater Cisterns Systems". Center for Water Resources Study, Technical Univ. of Nova Scotia, P.O. Box 1000, Halifax, Nova Scotia B3J2X4 (Filtering with sand and activated charcoal, treatment with chlorine, hypochlorite, and ultra-violet light.)

"Rainwater Cisterns". Penn. State College of Agriculture, Circular #277.

As to impact of displacing proprietors:

"The decision to start an orchard involves a decision to stay put....That's what makes home orchards so valuable; where they abound, they speak eloquently of a stable and responsible community, the first necessity of a healthy civilization and a happy culture."

The decline in home orchards between 1930 and 1970 parallels almost exactly the increase in social mobility and the consequent deterioration of family life and local institutions...." (Logsdon, Gene. Organic Orchard-ing. Rodale Press, 1981.)

"Apple trees may bear crops for 30 to 50 years." (Encyclopedia of Organic Gardening. Rodale Press, 1978.)

"Long life in a tree appeals to home gardeners....A pear's life on the average is about seventy-five years, and some veterans have lived to see four centuries...." (Fruits for the Home Garden. Ken and Pat Kraft. William Morrow and Company, 1968.)

To plant apple and pear trees, a proprietor must be able to expect long land tenure, and/or to bequeath or convey his land.

Sincerely,

Stephen D. Price

Steve Price

Please see over!

(With proposed reservoir way eminent domain litigation.)

The President of
Congress
1851-55

My dear Henry
I have just
received your
letter of the 12th
and I am
glad to hear
that you are
well and
hope to see
you soon.

I am well and hope to see
you soon. I have just
received your letter of the
12th and I am glad to hear
that you are well and hope
to see you soon. I am well
and hope to see you soon.

in light of doubt raised
about chloroform (Please
see Internal Key words "chloro-
form treatment", "chloro-").
The one used early on, "con-
sumption" is treatment
by chloroform is probably a
safe alternative to chloro-
form treatment usually used
in the treatment of
of pharynx and throat
of the mouth.)

Please see enclosure about
the chloroform, and in my
opinion should be everyone
concerned not to be. What
would be the best way to
her improved golden rule to
eminent domain?

Sincerely,
Henry Rice

Chlorination study finds cancer link

Herald Leader 6-18-87
Byproduct in water found
to cause cancers in rats

By PAUL RECER
ASSOCIATED PRESS

WASHINGTON — A byproduct of chlorination in drinking water has been linked to cancer in rats, prompting the government to begin an immediate study of adverse effects from water disinfectants.

A chemical byproduct called MX develops from organic compounds in chlorinated drinking water and researchers in Finland say that rats exposed to high levels of MX get a number of different types of cancer.

"Although these findings cannot be extrapolated to humans, MX should be studied as a candidate risk factor" in the consumption of chlorinated drinking water, the researchers say in the journal.

On A10

Chemical MX of the National Cancer Institute. The study will be published today.

The National Toxicology Program, a part of the National Institutes of Health, announced that its scientists were immediately starting a two-year study on the effects of MX and other chlorination byproducts.

The chemical formula for MX is 3-Chloro-4-(dichloromethyl)-5-hydroxy-2(5H)-furanone.

A statement by the NTP said its researchers would study how MX affects both rats and mice and will analyze the cancer effects at various low doses.

In the Finnish study, government and university scientists fed groups of 50 rats three different dosages

SEE WATER, A10

WATER: Chlorination byproduct linked to cancer

FROM PAGE ONE

of MX in drinking water. The 50 rats in a fourth group received no MX and were maintained as a control.

At the end of two years, the rats were killed and the tissues in their bodies were analyzed.

Among rats receiving the highest doses of MX, more than half developed cancer or tumors of the thyroid, compared to about 22 percent in the control rats. The MX rats also developed cancers of the lungs, skin, breast, liver and pan-

creas.

"MX is a potent carcinogen in both male and female rats and it causes tumors at doses that are not overtly toxic to rats," the Finnish researchers reported.

Dr. Ronald L. Melnick of the National Institute of Environmental Health Sciences, a part of NIH and the parent agency of the National Toxicology Program, said the study "raises potential public health concerns" that need to be studied.

The cancer potency of MX, he said, is up to 170 times greater than

some other chemical byproducts in chlorinated water, such as chloroform and bromodichloromethane.

However, he said the Finnish researchers used a dosage of MX that is thousands of times higher than what is present in the typical U.S. water system treated with chlorine. He estimated that the MX at doses studied in Finland would cause about two cancers per 1 million people exposed to the chemical over a lifetime.

Melnick said that although MX should be studied, there should be no move to remove chlorination

from public drinking water. Chlorination controls many waterborne diseases, including typhoid fever, cholera and dysentery. When chlorination was stopped recently in Peru, for instance, there was a cholera epidemic of 300,000 cases.

The presence of MX in drinking water can be controlled by filtering the water before the chlorine is added, said Melnick. Such filtering would remove the organic compounds that chlorine acts on to produce MX.

MX levels in U.S. drinking water are not usually monitored routinely, and Melnick said that is needed.

Kentucky-American testing hasn't detected MX in water

Stan Stockton, operations manager for Kentucky-American Water Co. said the company has never detected MX in Lexington's water.

He said they are not required to test for MX. A general test that would detect MX is done, but KAWC does not test specifically for MX.

Stockton added that if MX is found, it could be easily removed by putting either granule activated carbon or powder activated carbon in the water.

"Fortunately, the Kentucky River is a good source of water. We do a lot of general testing and scanning for organic compounds, and MX has never been detected," Stockton said.

— HERALD-LEADER STAFF REPORTER

167 Rucker Ave.
Georgetown, Ky. 40324
EO-12-07

Mr. Gene Thomas
Environmental Technician
Scott County Health Department
Washington Street
Georgetown, Ky. 40324

Mr. Thomas,

Like an agricultural extension service, your health department offers information and education to the public that, hopefully protect and improve the lives of those who receive it. Ag. Extension, for example, offers advice on home horticulture and canning of produce.

I recall from my life in Georgetown lots of advice on health and hygiene that I have received from your health department--how to avoid head-lice; reminders to get vaccinations against polio, tetanus, whooping cough, etc.; encouragement toward healthy diet; etc. Why couldn't your education effort include advice for safe management of septic waste in event of home toilet malfunction, or failure of downstream sewage treatment?

School children are prepared for emergencies through fire drills, tornado mobilizations, and formerly through air-raid drills. Why shouldn't they be similarly prepared, through education, for toilet and/or sewer failure?

What is the best, safest response to toilet or sewer failure? In my opinion, it is disposal of septic waste in an outdoor linear trench, or a series of them. Dry disposal in septic trench offers a big advantage over wet-flush systems: the opportunity to raise horticulture crops on the resulting ideal planting medium--18 inches of loose soil above a 6-inch layer of concentrated organic fertilizer.

Please see enclosures in this regard. Maybe door-to-door distribution of such information to Scott County residents whose sewage treatment is failing, would solve this environmental problem, while causing a beneficial increase in home horticulture.

Sincerely,
Steve Price

OPINIONS

Council must get act together

Way back when Toyota Motor Manufacturing decided to locate its first North American manufacturing plant in Georgetown, one of the first tasks that had to be accomplished was to revise and update the county's comprehensive plan to allow the plant to be built on the site that had been selected. The director of the planning commission at that time was the late Steve Mooney, a very personable guy with a sense of community that helped him interact with virtually every interest group in Scott County. Within a few months of Toyota's decision, Steve had developed a plan that accomplished this goal, and it was quickly adopted by the governing bodies it affected. However, city and county officials knew that while the plan was sufficient to get them by the immediate crisis, it was really just a temporary fix.

Subsequently, city and county leaders appointed a Comprehensive Plan Citizens Advisory Committee to develop a plan that considered all ramifications of increased growth in Scott County. When the award-winning Comprehensive Plan was published in 1991, it came as no surprise to anyone that the top environmental concern identified and addressed in the Environmental Quality Management Plan was water quality. An entire section of the comprehensive plan was devoted to water resource protection, with special attention given to the impact of failing septic systems and failing package plants on water quality.

The recommended actions in 1991 were to immediately increase government oversight of the operation of package plants, with a long-term goal of moving toward public management and/or ownership of all wastewater treatment plants. Although the plan strongly recommended that public sewage treatment remain an urban

BOB
LEONARD

Whether You
Like It Or Not



service available only within the Urban Service Boundary, it specifically allowed for extension outside of the Urban Service Boundary in cases where inadequate systems had resulted in threats to public health.

With this as a backdrop, it is distressing to see that the same threats to our water quality that were identified in 1991 have not been resolved. In fact, they have only gotten worse. In particular, in 1991 the mobile home park package sewage treatment plant located in southern Scott County was identified as being ineffectively operated with chronic discharges of raw or inadequately treated sewage. Sixteen years later, nothing has changed.

At this point, there is absolutely no momentum for a publicly-owned authority to take over the private systems, as was recommended in 1991. However, there is continuing public discussion over whether the municipal wastewater treatment system should be extended to eliminate this threat to public health. Judge-Executive George Lusby even included the need to address this threat in his State of the County address last week.

In this instance, Judge Lusby is absolutely correct. It is time for the City of Georgetown to acknowledge the threat created by this plant and extend the municipal sewer system to serve the area. At various times council members David Lusby, Don Hawkins, Marvin

Thompson, Renie Cooney and Jim Barnes have expressed support to extend the lines. However, opposition by a minority of the council seems to have stymied the effort. There seems to be two arguments against this expansion. First, Councilman Stephen Glass argues that the city shouldn't spend public funds to eliminate this threat to public health. Yeah, I know, it doesn't make sense to me either. Protection of public health is a primary responsibility of local government. The second argument put forth is urban development is inevitable if the sewer lines are extended.

I guess my question is why is this development inevitable? Even in 1991 there was universal agreement that the city should be allowed to extend this municipal service into areas outside the Urban Service Boundary to address threats to public health. Most importantly, council members must understand that without the acquiescence of the city council, no property that is adjacent to the extended sewer line can be annexed into the city and approved for urban development. Therefore, in the absence of a desire on the part of the city council to extend our city limits virtually all the way to the Fayette County line, there is no danger that development will occur.

In spite of the reservations that have been expressed, when you analyze the concerns surrounding the extension of the sewer system to eliminate this health threat, the real issue is whether or not we need to protect the city council members from themselves. Because, whether they understand it or not, the only public entity that can allow further development contiguous to the sewer lines is the city council.

Bob Leonard can be reached at bobleonard260@adelphia.net.

Goodbye to the Flush Toilet

Water-Saving Alternatives to Cesspools, Septic Tanks, and Sewers



Edited by Carol Huppig Stoner

Special Consultant Patricia M. Nesbitt

Illustrations Jerry O'Brien



Rodale Press Emmaus, PA

Goodbye to Flush Toilet

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I. Stoner, Carol.

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167 Rucker Avenue
Georgetown, Ky. 40324
12-20-06

Mssrs. Brown and Rock
1412 North Broadway
Lexington, Kentucky

Dear Mssrs. Brown and Rock,

I write with awareness that you may not appreciate my advice, that maybe you prefer to be masters of your own affairs. I don't blame you. Every man craves independence.

But having lived in Georgetown almost all of my life, I am in a position to comment ~~on affairs here~~ with insight that may exceed yours, and that may benefit your endeavors here. So please read on, and don't discard this letter without a moment of your attention to it.

After a meeting of Georgetown City Council here this past summer, at which I defended my practice of generating crop fertilizer from my home composting toilet, a man from Georgetown Health Department, Mr. Gene Thomas, stopped me as I was leaving. He appeared very eager to talk with me, and expressed his agreement with my defense, and his approval of said practice. We talked for maybe a half hour there on the street in front of City Hall, about various aspects of sanitation and, because Mr. Thomas comes from farm background, about various aspects of farm production--from greenbeans to his silo-drained whiskey.

Mr. Thomas, or his colleague Mr. Tony Hall, are the health officers who will approve your plat.

I have also talked at length with Mr. Hall about various sanitation measures. He conducted test sampling from my well this past summer, to determine whether my fertility measures are contaminating nearby ground water, and determined that they are not. I have heard Mr. Hall denounce, off the official record, the septic tank and especially the

so-called "lagoon" methods of rural home sanitation.

Neither Mssrs. Thomas or Hall, nor any other public official has said the least word about my fertility measures based on burying septic household waste in dry ground at two-foot depth. And as stated above, both Mssrs. have either directly or indirectly expressed approval.

Mr. Thomas and Mr. Brent Combs of Thoroughbred Engineering, told me today by phone, that you have to pay some \$1800 for services of said Mssrs. in obtaining their required approval.

I write to suggest that you appeal to the personal judgement of said Mssrs., while challenging lock-step, conventional sanitation practices that both Mssrs. have decried, by asking them to simply grant you plat approval that specifies dry and/or composting methods for disposing of solid septic home waste, and greywater and/or compost absorption methods for septic liquid.

If these sanitation measures are specified, I don't think they would even have to inspect, and you should save money.

By thus saving yourselves money, you could pass your savings on to prospective buyers, who would also expect to save a lot by avoiding expensive septic installations.

You may have heard of Deborah Reed, the "goldtooth woman" who subdivided her land near yours, off Hwy. 32 on Goldtooth Woman Road, with specification that all residents/buyers would enjoy the right to fish in several ponds there, without clothing if they like. While said specification would not interest everyone, it illustrates that land development can be used to promote various lifestyles.

Our nation is setting records almost every month in a spiral of deficit trade

167 Tucker Avenue
Georgetown, Kentucky
40324

1-24-07

Mr. Clyde Bolton
c/o Mr. Ben Spach
Dept. for Public Health
Environmental Smt. Branch
Bldg. D
275 E. Main Street
Frankfort, Kentucky 40621

Mr. Bolton,

I apologize for poor quality of my
typing. I plan to take typewriter to re-
pair man tomorrow.

I am so busy that I'm not sure when
I can copy and mail you documentation we
discussed by phone, about dry disposal of
home septic waste. ~~So if you like, you~~
~~can ask J. B. Army Corps of Engineers in~~
~~Louisville for it.~~ My two most recent
communications with them should suffice
to introduce you. They were a group of
fixed documents, on or about 1-12-07; and
a packet of documents mailed on or about
same date. ~~You can phone Mr. Greg McKay~~
~~at 502-315-6667 and ask him to mail to~~
~~you.~~

You mentioned by phone the ~~land~~
disappearance of open land. I am now busy
trying to organize a so-called land trust
for saving open land in Scott County. One
good way to save land is to walk, bicycle,
and promote pedestrianism; ~~and~~, simultaneous-
ly, practice and promote home and neighbor-
hood horticulture and crafts. Septic trench
~~gardening~~ septic waste is buried under 2'
of loose soil, and roofwater capture help
people stay home and raise crops, rather
than drive.

Steve Foster directs Foster Northwest.
Other officials are named in many
items.

Though largely self-sufficient thanks
to my home gardening, I still need money
occasionally for property taxes, etc. If
you decide to hire someone to formally re-
search the topic of dry toilets and home
water supply, I would like to apply for
the job. I have honors degree in English
from Georgetown College, plus three years
of grade-A graduate study in Humanities,
horticulture, history, and anthropology.
Can forward resume and references on de-
mand.

Sincerely,
Stephen D. Foster
Steve Price

Ed ~ Several items fixed
herewith, and published
within last week, suggest
urgency for present and
alternative proposals
to Kentucky River Autho-
rity, Kentucky Pub. Serv. Commis-
sion, Bluegrass Water Supply
Commission, and Ky. General
Water Co. It is felt and will
mail said documents.

Richard S. Levine, Architect/ Professor of Architecture
Codirector/Center for Sustainable Cities
College of Design
University of Kentucky
Lexington, Kentucky 40506-0041

17 June 2006

To whom it may concern,

I have been asked by Steve Price to write a letter commenting on the use of composting toilets for residential use. After many decades of use in this country and after thirty years of approval for use in Kentucky, the scientific literature on the subject as well as the experiences of architects and homeowners attests to the safety of such applications. When installed and managed properly, composting toilets are odorless and represent a far lower risk to the environment than even municipal waste treatment systems. Unlike conventional toilet systems, where large amounts of water are introduced into the system to transport the effluent from residential toilets to central processing plants, creating the risk of overflowing and mixing with storm water systems, thereby creating risks to surface streams and groundwater, there is no water introduced into a composting toilet. The contained material has ample time for composting which destroys any harmful organisms. When properly introduced as a soil amendment there is little tendency for bacteria to migrate from the site even if such bacteria existed in the first place.

I have had a composting toilet in my own house for almost thirty years with no problems other than the work of removing the composted material once a year and distributing it around my fruit trees. My system was the first approved system in Fayette County and the second approved system in Kentucky. I have specified similar composting toilet systems for several of my client's homes elsewhere in Kentucky, and to my knowledge none of them have had any problems.

In closing I should like to say a few words about Steve Price. I have known Steve for more than two decades. He is one of the most honest and moral people I know. His lifelong quest is to seek a way of living that treats the Earth with respect, by reducing or eliminating the things that harm the environment and by promoting things that are healthful for the human beings and for the environment. To this end Steve will often go to great lengths to seek ways of using the land that raise productivity while minimizing pressure on the environment. Such dedication to good works sometimes has Steve doing things beyond normal convention, but they are always done for good purposes and with a noble heart. Because of his dedication and motives, Steve's work should be encouraged.

Sincerely,



Richard S. Levine, architect/ professor

CABINET FOR HEALTH AND FAMILY SERVICES
Department for Public Health, Division of Laboratory Services
100 Gower Blvd Suite 204, Frankfort, Kentucky 40601-8272
Stephanie K Mayfield, MD FCAP Director (502)564-4446

ie: PRICE, STEPHEN Medrec#: 2006WA0345
DOX:
Age: Sex:
Ethnic Org:
Occupation:
Room:
mitter: SCOTT COUNTY HEALTH CENTER ENVI Sub, County: SCOTT
Miscellaneous Information:
300 E WASHINGTON ST
GEORGETOWN
KY 40324

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LABORATORY REPORT

g Test Name (Method)	Results (* = New Result)	Normal Ranges	Units
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*** GENERAL INFORMATION ***

DATE/TIME STARTED 18-MAY-2006 830 KM
DATE/TIME FINISHED 19-MAY-2006 835 KM
REASON FOR COLLECT WATER PROGRAM
SANITARIAN NUMBER 01355
REQUEST ID/PERMIT # 157 RUCKER AVE
SAMPLE NUMBER 2
DATE REPORTED 19-MAY-2006 KCM
ATTENTION: TONY HALL
ANALYST KM
METHOD OF ANALYSIS HMO/MUG
SPECIMEN TYPE PRIVATE

(Water well test; well is 80' from
dry septic trenches/garden beds.)

*** WATER BACTERIOLOGY ***

TOTAL COLIFORMS >200.5 TOTAL COLIFORMS/100 ML*
ESCHERICHIA COLI LESS THAN 1 E COLI PER 100 ML
(NO E COLI FOUND)*

Report contains patient information that must be protected in accordance
the Health Insurance Portability & Accountability Act.

t-Type: H Lab Area: WATER Last Filed: 19-MAY-2006 19:19
07-MAY-2006 Page: 1 Supported Program:

Russell Metz
Georgetown News-Graphic
12-10-81

The man had first visited the United States about 50 years ago and then returned to his village in Italy. After a half-century, he came to America again.

University of Pittsburgh professor Lou Petrone and his wife, Theresa, had the visitor as a guest at their home. A fine cook, Lou prepared a barbecue feast, which was served outside on the patio.

After a while, the Italian visitor asked the location of the bathroom. Theresa directed him to the second floor of the house. The man returned to the patio, his brow slightly wrinkled. Smilingly confused, he kept shaking his head. Lou asked if there was something bothering him.

Well, the man from Italy said, I'm a little mixed up. When I was here 50 years ago, people ate inside their homes and went to the bathroom outside. Now they eat outside and go to the bathroom inside.

That's the kind of progress we've made in the last 50 years.

167 Rucker Ave.
Georgetown, Ky. 40324
10-18-07

Mr. Gene Thomas
Environmental Technician
Scott County Health Department
East Washington St.
Georgetown, Ky. 40324

Mr. Thomas,

Further in regard to dry septic trench, please see enclosures. They indicate problems associated with centralized sewage treatment:

1. Aging, deteriorating sewer structures are increasingly subject to failure.
2. Centralized municipal sewage treatment plants fail, resulting in release of raw sewage into environment.
3. Concrete used in sewer construction requires Portland cement, manufacture of which is among leading consumers of electricity. Cement manufacture is thus a main cause of air pollution/ climate warming, and will be a target of anti-pollution legislation.

Enclosures further suggest advantages of dry septic trench:

1. Option to cultivate back-filled trench for vegetables can relieve food shortage among low-income families.
2. By inducing home horticulture, dry septic trench can reduce motor driving for food shopping, which may become necessary as petro-fuel prices rise.

Sincerely,

Steve Price

P.s.--By reducing home water consumption, dry septic trench can also increase feasibility of roof-water capture as means of homestead independence.

Herald-Leader H-L 9-24-07 City must accept blame

By Roxanne Martin

We the people of the Town Branch corridor of Elkhorn Creek vehemently protest the multiple failures of Lexington's Division of Water and Air Quality that resulted in the degradation of our environment in and among our homes and businesses and exposed our families, pets and livestock to 3 million gallons of human waste dumped into the stream on Sept. 1.

As tragic as the consequences were, city officials' response was so dispassionate, so cavalier, that we are hard pressed to describe our outrage and total disgust with the Urban County Government.

Imagine a truckload of dead fish and human waste being dumped in your yard or workplace the middle of the night and being officially ignored until you begged for help, information and assistance.

And finally, when the responsible city official arrives some nine hours after the fact, to address the 3-million-gallon sewage dump, his principal response was that he wasn't told about it; that, in effect, the fish are done dying; and that his concern was limited because the public doesn't have access to Town Branch.

Perhaps Charlie Martin and his staff are accustomed to dumping sewage in our streams during a high-water event, and a low-water dump is nothing more than business as usual.

In the last 20 years, the equine community in conjunc-

tion with state and federal programs has been required to spend millions of dollars to guard Town Branch from runoff and contamination.

All the while, the city has repeatedly been cited for its careless acts, violating numerous Environmental Protection Agency rules and regulations in regard to the creek.

This record is mired in known and illegal direct connections between sanitary-sewer and storm-water systems and severe storm-water runoff from improperly designed, inspected and constructed development.

The many large and small farms with families, livestock and pets — not to mention the residents of 500 new homes built on the slopes of the corridor — that exist alongside and use the stream's waters are apparently inconsequential to the Water and Air Quality Division.

To dismiss the event on the grounds that the public does not have access is insulting and deeply resented by those living and working in the corridor. It is very sad indeed when state and federal officials express more concern than our own city administrators.

But for a farm manager's desperate calls to state, federal and local officials in other city divisions and to neighbors up and down the stream, the Division of Water and Air Quality was content to let an e-mail to state offices, which were closed for business, suffice as an adequate alarm.

State wildlife officers described with sympathy and dismay the "massive kill" of fish, while Martin noted only "the fish are done dying" and days later dismissed the state's citation as if it were a mere technical formality.

To imply no culpability, as evidenced by a total lack of remorse, because of a power failure is smug bureaucratic incompetence at its worst. Power failures and their consequences are easily foreseeable events.

Moreover, a failure to tell management, other government agencies and citizens about such a breakdown and resulting catastrophe was a failure of procedure and good judgment that in the private sector would likely lead to loss of employment, fines, even jail time.

The whole circumstance reveals entrenched incompetence and an unconcerned staff that apparently has been devoid of accountability for years, presumably hiding behind a shield of civil service but whose wantonly careless conduct in any other sector would be criminal.

This is a culture of indifference and disregard for standards of care and common-sense procedures as required by law and as desired by the citizens of this community.

Enough. The storm-water and sewage issues may have been decades in the making, but even without a dollar being spent, there are issues of culture and management that can and must be addressed immediately.

■ Revision of development regulations to ensure greater oversight of sanitary sewer and storm-water infrastructure construction.
■ Implementation of efficient city communication protocols in the event of environmental disasters.
■ The use of a backup power source in Town Branch.

Waste Water Treatment Plant.
■ A genuine commitment of management and staff to follow laws, rules and procedures.
Mayor Jim Newberry ran his election campaign on the need for change in Lexington and promised that we could do better.
Now is the time for action, Mr. Mayor. Consider this your

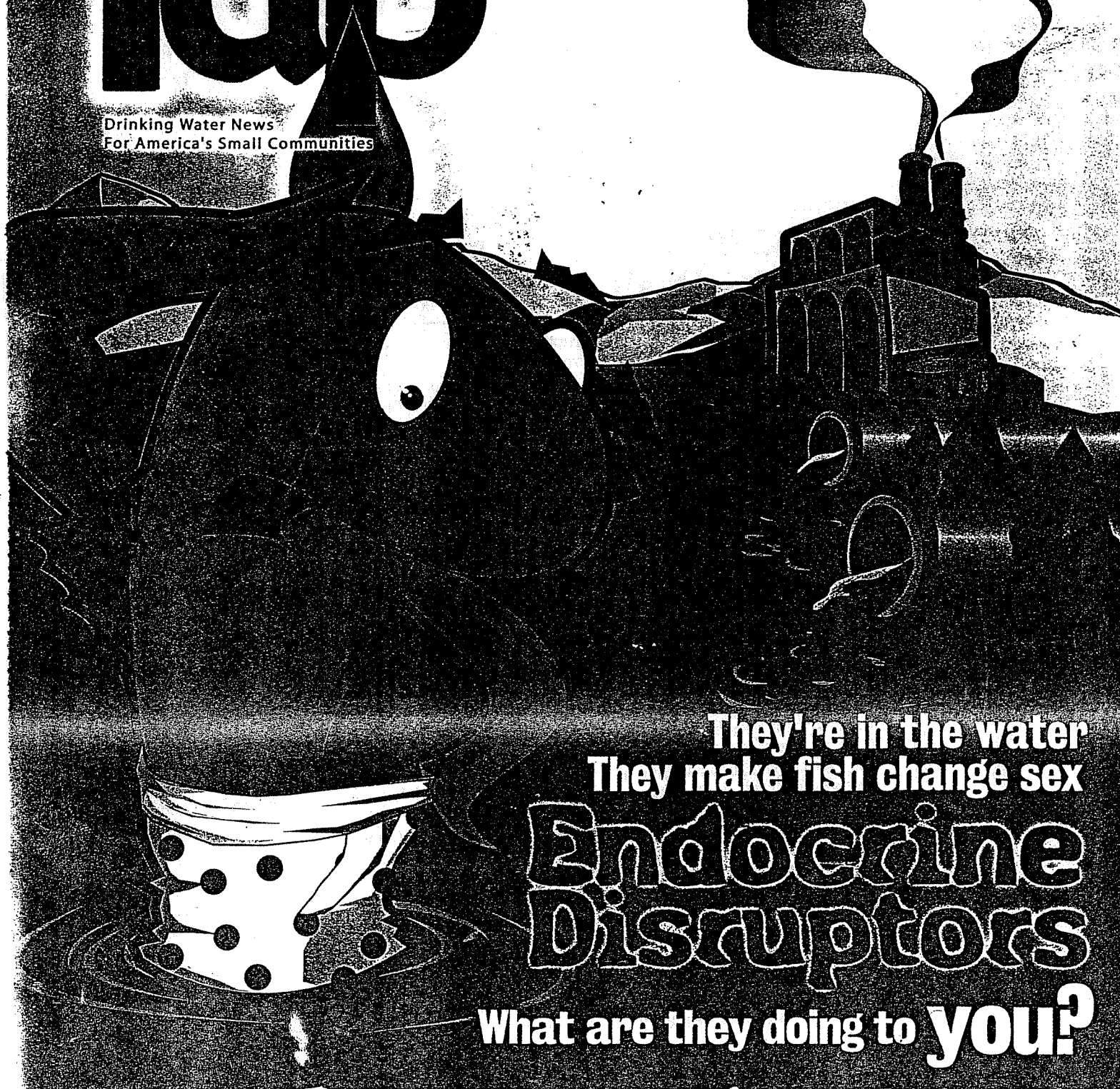
yard with your family and your workplace. How would you feel and, more important, what are you going to do to prevent a similar catastrophe?
Roxanne Martin owns a farm adjacent to Town Branch. This commentary also was signed by 14 others who live along or near Town Branch.

for damage to creek



On Tap

Drinking Water News
For America's Small Communities



They're in the water
They make fish change sex

Endocrine Disruptors

What are they doing to **you?**

signed by the observatory — technically as the pope's personal astronomer — are men who not only hold advanced astronomy and mathematics degrees but also are Jesuit priests. Their scientific findings are formally presented to church officials in Rome once a year.

"Our work is to be good scientists as well as good Catholics," said the Rev. Christopher Corbally, the vice director of the Vatican Observatory Research Group. He was giving a Catholic church group a tour of

pope's astronomers have been the sort that might make Christians who advocate a literal interpretation of the Bible squirm. One Vatican astronomer announced several years ago that the star of Bethlehem probably never existed. And virtually all of the pope's astronomers have come to the conclusion that God could not have created the universe in just six days about 10,000 years ago, as some literal interpreters of the Bible believe.

"People often ask me: 'Do you believe in the Big Bang or in creation by God?'" Stoeger

said, "and my answer is: Yes."

Stoeger's position is illustrative of the complex relationship between faith and science. Though Catholics are not typically fundamentalists in their reading of the Bible, the hot-button issue of evolution has recently touched off the kind of debate inside the Vatican that has been going on inside Protestant denominations for years.

If there is a ground zero in the intersection of faith and science for the Roman Catholic Church, it is at the peak of

Mount Graham, which is about 150 miles northeast of Tucson.

Corbally, the priest-astronomer leading the recent tour, was not the slightest bit daunted or stuffy as he explained how the complicated telescope works and why the church cares about his work, and how science can deepen religious faith and understanding. He even made a few pope jokes, pointing to a balcony that allows astronomers access to the outside of the telescope, and saying, "Hey, when you're

close to this science, not something like medicine, originally," Corbally said. "But the commitment to it over the years has endured because of a desire to create a bridge between good science and good religion."

Opinion polls indicate Americans might not be predisposed to consolidate the scientific view of evolution with their own church-influenced views. According to a November 2004 Gallup Poll, almost half of the U.S. population believes that human beings did not evolve but

rather, emerged over time. Life's biggest questions are best pursued through science or through the divine. "May whoever searches here day and night the far reaches of space do it joyfully with the help of God."

High on Mount Graham, with a stunning vista of Arizona desert spread out below, the evolution debate couldn't have seemed farther away. In fact, it all seemed quite simple: The parishioners touring the observatory looked to their priest for answers and insight. He looked toward the heavens for his.

Lexington Herald-Leader

Male bass found developing eggs

Abnormally developed fish, possessing both male and female characteristics, have been discovered in the Potomac River in Washington, D.C., and in tributaries across the region, federal scientists say — raising alarms that the river is tainted by pollution that drives hormone systems haywire.

The fish, smallmouth and largemouth bass, are naturally males, but for some reason they are developing immature eggs inside their sex organs. Their discovery at such widely spread sites, including one just upstream from the Woodrow Wilson Bridge, seems to show that the Potomac's problem with "intersex" fish extends far beyond the West Virginia stream where they were first discovered in 2003.

The cause of the abnormalities is unknown, but scientists suspect a class of waterborne contaminants that can confuse animals' growth and reproductive systems. But these pollutants are poorly understood, leaving many observers with questions about what the problems in fish mean for the Potomac and the millions of people who take their tap water from it.

"I don't know, and I don't think anybody knows, the answer to that question right

now. Is the effect in the fish transferable to humans?" said Thomas Jacobus, general manager of the Washington Aqueduct, which processes Potomac water to provide drinking water for residents of Arlington County and Falls Church in Virginia, as well as for Washington.

Jacobus, like others at area utilities, said there was no evidence tap water taken from the Potomac was unsafe to drink.

Fans of global warming

Since 1931, a research project known as the continuous plankton recorder has been sampling the North Atlantic. The project uses special devices that are towed behind merchant ships on regular routes, picking up and preserving plankton on a band of gauze — a continuous record of the tiny organisms.

Since 2002, the recorder has picked up something else in the northeastern part of its run — unusually high counts of larval and juvenile snake pipefish. Richard R. Kirby of the University of Plymouth in England and colleagues have now correlated the increase in pipefish numbers to a rise in sea-surface temperatures, a result of global warming.

Snake pipefish are large, thin and exceptionally bony fish found in deep waters from Iceland to the Azores. They are relatively unusual in that, like

seahorses, the males care for the eggs, which they keep on the underside of their body.

Warmer ocean temperatures can increase the survival of young fish because they grow faster during the larval stage, when the fish is extremely vulnerable to predation. The researchers say that faster larval growth is probably contributing to the rise in pipefish numbers.

But there might be something more unusual at work, they report in the journal *Biology Letters*. Warmer ocean temperatures may be affecting sex role dynamics.

When the males are caring for the eggs, they are unavailable for mating. This effectively limits reproduction rates, since females must compete for the available males. But with warmer temperatures, the eggs devel-

op faster and the males become available sooner. More females can find mates, and reproduction increases.

Q&A

Question: Is there a correlation between the volume of acorns an oak tree produces and the potential severity of the approaching winter?

Answer: No, it is all about what happened the previous

spring," said Nina L. Bassuk, professor of horticultural physiology at Cornell and program leader of the Urban Horticulture Institute there.

Oak trees do not necessarily produce acorns every year, she said. The size of the crop depends on physiological factors within the tree and weather conditions in the early spring, when pollination takes place.

HERALD-LEADER WIRE SERVICES

SCIENCE NOTES

Collecting sunlight

Plants collect energy from the sun to grow and make food, and humans are learning how to use that energy, which is called solar energy.

You'll need:

- Two 2-liter plastic bottles
- White and black paint
- Medium or large paint brush
- Two rubber balloons
- Sunny day

Source: Columbia Education Center

TRY THIS

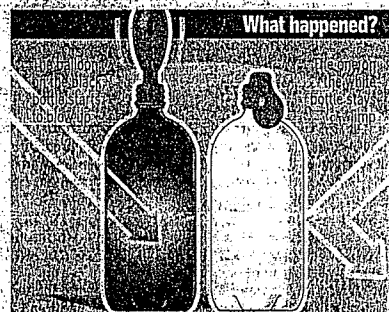


- 1 Paint one bottle black and one white. Let them dry.
- 2 Attach a balloon over the mouth of each bottle; make sure no air can get in or out.



- 3 Set the bottles side by side in bright sunlight; check every 5 minutes.

What happened?

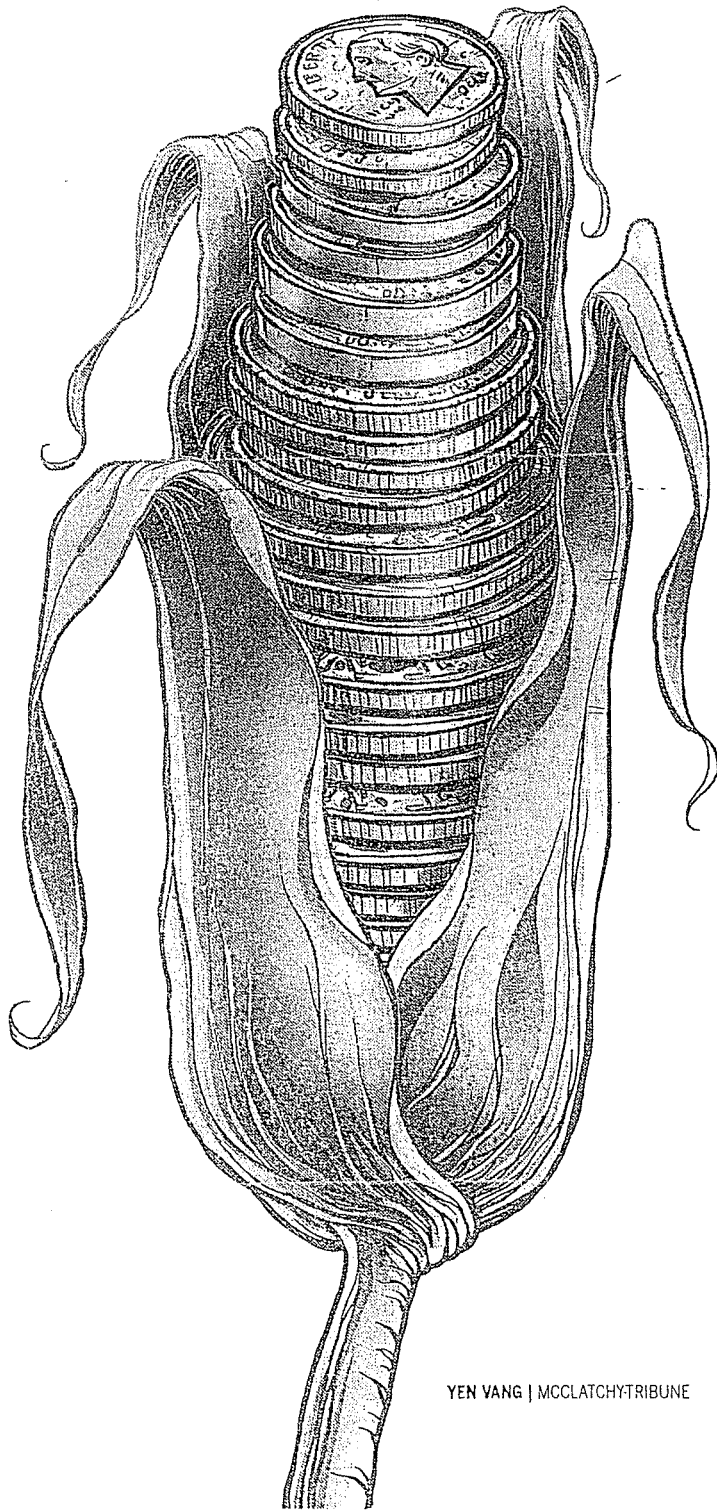


The black bottle absorbs much of the sun's energy. The solar energy warms the air inside the bottle, and the air expands, pushing the balloon up. The white bottle reflects the sun's energy, so it does not warm the air inside the bottle. The air inside the white bottle does not expand, and the balloon stays down.

MCCATCHYTRIBUNE

Herald-Leader 6-12-07

Food prices rising, no end in sight



**COSTS INCREASING IN
EACH GROCERY AISLE;
MORE CONSUMERS
USING COUPONS**

By Kara McGuire
Star Tribune (Minneapolis)

Rising gasoline prices have been getting all the attention, but the cost of another important staple is rising even more: food.

In the last year, food prices have increased 3.7 percent and are on track to jump by as much as 7 percent by year's end. The current increase is more than double the 1.8 percent jump seen the year before, according to the consumer price index.

Meanwhile, gas prices rose 2.9 percent. Only the cost of health care rose more, and then just slightly.

While companies up and down the food chain see the increases, they're only beginning to pass them on to consumers. But some consumers are already tweaking their spending habits.

A recent study shows that more consumers are using coupons. Marilyn Pearson just resorted to clipping them again, though she hasn't changed what she buys. On a recent evening, the St. Paul, Minn., resident's shopping cart was filled with collard greens, meat and other supplies for a barbecue. She's noticed the price of meat, some vegetables and dairy going up, but figures, "You gotta eat, you gotta buy."

While food prices are rising pretty much across the board, items related to corn are affected the most. That's because increasing demand for ethanol,

made from corn, is driving up corn prices, which farmers use to feed their poultry and cattle. The high price of corn is also affecting prices of cereal and other products with corn as an ingredient to the oils used to make potato chips.

But corn is only one culprit. Higher labor, packaging and fuel costs all play a role. Bad weather in California and Florida was the main contributor to a 20 percent spike in citrus fruit prices as well as higher prices for some vegetables. A drought this summer could cause prices to rise even more than current projections.

Prices are rising in each grocery aisle. In April, eggs cost 18.6 percent more than a year ago. Whole chicken prices increased 7 percent. Bread is up nearly 6 percent and beefsteaks up 5.5 percent.

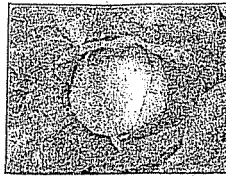
Ben Senauer, co-director of the University of Minnesota's Food Industry Center, said many price increases haven't made their way to all stores yet, and many stores are absorbing the costs rather than passing them on to customers.

"But that's not going to last forever," said Wells Fargo & Co. agricultural economist Michael Swanson, predicting no end in sight to food inflation. Swanson forecasts that food inflation will have risen at a rate not seen since 1990, when prices ended the year 5.8 percent higher.

Because food is a category that consumers can't cut from their budget, it's the cups of coffee, the entertainment dollars and the clothes-and-jewelry budget that are scaled back first. In April, retail sales fell 0.2 percent, the first decline in seven months, according to the Commerce Department.

Suggests urgency for home horticulture.

Her crop runneth over



A head of organically grown
Early Jersey Wakefield cabbage.



PHOTOS BY FRANK ANDERSON | STAFF

Pat Biggerstaff grows five varieties of corn in her organic garden, including the Bodacious corn stalks shown here.

Special method feeds gardener's generosity

By Jennifer Hewlett
HERALD LEADER STAFF WRITER

Pat Biggerstaff gets up about 6 a.m. in early June and fills her pockets and both hands with raw peas. Then she devours them.

"In the morning coolness, I listen to the birds and eat those raw peas, and that's as good as it gets in the garden," she said.

The 70-year-old Middlesboro woman has been growing vegetables and fruits just about every year since she first helped her family plant a victory garden in her native Maryland in 1942. She grows everything from apricots to zucchini.

"You give me a seed; I'll grow it," she said.

Known throughout Bell County and beyond for her gardening, Biggerstaff has given gardening lectures and demonstrations, has been featured in newspaper articles and recently was on a program aired on Kentucky Educational Television. Biggerstaff uses a special method — planting in raised beds spread over her backyard — that yields a greater harvest than typical gardens do.

But most of all, she's known for her generosity



After she gives away all the food she can, Pat Biggerstaff cans close to 650 quarts of fruits and vegetables each year.

Biggerstaff has been giving away most of her fruits and vegetables, particularly to the poor and disabled, for years.

"Honey, you haven't eaten vegetables until you eat Pat's vegetables," said Betty Beaty, who lives several blocks from Biggerstaff. "It got to the point that what I got from Kroger's, I couldn't taste anymore."

See GARDEN, E3

Re: Pat Biggerstaff article

This is how to build an economy (Ancient Greek oikonomos, home making a home - stead) that supplies and employs everyone, while requiring no bureaucratic administration, taxation, schools, motor transport, roads, petrofuels, or military force. Its greatest success requires that everyone - from presidents, premiers and judges, down to the incarcerated - work at home or within walking distance thereof, daily, part-time tending towards full time. It produces small scale crops of food, fiber, and timber.

It does not require agonizing labor obviously, if a seventy-year-old woman can do it. It requires daily attention.

Pat Biggerstaff should be the economic role-model for our homes, and for local, state and federal governments.

For similar economic role-models, please see on Internet: Kott and Helen Kearing, Forest Farm, Herbside, Maine; and Alan Chadwick, at Center for Agroecology and Sustainable Food Systems (www.CASTS.edu), U of Cal., S. Cruz.

IMPROVING HUMAN HEALTH THROUGH HOME HORTICULTURE AND PEDESTRIANISM

Whereas most commercial and institutional food in the United States is produced by chemical farming methods--for example, "no-till" corn; fungicides on small grains, fruits, and vegetables; chemical ripening agents and growth inhibitors applied to fruits and vegetables; herbicides and insecticides on field and garden crops; pesticides and curing agents applied to grain and forage crops for livestock--and is therefore suspected to contain unhealthy toxic residues of said farm chemicals (See Pesticides in the Diets of Infants and Children, National Research Council, Washington, D.C., 1993, and bibliography.),

Whereas it is established fact that said farm chemicals are hazardous to the natural environment--human habitat, and the habitat of birds, fish, mammals, plants, and all other life forms (See Carson, Rachel, Silent Spring, New York: Houghton Mifflin, 1962.),

Whereas said farm chemicals are a recognized threat to human water supplies (See National Survey of Pesticides in Drinking Water Wells. U.S. Environmental Protection Agency. Doc. No. PB-91-125765. Springfield, Virginia: National Technical Information Service, 1990.),

Whereas combustion engines used to power farm operations contribute to air pollution, atmospheric warming, and noise nuisance,

Whereas noise nuisance is a documented health threat (See Noise and You: The ABC's of Hearing Conservation. Environmental Protection Agency, Greenfield, Massachusetts: Channing L. Bete Co., 1972),

Whereas atmospheric and global warming are now recognized by scientists as real and immediate threats to life as we know it (See Lexington Herald-Leader July 14, August 19, 31, 2000.),

Whereas shipment of food, livestock, and feed, over long distances, by combustion-powered trucks, likewise contributes to atmospheric degradation, expanding pavement, and noise nuisance,

Whereas expanding road surface required by said shipments destroys natural environment, habitat, and cropland,

Whereas consumers of commercial and institutional food are not, for the most part, food producers, and their dependency on said commercial and institutional food perpetuates, aggrandizes, and empowers chemical-based farming and motorized food distribution,

Whereas consumers of commercial food rely, for the most part, on motor vehicles to transport food from retailers to their homes, thus adding to atmospheric degradation, noise nuisance, and to expansion of paved road and parking surfaces,

Whereas petro-fuel prices and supply are unstable, and can thus delay or preclude motorized food distribution,

Whereas petro-fuel spills frequently devastate marine, aquatic, and terrestrial environments,

Whereas personal safety, especially of young pedestrians, motor drivers, and motor passengers is threatened by motor accidents, while pedestrian home horticulture offers a safe alternative and role-model,

Whereas health scientists warn of obesity and other health risks associated with sedentary habits, which sedentary habits are induced by cars, trucks, tractors, and heavy equipment, and to which sedentary habits, home horticulture offers an ambulant, healthy alternative,

Whereas health scientists increasingly recommend a diet based on horticulture products--vegetables, grain, fruit, nuts (Lappe, Francis Moore, Diet for a Small Planet. New York: Ballantine, 1971, 1991-),

Whereas meat and dairy industries world-wide are beset by epidemic diseases,

Whereas meat and dairy products require refrigeration, and thus energy and consequent environmental degradation, to a degree that far exceeds that required by horticulture products,

Whereas a surplus of horticulture products would result from a resurgence of home gardening, which surplus could be marketed and would thus increase quality, while reducing price of food for the elderly and others unable to raise home gardens,

Whereas said resurgence in home gardening would elevate popular esteem for arable land, and for the natural environment, and there would consequently arise public outcry for preservation thereof,

Whereas home- and locally grown produce requires no packaging, and thus generates no solid waste

Whereas home and community production of food crops would promote corollary production of other life-staple materials, fiber and timber,

Therefore, be it generally admitted that human food should be produced near human homes, by human hands and by human muscle power, without chemicals, and carried home by hand or on wheelbarrows. Man-carts should replace trucks and tractors as humanity's link to the green, food-producing earth. Every hand of man, woman, and child should work in food production and processing, and know little other occupation, until a local, chemical-free food supply is established for every family and individual. Any other endeavor is folly so long as chemicals and combustion machinery are used to produce and distribute chemical-tainted food for a population that ignores chemical, combustion, pavement, motor-accident, and noise risks to their natural environment, and thus to their own health. Stephen D. Price, Georgetown, Ky. 11-29-

Problems remediated by
home horticulture & water capture:

1. Dependence on motor-transport & petroleum.
2. Environmental damage due to motor-transport-air pollution, noise, expanding pavement, petroleum spills.
3. ^{preservatives,} Chemicals & animal medications in commercial food.
4. Obesity & other health problems caused by sedentary life-style, including motor-driving.

CHAOS | Can this be considered quality time?

From Page A1

a shuttle because it's not going anywhere in this traffic either.

Today should be no easier. Dubbed Super Saturday by some who might not find this traffic situation quite so super, the day before Christmas Eve promises to be just as bad at shopping-saturated locales like Fayette Mall and Hamburg Place.

Getting into a Fayette Mall parking space, miraculously enough, is easier. People are gleefully reporting five-minute waits to find a parking spot once they've successfully maneuvered Lexington's roads to get to the lot proper.

Ah, the roads. If you took the Wilson-Downing/Lansdowne Road route, you were backed up to Lansdowne Country Club after finding Bates Creek Road no picnic either.

Then there was the Nightmare on Nicholasville Road — with cars crawling through light after light in front of shopping center after shopping center ringed by packed parking lot after packed parking lot.

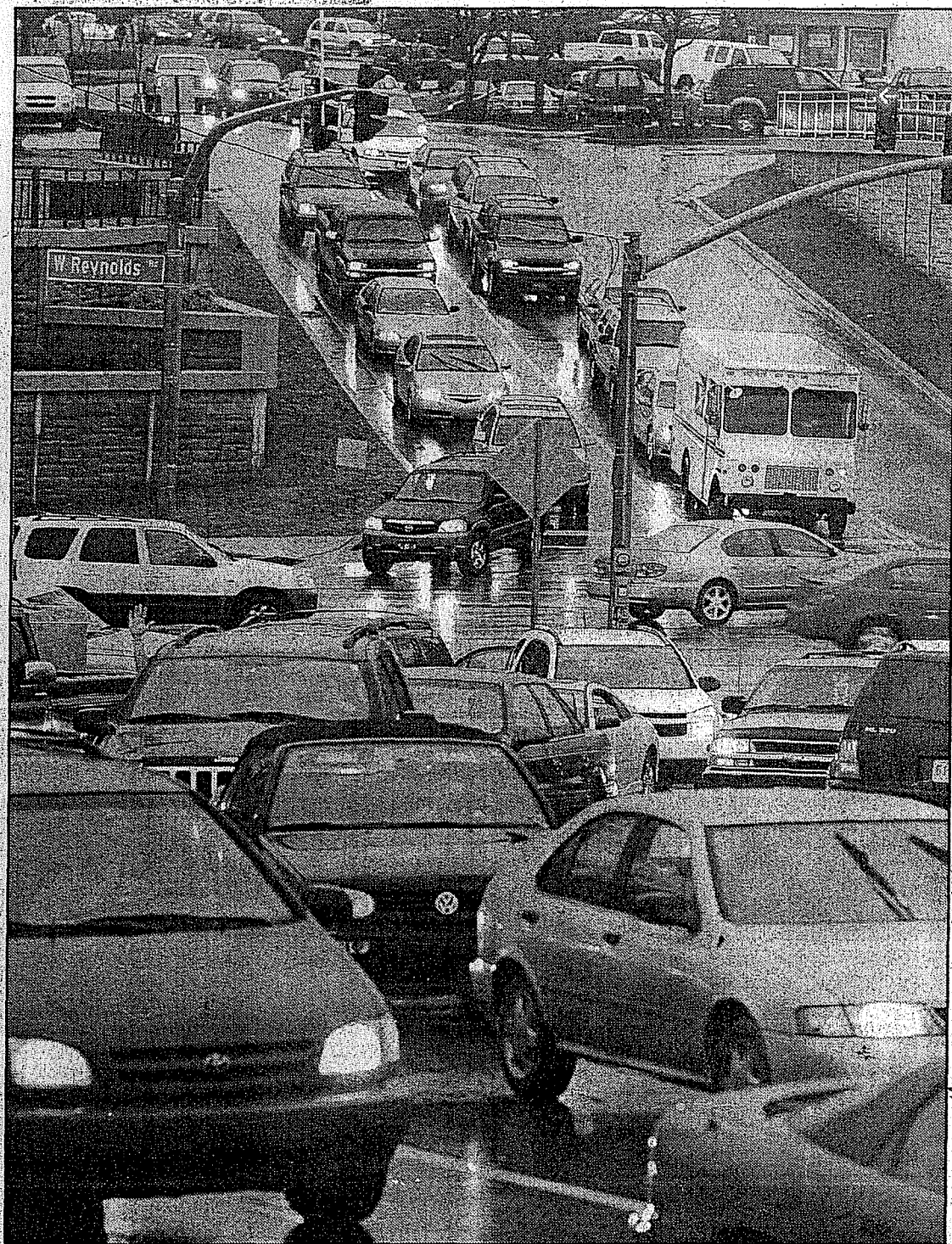
Do not get us started on Reynolds Road.

Back at the mall, Jessica Wilson is going to be late for basketball practice. The 17-year-old Georgetown teenager is, maybe, 150 yards south of Dick's Sporting Goods — still not yet on a public road — and swears she's been in her car for 45 minutes trying a way, any way, that will lead her back to the safe confines of Scott County.

Roger Marion has just allowed another car to go ahead of him. You'd think Roger had given the man money, the stranger is so grateful. Roger says it didn't do any good because the other guy in the way didn't let the guy in, so his gesture was all for naught.

Asked if he had to come to the mall today, he says no. His wife, Ruth, says yes.

Actually, they had no intention of being here but Sears called and something they had



CHARLES BERTRAM | STAFF

Lines of cars entered and exited Fayette Mall in the foreground, and Target in the background, from Reynolds Road yesterday. When asked how he liked it, one driver commented, "I'd rather be flogged."

ordered needed to be picked up. So far, they are still in the parking lot but have not yet been to Sears and remember being on nearby Man o' War Boulevard about 45 minutes ago.

Perhaps they can consider it valuable "together time."

Perhaps not.

"This is not safe," says Margaret Strong of Lexington before anyone has asked her a question. "This is the first time I've been out here. Why must they squeeze all these people in

to this one little area? I'm not coming back here again. I was looking for a restaurant, but who can find one?"

She is waiting in a line in front of Logan's Roadhouse. She can smell the food from her car.

So can Terry Lynch. He's trying to find P.F. Chang's and he was on the other side of the mall from the new Asian restaurant but didn't know it.

He, like everyone else, is on his cell phone trying to make contact with the outside world.

It is 3:30 and he says maybe a GPS could help him find his wife. Plus, he's hungry. Then he strikes upon a helpful marketing idea for next year's inevitable, people-never-learn Christmas rush.

"Do you think if I just call in first," Lynch said, "the restaurant could find me and bring the food out here?"

Amy Wilson can be reached at awilson1@herald-leader.com or at (603) 221-2205.

Auto-dependence or autonomy?

H-L Oct 6, '91

Societies built around the car destined for collisions down the road

By JESSICA MATHEWS

Last summer, Thailand's deputy prime minister proposed banning new cars in Bangkok from next year until 2001: this in a country that has set itself up to be the center of automobile production in Southeast Asia.

That may be an unusually desperate move, but it reflects widespread woes.

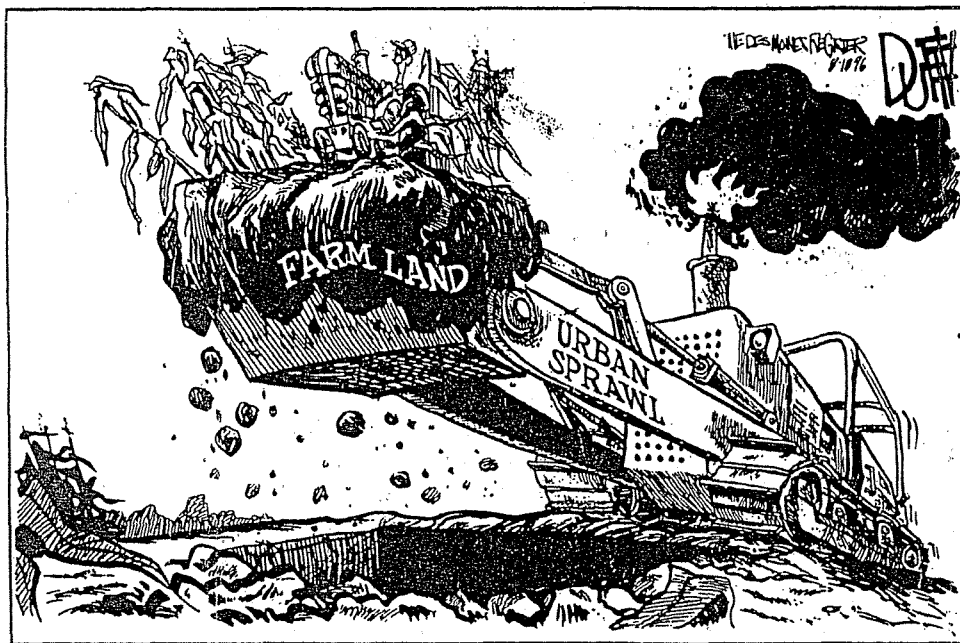
In Japan, a new beltway planned for Tokyo is on hold because of an unprecedented outbreak of citizen dissent. Surging public opposition has brought road-building almost to a halt in Britain, not for selected roads, but nationwide.

In California, the Bank of America together with citizens' groups and a state agency, has called for an about face away from auto-dependent suburban development. "Unchecked sprawl," its report finds, "has shifted from an engine of California's growth to a force that threatens to inhibit growth and degrade our quality of life."

The message and the data to support it have been around for years, but coming from the state's largest bank and beneficiary of real estate development have had a wholly new impact.

All this explains why the Economist chose to celebrate this year's 100th birthday of the world's largest manufacturing industry with a section titled "Taming the Beast." In its words, "The product that has so strongly shaped the urban world we live in, and brought such wealth and such pleasure, is now seen by many as ... a blessing turning into a curse."

For years, economists and environmentalists have been pointing to high costs associated with auto reliance that are borne (though not always paid for) by all of society. Among the direct ones are parking subsidies, roads and services worth more than \$100 billion annually above what drivers pay in taxes and other fees. Losses not reflected in market transactions include those resulting from congestion, air pollution, noise, accidents and securing the



BRIAN DUFFY/DES MOINES REGISTER

flow of oil.

Conservative estimates put the sum of all these in the neighborhood of 5 percent of Gross Domestic Product for the United States and slightly less for Europe. But even that doesn't capture the costs of sprawl — low-density development that depends on the automobile and can only be served by it.

In a now familiar sequence, developers reach for the cheapest land, out in the cow pastures. Government is left to fill in behind with brand new infrastructure — roads, sewerage systems and schools — paid for in part by those whose existing roads and schools are left to decline. Property values rise in a ring that marches steadily outward from the city and fall in older suburbs inside the moving edge.

Because residential development can't meet the public bills, local governments compete for commercial investment with tax discounts that deplete their revenues

still further. Property taxes then rise, providing an incentive for new development.

Years of such leap-frogging construction devours land at an astonishing pace. New York and Chicago have grown 12 times as fast in area as in population for decades. Unbelievable as it may seem, only 45 years ago Los Angeles was the top-producing farm county in the United States. Today, 70 percent of its land is devoted to cars.

The same fate is in store for California's Central Valley, the country's richest agricultural area, unless policies change, says the American Farmland Trust. It projects annual losses resulting from urban sprawl of \$3 billion in agricultural sales and local government deficits of \$1 billion. A more compact growth pattern would halve the losses and turn the deficits into small surpluses.

There are more subtle costs, as well. The automobile is unquestionably a bless-

ing, but there is a price to be paid for suburbs designed for cars: They serve many of people's needs poorly. Homes, jobs and schools are far apart. Neighborhoods are made of strangers and cannot coalesce. A study of British cities found that for reasons of both crime and infrastructure (not wholly unrelated), the number of children who could walk to school alone fell from 80 percent in 1970 to 8 percent last year.

Even where the space to sprawl is unavailable, strangling congestion follows when public investment tries — and inevitably fails — to keep pace with development by building more and more roads. Bangkok's jam may be legendary, but they are no longer unusual.

Even double-digit economic growth is no help. It's part of the problem. Bangalore was India's chief business attraction a decade ago. Now pollution, power outages and congestion are driving investment out. "The sprawl has become unmanageable," says a former city administrator, "to the point that any further growth would be fatal."

Having chosen automobile production as a "pillar industry," China is now having second thoughts, even as it is forced to cancel transit construction because of a lack of money. Because of land and energy shortages and pollution, "China just simply cannot sustain the development of a car economy," in the opinion of a prominent scientist involved in the debate. Seventeen cities want to build subways, but only three small systems are being funded. Meanwhile, roads are already clogged enough to hold back growth.

The Chinese may not know what to do, but they have the appropriate proverb, as always: "If we do not change the direction we are going, we will end up where we are headed." Let's hope it's not Bangkok.

Jessica Mathews is a senior fellow at the Council on Foreign Relations.

Georgetown man struck by car Sunday

By KATHY FOGSDON
Georgetown News-Graphic

A Georgetown man is in stable condition at the University of Kentucky Medical Center after being thrown onto the hood and windshield of a car on Sunday morning.

Riley Hoover, 72, was walking across North Broadway at the intersection of Gano Avenue and Fordland Drive when he was struck by a 1992 Mercury Topaz driven by Sherry B. Stanfield, 38, of Georgetown at 8:47 a.m. Georgetown Police Detective Tim Banta wrote in the police report.

Stanfield told police she was traveling south on Broadway at 25-30 miles per hour. She said she saw a pedestrian and tried to stop but could not avoid contact. There was no crosswalk at the point of collision. However, Stanfield was cited for operating on a suspended license. Banta wrote Hoover was transported to the UK Medical Center by Georgetown Scott County Emergency Medical Services.

89-year-old struck by car on regular morning walk, dies

By CHAS J. HARTMAN
Georgetown News-Graphic

An elderly Georgetown man's regular early morning walk to a grocery store proved fatal Tuesday.

Roy Johnson, 89, died from head and chest injuries suffered after being struck by a 1993 Chevrolet Lumina while crossing the street in front of 107 Gano Ave. at 7:09 a.m., Georgetown Police Capt. Scott Starns said.

Georgetown resident Debra Elgouni, 42, was driving the car, he said.

"The lady was traveling west bound on Gano and did not see the gentleman crossing the street," Starns said.

Dark conditions made it hard for Elgouni to see Johnson, Starns said. For Johnson, he was just embark-

ing on his morning routine walking from his home on Oak Street to Sams Food on North Broadway. Starns said when police arrived at the scene they found Johnson still upright, Starns said, but the impact of the car had inflicted serious injuries.

Georgetown Scott County Emergency Medical Services transported Johnson to the University of Kentucky Medical Center where he was later pronounced dead.

During his final hours, Johnson's wife stayed by his side at the UK Medical Center, Starns said.

Elgouni did not require any medical attention, Starns said.

The Georgetown Police Department's Traffic Crash Reconstruction Unit is still investigating the accident.

Georgetown News-Graphic

Horizons 2001: In Our Back



PACKED WITH CARS: This photo depicts Scott County because the motor manufacturing industry is one vital to Georgetown and the surrounding area. (Circle 1000000000) Toyota has helped Scott County evolve into what it has become today.

Truck strikes elderly woman

By CHAS J. HARTMAN
Georgetown News-Graphic

A 66-year-old Perry woman is in critical but stable condition after being hit by a pickup truck Wednesday afternoon.

Mary Perrin was crossing Broadway at Main Street at 12:24 p.m. on July 23 when she was struck by a 1996 Dodge pickup truck driving south on Broadway.

The impact flung Perrin more than 20 feet from the intersection and the truck came to a stop nearby.

"She took a life with a pretty good impact," Georgetown Assistant Fire Chief Bryan Reeves said.

The truck's driver, Mack Bolden, of Georgetown, was visibly shaken after the accident but did not seek medical attention. Bolden, 32, told Georgetown police he braked and swerved in an attempt to miss Perrin, but was unable to avoid striking her.

Georgetown police interviewed several witnesses in the accident, and Officer Chester Palmer and Sgt. Frank Weir calculated the truck's position relative to the street curb.

Both southbound lanes of Broadway remained closed for more than an hour at the intersection of Main Street.

Georgetown Scott County Emergency Medical Services transported Perrin to the University of Kentucky Medical Center. Perrin was listed in critical but stable condition in the intensive care unit yesterday afternoon, hospital officials said.

The accident remains under investigation by the Georgetown police accident reconstruction unit.

Woman hit by truck July 23 dies

By CHAS J. HARTMAN
Georgetown News-Graphic

A 66-year-old Harrison County woman died Friday morning, nine days after being hit by a pickup truck on Main Street in Georgetown.

Mary Perrin was crossing Broadway at Main Street at 12:24 p.m. on July 23 when she was struck by a 1996 Dodge pickup truck driving south on Broadway.

The impact flung Perrin more than 20 feet from the intersection, and she was transported to the University of Kentucky Medical Center. Perrin spent nine days in the hospital's trauma/intensive care unit. Fayette County Deputy Coroner Miles White said.

Perrin died at 3:38 a.m. Friday at the hospital, White said. Her cause of



Georgetown police officers work the scene of the July 23 accident.

death is listed as blunt force trauma to the chest and abdomen.

The truck's driver, Mack Bolden, of

Georgetown, did not seek medical attention. Bolden, 32, told Georgetown police he braked and swerved in an attempt to miss Perrin, but could not avoid striking her.

No charges have been filed in the accident, said Scott Circuit Court Clerk Karen Sams Boehm.

Funeral arrangements for Perrin were being finalized Friday afternoon at Woodhead Funeral Home in Falmouth.

Perrin's death marks the second fatality resulting from traffic accidents that took place on July 23.

Gene Albert, of Sardinia, Ohio died July 23 after a semi tractor collided with his Dodge Caravan at 1:07 p.m. on Cherry Blossom Way. Albert, 75, was a passenger in the Dodge Caravan and pronounced dead at the scene by Scott County Coroner John Goble.

Back-to-school blues

*Anne Mason
clogs traffic
along U.S. 25,
Champion Way*

By CHAS J. HARTMAN
Georgetown News-Graphic

Scott County Sheriff Bobby Hammons arrived at Anne Mason at 7 a.m. Monday. Doors were sched-

See TRAFFIC,
Back page

Traffic

Continued from Page 1

Cars, SUVs, trucks and school buses crept along Champion Way on Monday morning when the parking lot at Anne Mason Elementary reached capacity on the first day of classes.

Long traffic lines are the norm along U.S. 25 North at the entrance to Scott County High School, Scott County Middle School and the Ninth Grade School. However, a new traffic jam is in town, starting at the entrance to Anne Mason on Champion Way and stretching back to U.S. 25 North.

"Is the traffic backed up to Lexington?" Anne Mason Principal Carmen Doninger asked no one in particular in the parking lot. "Oh, dear. Look at that. Wow. It's just like a concert."

Transportation director Dave Button stressed just one thing about the traffic from his vantage point in the lot: "It will get better."

uled to open at 7:20 a.m., but long lines of parents and their children crowded around the school's two entrances.

"It was like watching a movie fast forward," Doninger said. "It was a blur, but it was a wonderful feeling. It's just so much fun to know that parents and kids are excited to be here. One kindergarten boy said, 'It is awesome.'"

At first, Hammons planned on just monitoring the flow of vehicles, but he soon took up a spot in the center of Champion Way waving his arms back and forth.

"It just piled up all of a sudden," Hammons said. "It's just not large enough to get everybody in at one time. I don't know why they don't put another outlet in on U.S. 25."

Doninger plans on giving her system time to work before re-examining the traffic situation.

"One thing that would help tremendously is a light at the bottom of our entrance," Doninger said. "When people are turning to get out, it's almost impossible."

A total of 520 children attended Anne Mason on opening day, and 168 parents planned on



Sheriff Bobby Hammons had to perform impromptu traffic direction at Anne Mason Elementary as cars lined up for the first day of school.

News-Graphic/Chas J. Hartman

driving their children to school the first day, Hammons said, referencing information from Doninger.

"A lot of them wanted to stay with the child," Hammons said. "It was terrible."

That situation improved greatly Tuesday morning, Doninger said.

"It moved more quickly today, and we are hopeful that will continue to improve," she said. "I think more children rode the bus today, and I think that will be helpful."

Deputy Steve Southworth comes out automatically every morning and every afternoon to direct traffic at SCHS. He

spent more than an hour there Monday morning decked out in his "school boy" gear complete with a hat turned backwards, shorts and a Scott County T-shirt.

Another deputy will be moved to help traffic at Anne Mason, Hammons said.

"It looks like we're going to need one," he said. "It's not going to get any better. It's going to get worse as time

goes on."

The service may come with a cost.

"We might have to start charging for services because they keep building these schools on top of each other out there," Hammons said.

Both a new middle school and the relocation of St. John Church and School are scheduled to take place on Champion Way.

Tuesday

November 28, 2000 ★

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hcityregion@herald-leader.com

City&Region

LEXINGTON HERALD-LEADER

Inside

Police searchi
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acquaintance

"It's important to be friendly. A judge gets a lot of cases, but for the defendant, this is their only case. This is their day in court."

Choya Oliver, Fayette traffic court commissioner two nights a week



PHOTOS BY JAMI CHIKWENDU/STAFF

Choya Oliver's traffic court session was reflected in a District Court window a week ago. "We've created a society where you really can't get by without an automobile, but not everyone can afford to keep one up and pay for insurance," said Oliver.

Heavy traffic in court

By John Cheves

HERALD-LEADER STAFF WRITER

Choya Oliver wears the only smile in the room and, besides the bailiff, the only necktie.

Four nights a week, as the rest of Lexington sits down to dinner, dozens of people trek up the stairs at Fayette District Court for an appearance in traffic court. Some ask for more time to pay fines. Others cut plea deals with the county attorney or try to fight the ticket. Nobody — shoulders slumped, jaws clenched — looks happy to be there.

Nobody but Oliver, 46, the traffic court commissioner on Tuesdays and Thursdays.

"It's important to be friendly," said Oliver, a perpetually cheerful lawyer with bushy, brown hair and eyebrows, who started in traffic court in 1995. "A judge gets a lot of cases, but for the defendant, this is their only case. This is their day in court."

Traffic court is probably the least glamorous, least interesting part of the legal system, which helps explain why the six district court judges allow other people to stay late and serve as commissioners. "I guess they decided that

whatever we do, we can't screw up too bad," Oliver joked.

Defendants in sweat pants and T-shirts stand and wait for their moment at the lectern. They lean against the courtroom's east wall, where thousands of resting defendants have left a long, thick mark.

Like the rest of district court, the courtroom smells of body odor and harsh disinfectant. Some windows are opened, but the trade-off for a little fresh air is traffic noise from Martin Luther King Jr. Boulevard about 15 feet below.

There are no important constitutional debates. The defendant either ran a red light, or he didn't; the defendant either has insurance, or she doesn't. Most of the time, he did, she doesn't, and the case concludes in a minute or two with a small fine or an order to attend traffic school.

Uninsured and unlicensed motorists are a chronic problem, said Bryan West, an assistant county attorney and a traffic court veteran. A typical evening reveals at least a few adult motorists who haven't had insurance or a license in years, if ever.

See COMMISSIONER, B4



Above: Defendants waited to have Oliver hear their traffic cases.

At left: Oliver checked a driver's license handed to him by Deputy Sheriff Kimberly Caperton.

(over)



Bring the family: Harvard's JoAnn Manson, second from left, goes on regular walks with son Jeffrey, 13, daughter Jenn, 15, and her husband, Christopher Ames. Manson's research shows that "moderate activity like walking can be a lifesaver."

By C.J. Gunther for USA TODAY

Health is just steps away

USA Today 11-13-02

Greater the intensity, greater the results

You're on a path or treadmill and ready to move. Should you walk or run? Which is better for your heart and overall health?

People who walk briskly for at least 30 minutes a day most days of the week will get many health benefits, but those who want even more benefits and are short on time might want to pick up the pace and walk faster or jog, experts say.

And "if you do a greater amount of exercise of either moderate or vigorous intensity, there are more benefits," says Andrea Dunn, an exercise researcher at the Cooper Institute in Dallas.

She says some research, however, indicates that how much you do could be more important than how you do it.

If you do the same amount of brisk walking as you do running in terms of miles covered and calories burned, many of the health benefits can be similar, Dunn says. For instance, if you walk 3 miles in 45 minutes or jog 3 miles in under 30 minutes, the health outcomes might be almost the same.

Abby King, an exercise expert at Stanford Medical School, says you generally get more benefits from high-intensity exercise as long as you don't overdo it and injure yourself. High-intensity exercise makes people more fit, so they are better able to do daily tasks like running up stairs, she says.

There may be differences in how people respond to activity. The evidence is compelling that walking benefits the hearts of middle-age and older women as well as older men, Harvard researcher JoAnn Manson says. "It's plausible that younger people will benefit more from vigorous exercise."

A study of 40,000 men found that those who did high-intensity exercise (running an hour or more a week) were 42% less likely to develop heart disease than non-exercisers. Those who walked briskly at a moderate pace (3 mph) were 18% less likely than non-exercisers to develop heart disease. Men tend to be more active at their jobs and in sports than women, so they may have to do higher-intensity exercise to improve their health, says study author Frank Hu of the Harvard School of Public Health.

By Nanci Hellmich

Even moderate activity can bring significant benefits, expert says

By Nanci Hellmich
USA TODAY

Almost every day during her lunch hour, JoAnn Manson goes outside for a brisk 20-minute walk. And on weekends, she takes an hour-long hike with her family on both days.

At times, the doctor has so much to do that she is tempted to skip it, but she doesn't. She knows better than almost anyone else that a simple daily walk is a prescription for better health.

Her research, including a paper released today by her team, is part of a growing body of evidence showing that regular physical activity can cut the risk of many diseases, lead to a longer life and help control weight.

"If someone said there was an elixir that reduces your risk of almost every major disease, wouldn't everyone be clamoring to get ahold of it?" asks Manson, a professor of medicine at Harvard Medical School and chief of preventive medicine at Brigham and Women's Hospital in Boston.

"I'm convinced from the research that a sedentary lifestyle kills you, and moderate activity like walking can be a lifesaver."

But this elixir obviously isn't as easy to take as a teaspoon of medicine. Despite the evidence, 75% of Americans don't meet the government's recommendation of getting at least 30 minutes of physical activity on most days of the week. Experts say the lack of exercise is taking a toll on Americans' health and their waists.

Almost 65% of adults in the USA are either overweight or obese.

Walk briskly, or climb a mountain

Manson's work with the Nurses' Health Study — a large observational study of 121,000 women who are questioned about their diets, activity, smoking and medical history — has shown that moderate to vigorous activity for three to four hours a week lowers the risk of coronary heart disease, stroke, type 2 diabetes and breast cancer by 30% to 40%.

Moderate activity could be a brisk walk (a mile in 15 to 20 minutes or less). It means walking as if you have someplace to go, at a rate at which you can feel your heart rate rise. Vigorous activity could be

jogging, hiking up a mountain, biking over hills or playing racquet sports.

Manson, co-author of *The 30-Minute Fitness Solution* with Patricia Amend (Harvard University Press), believes many people don't exercise because they think they have "to do a high-intensity sweating activity or they are not going to get any benefits, so they decide they might as well be a couch potato."

Your heart will thank you

But sedentary people who start doing moderate amounts of activity get a big jump in health benefits, she says. There is additional gain from going from moderate to larger amounts. For example, women who walk 30 minutes a day reduce their risk of heart disease by 35%; those who walk an hour a day reduce their risk by half.

One simple way people can make sure they're doing enough activity to reap the health benefits is to work up to walking at least 10,000 steps a day, Manson says. To keep track of that, they can wear a pedometer, or step counter, on their waistbands.

Walking a mile is roughly 2,000 steps. Some office workers who sit most of the day take fewer than 4,000 steps. So to reach 10,000 steps, that person would need to take a brisk walk or two every day in addition to pacing while talking on the phone, taking the stairs whenever possible or walking around the office or house, she says.

Manson says that before she started wearing a pedometer, she was walking 7,500 to 8,000 steps a day; now she does 9,000 to 12,000. She also weight-trains twice a week for 20 minutes.

People who are trying to lose weight should cut calories and might need to do an hour of activity a day, she says. Manson knows that people are busy and that many don't make exercise a priority. But she says action breeds motivation. If people would set a simple goal for themselves, such as walking 15 minutes in the morning and 15 minutes in the afternoon, then it should become a habit after a few weeks.

"Walking doesn't take a tremendous amount of time," she says. "All it takes is a good pair of walking shoes — and commitment."

Study: Exercise cuts risk of hip fractures

Middle-age and older women can greatly reduce their risk of hip fractures by exercising regularly, according to a study out today.

Women who walk for four or more hours a week have a 40% reduced risk of hip fractures compared with women who do little or no activity.

Women cut their risk in half when they walk an hour a day or jog for three hours a week, a study in today's *Journal of the American Medical Association* shows.

These are the latest findings on the benefits of physical activity from the Nurses' Health Study, an observational study of thousands of women.

Hip fractures are a serious concern for older Americans because the injuries can result in serious health problems and even death. About 80% of the 300,000 hip fractures annually occur in women.

Sedentary women should start doing something, says the study's lead author, Diane Feskanich. "Doing anything is better than nothing; doing more is better than less."

"Walking alone will help, but if you do high-impact activities like jogging or running, you get even more benefit," says Feskanich, an assistant professor at Harvard Medical School and Brigham and Women's Hospital in Boston.

For the latest report, researchers reviewed questionnaires on the habits of 61,000 postmenopausal women, ages 40 to 77. Women were asked questions over time about walking time and pace as well as type and intensity of other forms of exercise. Researchers found that:

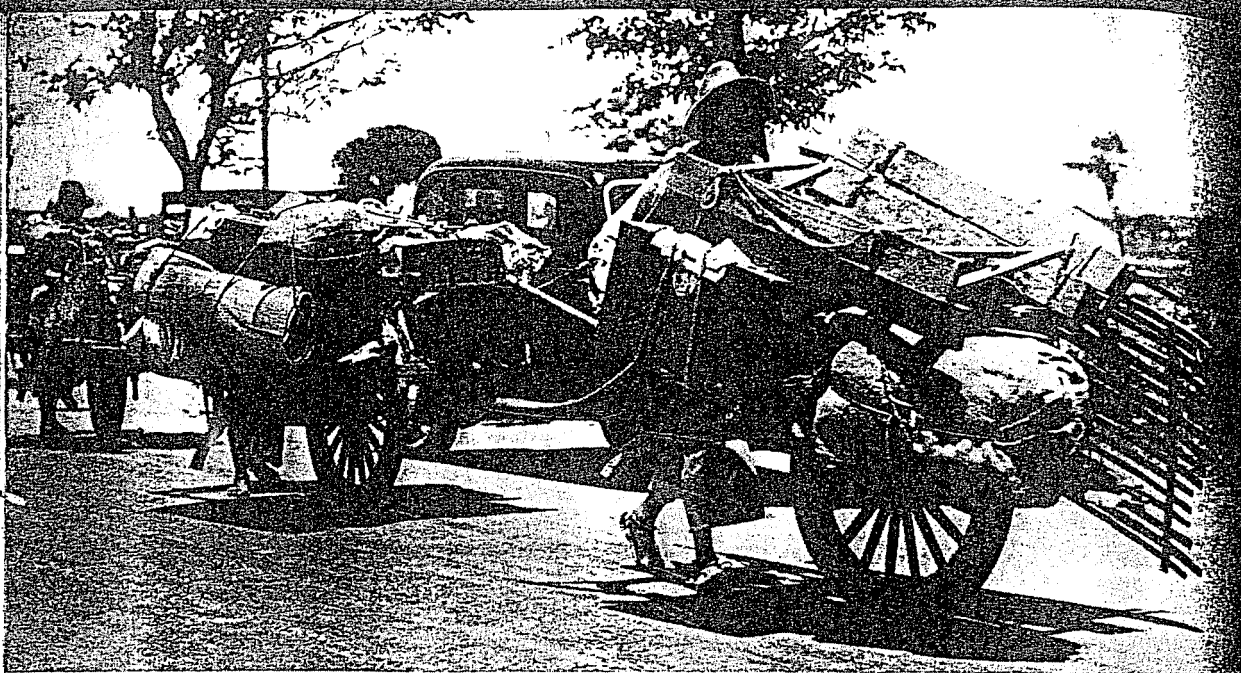
► For every hour of walking or an equivalent activity a woman adds to her weekly exercise plan, her risk of hip fracture is cut by 6%.

► Activity is protective for hip fractures in both lean and heavy women.

► Faster walking pace and amount of time spent standing is associated with lower risk of hip fractures.

► Those who regularly exercise, equal to about an hour of walking a day, reduce their risk of hip fractures about the same amount as women who take hormone therapy.

By Nanci Hellmich



Wheelbarrows and Handcarts Are More Common than Trucks and Automobiles on the Roads and Lanes of China

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find the men of so large a stature, much above the Chinese usually seen in the United States. They were fully the equal of large Americans in frame, but without surplus flesh, though few appeared underfed. To realize that these are strong, hardy men it was only necessary to watch them in pairs carrying on their

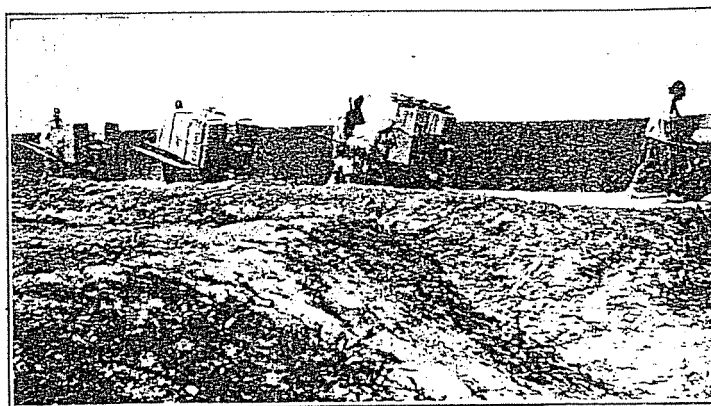


FIG. 27. - Men freighters going inland with loads of matches.

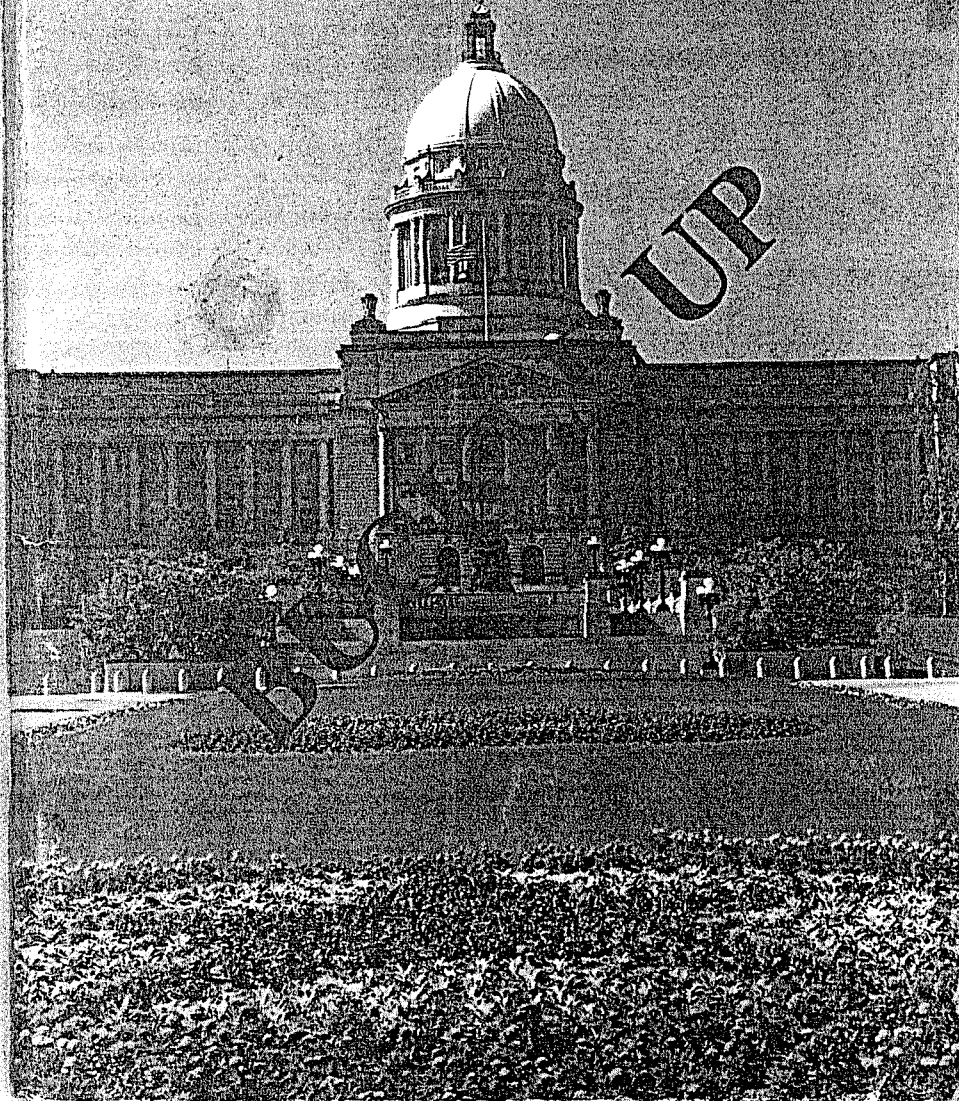
shoulders bales of cotton suspended from strong bamboo poles; while the heavy loads they transport on wheelbarrows through the country over long distances, as seen in Fig. 27, prove their great endurance. This same type of vehicle is one of the common means of transporting people, especially women, and four, six and even eight may be seen riding together, propelled by a single wheelbarrow man.

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KENTUCKY DRIVERS MANUAL



USE GOOD DRIVING TECHNIQUES:

Plan your driving. Allow enough driving time to get to your destination safely. Avoid rush hours and congested areas when possible. Avoid quick starts and stops. Drive smoothly and at moderate speeds. Pace your driving to the traffic and signal timing, so that you can keep braking and acceleration to a minimum.

Smooth operation of your vehicle will result in better gas mileage, which means less cost to you. Also, your vehicle will not be put in as much strain: this too will result in less maintenance and repair costs.

DRIVE LESS — CONSIDER OTHER MODES OF TRAVEL:

Drive only when necessary. Combine as many trips as you can.

Your vehicle is really safest and most economical when it is parked. Consider carpooling, taking the bus, using a bicycle, or walking.

For more information about air pollution, vehicle emissions testing programs, and alternative transportation options, please visit these websites:

KY Transportation Cabinet — <http://www.kytc.state.ky.us>

KY Division For Air Quality

<http://www.nr.state.ky.us/nrepc/dep/daq/daghome.html>

Jefferson County Air Pollution Control District

<http://www.apcd.org>

159 Rucker Avenue
Georgetown, Kentucky 40324
8-14-03

Mr. Patrick Simpson
Commissioner, Kentucky State Police
919 Versailles Road
Frankfort, Kentucky 40601

Commissioner Simpson,

On pp. 76 + 88 of Kentucky
Drivers' Manual, published by your
office, pedestrianism is recommended
as preferable to motor driving.
For many years I have associated
home & commercial horticulture
with a view to home & community
self-sufficiency in food, fiber, &
timber, as preferable alternative
to motor import of these supplies.
I offered this argument years before
Toyota arrived here, to Local City Council
& Fiscal Court, and ran for Judge
Executive on this proposition in 2002.

If you are serious about your recom-
mendation of pedestrianism, may I ask
you to promote state-wide home
horticulture, food preservation, textile

Slippery slope for U.S. sewers: Age, rains, funding shortfalls a bad mix

By Lynn Hicks
USA TODAY

U.S.A. Today
9-14-07

Recent flooding in the Midwest has brought to the surface another crisis involving the nation's aging infrastructure: Heavy rains regularly overwhelm sewer systems, causing lake and river pollution.

Overtaxed sewer systems send 860 billion gallons of raw or partially treated sewage each year into the nation's waterways, according to the Environmental Protection Agency. The problem of aging sewers — some cities have sewage pipes that are 50 to 100 years old, the EPA says — is growing worse as federal funding for repairs has fallen, according to the American Society of Civil Engineers.

The society gave the nation's wastewater treatment plants a grade of D-minus in its latest Report Card for America's Infrastructure. That 2005 grade was down from a D in the previous report in 2001.

A draft EPA report says cities should prepare for overflows to worsen as climate change may lead to more rain and snow in

the Great Lakes area and the Northeast.

The environmental group American Rivers estimates the nation's sewage systems need \$390 billion worth of work over the next 20 years. Local officials, however, say residents balk at the cost.

"A lot of cities don't want to borrow to do this work," said Kevin Baskins, spokesman for the Iowa Department of Natural Resources.

About 50 Iowa cities and towns piped waste directly into rivers and streams last month, during the state's wettest August on record, Baskins said. Although diverting waste is illegal, he said, cities have little choice unless they were to let waste back up into basements.

Wet weather has overwhelmed many other sewer systems:

► **St. Louis.** Federal and state environmental regulators sued the city's sewer district in June, alleging that 500 million gallons of raw sewage overflowed into the Mississippi River and its tributaries from 2000 through 2005. Lance LeComb, spokesman for the Metropolitan St. Louis

Sewer District, said the district already has spent \$1.3 billion to fix problems.

► **New York City.** Elliot Sander, chief executive of the Metropolitan Transportation Authority, says heavy rain regularly overwhelms the city's aging sewer lines, dumping contaminants in streets and waterways.

► **Wisconsin.** Duane Schuettpelz, chief of wastewater section at the Wisconsin Department of Natural Resources, estimates that 25 to 50 communities will report sewer overflows from late summer rains.

The EPA says combined sewer systems, which carry both waste and storm runoff, serve about 770 communities containing about 40 million people, mostly in the Northeast, the Great Lakes area and the Pacific Northwest. The EPA is pushing cities to replace their combined systems with separate lines.

"It's a difficult issue to address because of the amounts of money and the time needed to fix that many miles of sewer," said Kevin Weiss, of the EPA's Office of Wastewater Management. Critics say the federal government has



By Tony Dejak, AP

Cleveland clog: A city worker tries to unclog a sewer after heavy downpours and hail caused flooding last month. Sewage overflow is a source of pollution in many cities.

shirked its responsibility to help cities with such costs. Bills under consideration in Congress would increase funding. Without federal and state help, cities face an unacceptable choice, said Josh Klein, organizer of the Act for Healthy Rivers project for American Rivers.

"Of course no one wants sewage in their basements, but no one wants sewage in their rivers, either," he said.

Hicks reports for *The Des Moines Register*. Contributing: Perry Beeman, *The Des Moines Register*.

9-26-07
H-L FROM THE EF

Town Branch posted because of sewage

The Lexington-Fayette County Health Department has posted signs warning people not to enter the Town Branch of Elkhorn Creek because of sewage contamination.

The signs, which were posted Friday, were placed by the creek along Manchester Street between Cox Street and Forbes Road at the request of the state Division of Water, said Kevin Hall, the health department's spokesman.

The signs were placed along a stretch of the Town Branch where a mysterious sewage leak was reported on Sept. 11.

The city has dumped 2,000 gallons of dye into the sewage system, snaked TV cameras through the sewer pipes and blown smoke into the pipes to try to find the source of the leak. Nothing has worked.

The city is testing individual sewage lines to private business and residences and has begun to work with geologists who are familiar with the area because the sewage appears to be traveling underground.

Tetra Tech, Inc., a firm with geological experience, is helping the city determine where the sewage might be coming from, said Charlie Martin, director of the city's Division of Water and Air Quality.

MICHELLE KU

City must accept blame

By Roxanne Martin

We the people of the Town Branch corridor of Elk Horn Creek vehemently protest the multiple failures of Lexington Division of Water and Air Quality that resulted in the degradation of our environment in and among our homes and businesses and exposed our families, pets and livestock to 3 million gallons of human waste dumped into the stream on Sept. 1.

As tragic as the consequences were, city officials' response was so dispassionate, so cavalier, that we are hard pressed to describe our outrage and total disgust with the Urban County Government.

Imagine a truckload of dead fish and human waste being dumped in your yard or workplace the middle of the night and being officially ignored until you begged for help, information and assistance.

And finally, when the responsible city official arrives some nine hours after the fact, to address the 3-million-gallon sewage dump, his principal response was that he wasn't told about it; that, in effect, the fish are done dying, and that his concern was limited because the public doesn't have access to Town Branch.

Perhaps Charlie Martin and his staff are accustomed to dumping sewage in our streams during a high-water event, and a low-water dump is nothing more than business as usual.

In the last 20 years, the equine community in conjunc-

tion with state and federal programs has been required to spend millions of dollars to guard Town Branch from runoff and contamination.

All the while, the city has repeatedly been cited for its careless acts, violating numerous Environmental Protection Agency rules and regulations in regard to the creek.

This record is mirrored in known and illegal direct connections between sanitary-sewer and storm-water systems and severe storm-water runoff from improperly designed, inspected and constructed development.

The many large and small farms with families, livestock and pets — not to mention the residents of 500 new homes built on the slopes of the corridor — that exist alongside and use the stream's waters are apparently inconsequential to the Water and Air Quality Division.

To dismiss the event on the grounds that the public does not have access is insulting and deeply resented by those living and working in the corridor. It is very sad indeed when state and federal officials express more concern than our own city administrators.

But for a farm manager's desperate calls to state, federal and local officials in other city divisions and to neighbors up and down the stream, the Division of Water and Air Quality was content to let an e-mail to state offices, which were closed for business, suffice as an adequate alarm.

State wildlife officers described with sympathy and dismay the "massive kill" of fish, while Martin noted only "the fish are done dying" and days later dismissed the state's citation as if it were a mere technical formality.

To imply no culpability, as evidenced by a total lack of remorse, because of a power failure is smug bureaucratic incompetence at its worst. Power failures and their consequences are easily foreseeable events.

Moreover, a failure to tell management, other government agencies and citizens about such a breakdown and resulting catastrophe was a failure of procedure and good judgment that in the private sector would likely lead to loss of employment, fines, even jail time.

The whole circumstance re- years entrenched incompetence and an unconcerned staff that apparently has been devoid of accountability for years, presumably hiding behind a shield of civil service but whose war-tornly careless conduct in any other sector would be criminal.

This is a culture of indifference and disregard for standards of care and commonsense procedures as required by law and as desired by the citizens of this community.

Enough. The storm-water and sewage issues may have been decades in the making, but even without a dollar being spent, there are issues of culture and management that can and must be addressed immediately.

■ Revision of development regulations to ensure greater oversight of sanitary sewer and storm-water infrastructure construction.

■ Implementation of efficient city communication protocols in the event of environmental disasters.

■ The use of a backup power source in Town Branch.

Waste Water Treatment Plant. ■ A genuine commitment of management and staff to follow laws, rules and procedures.

Mayor Jim Newberry ran his election campaign on the need for change in Lexington and promised that we could do better.

Now is the time for action, Mr. Mayor. Consider this your

yard with your family and your workplace. How would you feel and, more important, what are you going to do to prevent a similar catastrophe?

Roxanne Martin owns a farm adjacent to Town Branch. This commentary also was signed by 14 others who live along or near Town Branch.

For damage to creek



By Jamie Rector, Bloomberg News

Stage for change: Traffic moves along the Interstate 710 in Los Angeles on Sept. 18. California is the only state that has ordered mandatory cuts in greenhouse gases.

All eyes on Calif. climate-change fight

Proposed measures would set law in motion to battle global warming

By John Ritter
USA TODAY

USA Today
10-10-07

SAN FRANCISCO — Make big-rig trucks more aerodynamic. Allow docked ships to shut off engines and plug into electrical outlets. Require oil-change technicians to check tire pressure.

Those measures and six more that California regulators will consider this month are among early actions in what will be a long, fiercely debated and politically perilous battle against global warming.

Sleeker trucks, ships that don't idle in port and proper tire inflation don't seem earth-shaking, but each would be a small step toward reaching California's ambitious goal — spelled out in its landmark 2006 law — of producing fewer greenhouse gases, which most scientists believe cause the planet to warm.

California, whose economy is larger than Canada's, is the only state that has ordered mandatory cuts in greenhouse gases. With no federal action yet on climate change, the process here is being closely watched across the country and worldwide.

California will pioneer many solutions to cutting greenhouse gases, says James Sweeney, director of Stanford University's Precourt Institute for Energy Efficiency. "The significance of what California is doing is we're helping the whole United States at least figure out how to move forward," he says.

Even here, climate change can be divisive. A bill to push cities and counties to plan development that encourages less driving

passed the California Senate this year but stalled in the Assembly.

Gov. Arnold Schwarzenegger and the Legislature disagree on how to solve expected water shortages caused by global warming. The governor wants to spend billions of dollars on new dams to store water, but the Legislature is urging less energy-intensive measures.

Working out the details

Carrying out California's climate-change law is the Air Resources Board (ARB), a powerful agency that approved the nation's first motor vehicle emission standards in the 1960s and was the first to phase out lead in gasoline.

The law says California must slash greenhouse gases 25% by 2020. This month's nine proposed rules, plus three others approved in June, could achieve 10% of the target, the ARB says.

Working out specifics and putting into effect rules that include requiring cleaner fuels, landfills and auto air conditioners will take more than a year.

And that's just the start.

The ARB won't finish a detailed plan of how the 2020 goal is to be achieved until the end of next year. Then the stage will be set for what are likely to be the most fought-over rules aimed at power plants, cement manufacturers, refineries and other big producers of greenhouse gases.

"The board's been criticized for not acting fast enough, but I'd rather see quality than

speed," Sweeney says. "To do this poorly would signal to the rest of the nation that you can't do it right. That would harm the movement forward."

Industries that will bear costs of cutting greenhouse gases likely will try to water down the regulations, fearing a competitive disadvantage to out-of-state companies.

"I think industry will start dragging its feet more and more as these rules get closer to reality," says Bill Magavern, senior representative for Sierra Club California.

The California Chamber of Commerce lobbied against the law last year but now is committed to the 2020 goal as long as the state's economy stays healthy, Vice President Dominic DiMare says.

"Right now, we don't oppose any of the proposals out there," he says. "That could change."

Political debate has scarcely begun on how to design another potentially large long-term emissions savings: a carbon tax or market-based "cap and trade" system.

Carbon dioxide and other carbon-based gases are the leading causes of greenhouse gases. Under cap and trade, the ARB would set emissions limits, or caps, and allow companies who can't meet them to buy credits from those that can. The cap would gradually be lowered to force greater and greater emissions reductions.

California's climate-change initiatives go beyond the state law and are already being felt nationally. Two years ago, the ARB ordered cuts in auto emissions, source of 40% of greenhouse gases. The state sought permission from the U.S. Environmental Protection Agency to enforce its stricter state rule. Thirteen other states have passed similar measures.

The EPA hasn't ruled on the ARB's request, even though the Supreme Court said in April

that the agency has the power to regulate greenhouse gases as air pollutants.

Options not always black and white

In the legislative battle over the state law, supporters argued that a crackdown on greenhouse gases would stimulate new technologies and make California a global center of clean, efficient energy.

"We think they overstated the virtues of climate-change regulation and the business that would follow it," DiMare says. "It wasn't supported by strong evidence."

Others disagree. "The more we get serious about this, the more we'll start to build better technologies and then start selling them," says Dan Kammen, a University of California, Berkeley energy professor. "There's a huge global market now for clean technology."

So far, the ARB has plucked "low-hanging fruit," ARB spokesman Leo Kay says, a reference to measures seen as less burdensome and costly than those to come later. Affected industries beg to differ.

Complying with the cleaner-fuel standard will be tough for the oil and refining sector, says Cathy Reheis-Boyd, a Western States Petroleum Association executive. Solutions that have gotten a lot of attention, such as blending corn-based ethanol with gasoline, may not pass ARB muster, she says.

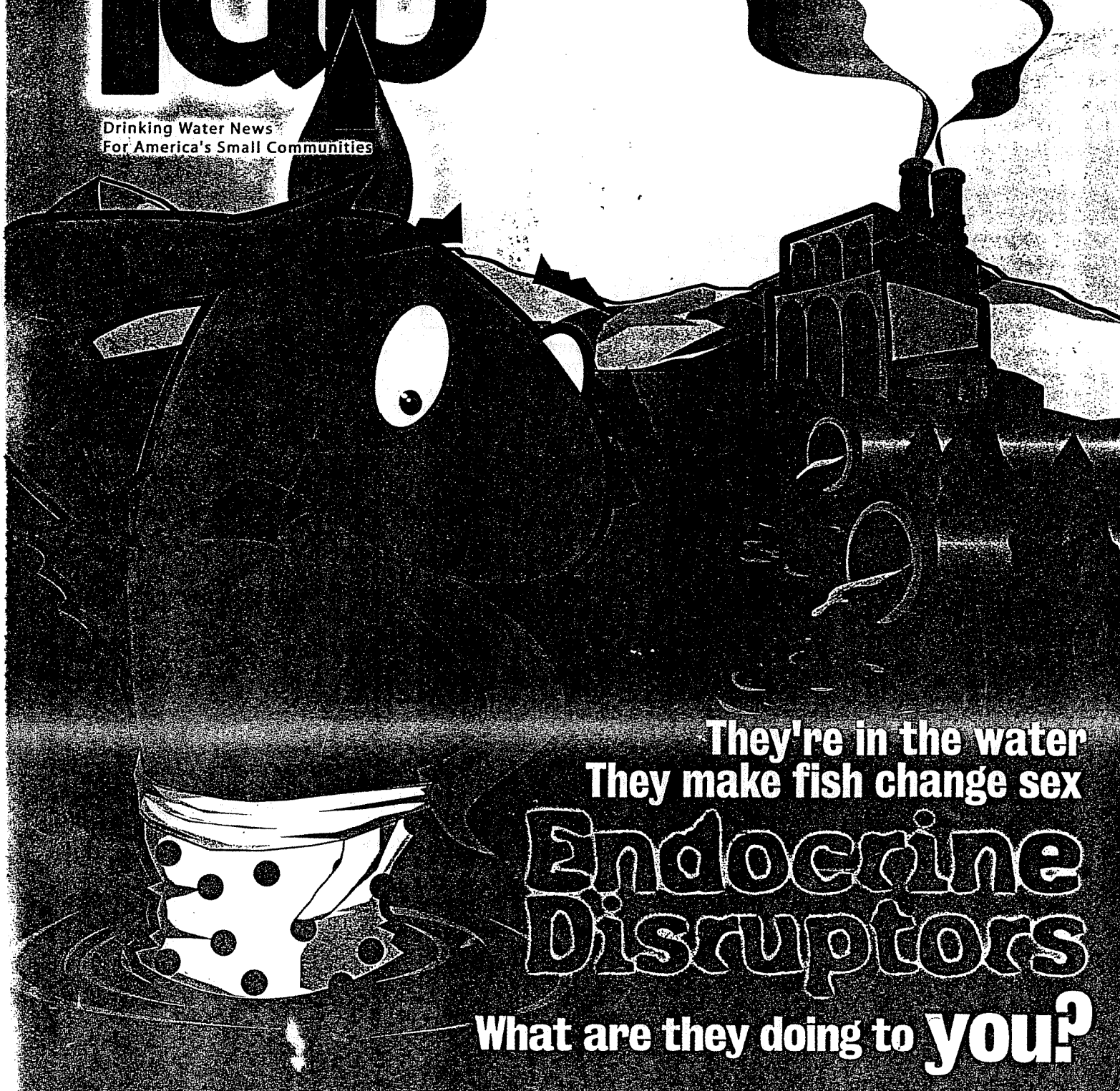
The ARB will require accounting for greenhouse gases from a fuel's entire "life cycle": emissions from fertilizer in the cornfield, the tractor harvesting the corn and transportation to a refinery.

"It's not as simple as everything with a 'B' in front of it for biodiesel is good, and everything with an 'E' in front of it for ethanol is good," Reheis-Boyd says. "You could choose something that makes climate change worse if you're not careful."



On Tap

Drinking Water News
For America's Small Communities



They're in the water
They make fish change sex

Endocrine Disruptors

What are they doing to **you?**

*This information suggests
dry, compacting toilets.*

CLOSE-UP

Today's topic: Feminized wildlife

Sewage seems to alter sexual development of river fish in study

By Maria Cone

LOS ANGELES TIMES

In a surprising scientific discovery that suggests pollution is feminizing animals throughout the wild, everyday concentrations of sewage effluent in rivers appear to contain estrogenlike chemicals potent enough to cause fish to be born half-male, half-female. The finding by British scientists provides strong new evidence that hormone-altering pollution — one of the most troubling and controversial environmental issues of modern times — could be a global ecological threat.

Other recent studies had found scattered populations of animals with bizarre sexual defects in highly polluted waters, but the new research suggests that the problems are more widespread than previously detected.

The British researchers said they uncovered "very compelling evidence" that sewage-treatment plants routinely release hormone-like compounds into rivers that are feminizing "a surprisingly large proportion"

CLOSE-UP: Genetic signals going haywire

From Page A3

of wild fish. The fish were found in eight rivers throughout Great Britain that are considered typical in terms of pollution, so scientists suspect that damage to sex hormones could be happening in many rivers around the world.

"The incidence and severity of intersexuality ... is both alarming and intriguing," researchers from Brunel University and the British government reported in the September issue of the journal *Environmental Science and Technology*.

Some male fish have such mixed-up hormones that they are born with ovaries and eggs instead of sperm ducts. In two of the eight rivers downstream of sewage-treatment plants, 100 percent of the male fish sampled had feminized reproductive tracts, ranging from severe to slight. The other six rivers had rates from 20 percent to 80 percent.

Hundreds of widely used man-made chemicals — including pesticides, industrial compounds, dioxins and ingredients of plastics and detergents — are thought to mimic estrogen or block testosterone, dis-

rupting the endocrine system critical to sexual development.

The scientists called their findings "the first documented example of a widespread sexual disruption in wild populations of any vertebrate."

Hormonal havoc has reported for years in alligators, birds, river otters, carp and other U.S. wildlife in isolated locations.

Threat to humans unknown

The phenomenon of "intersex" animals was discovered in the 1970s, but it was dismissed as a fluke until the early 1990s, when biologists found feminized alligators in a highly polluted Florida lake. They began to suspect that man-made chemicals were altering sex hormones.

The British work is "an extremely important study for many reasons," said Theo Colborn, a World Wildlife Fund scientist and activist who was one of the first to notice a pattern of hormonal problems in animals. The sexual damage the researchers found "is pervasive, it's widespread," Colborn said. "That's what's disturbing about this."

Mothers pass excessive amounts of estrogen to their embryos or fetuses. When this estrogen boost comes during a critical phase of sexual development, genetic signals go haywire and males

are born with feminized genitalia or other reproductive problems.

No one knows what threat, if any, these man-made estrogens pose to human health and fertility. Some scientists suspect that men exposed in their mother's womb might have depleted sperm counts that lower their fertility; it also might explain a recent surge in testicular cancer.

Hormones play the same vital sexual role in humans as they do in fish and other animals. People are exposed through food and water to the same pollutants as animals that live in water, but in much lower doses, so any human effects may be subtle.

One of the most surprising aspects of the British findings is that fish are suffering so many sexual defects in a part of the world with sophisticated environmental laws and technologies. Researchers wonder how the minute concentrations of fake hormones in the environment — which are hundreds of times less potent than natural estrogen — could have such a severe effect.

The scientists do not know which chemicals are to blame, since sewage is a mix of wastes from homes and industries.

The culprits could be anything — from pesticides or plastics to the urine of women excreting artificial hormones from birth-control pills.

significantly more observant than technically as the pope's personal astronomers — are men who not only hold advanced astronomy and mathematics degrees but also are Jesuit priests. Their scientific findings are formally presented to church officials in Rome once a year.

"Our work is to be good scientists as well as good Catholics," said the Rev. Christopher Corbally, the vice director of the Vatican Observatory Research Group. He was giving a Catholic church group a tour of

pope's astronomers have been the sort that might make Christians who advocate a literal interpretation of the Bible squirm. One Vatican astronomer announced several years ago that the star of Bethlehem probably never existed. And virtually all of the pope's astronomers have come to the conclusion that God could not have created the universe in just six days about 10,000 years ago, as some literal interpreters of the Bible believe.

"People often ask me: 'Do you believe in the Big Bang or in creation by God?'" Stoeger

said, "and my answer is 'Yes.' Stoeger's position is illustrative of the complex relationship between faith and science. Though Catholics are not typically fundamentalists in their reading of the Bible, the hot-button issue of evolution has recently touched off the kind of debate inside the Vatican that has been going on inside Protestant denominations for years.

If there is a ground zero in the intersection of faith and science for the Roman Catholic Church, it is at the peak of

Mount Graham, which is about 150 miles northeast of Tucson.

Corbally, the priest-astronomer leading the recent tour, was not the slightest bit daunted or stuffy as he explained how the complicated telescope works and why the church cares about his work and how science can deepen religious faith and understanding. He even made a few pope jokes, pointing to a balcony that allows astronomers access to the outside of the telescope and saying, "Hey, when you're

close to this science, not something like medicine, originally," Corbally said. "But the commitment to it over the years has endured because of a desire to create a bridge between good science and good religion."

Opinion polls indicate Americans might not be predisposed to consolidate the scientific view of evolution with their own church-influenced views. According to a November 2004 Gallup Poll, almost half of the U.S. population believes that human beings did not evolve but

created, although over the years life's biggest questions are best pursued through science or through the divine: "May whoever searches here day and night the far reaches of space do it joyfully with the help of God."

High on Mount Graham, with a stunning vista of Arizona desert spread out below, the evolution debate couldn't have seemed farther away. In fact, it all seemed quite simple: The parishioners touring the observatory looked to their priest for answers and insight. He looked toward the heavens for his.

Lexington Herald-Leader

Male bass found developing eggs

Abnormally developed fish, possessing both male and female characteristics, have been discovered in the Potomac River in Washington, D.C., and in tributaries across the region, federal scientists say — raising alarms that the river is tainted by pollution that drives hormone systems haywire.

The fish, smallmouth and largemouth bass, are naturally males, but for some reason they are developing immature eggs inside their sex organs. Their discovery at such widely spread sites, including one just upstream from the Woodrow Wilson Bridge, seems to show that the Potomac's problem with "intersex" fish extends far beyond the West Virginia stream where they were first discovered in 2003.

The cause of the abnormalities is unknown, but scientists suspect a class of waterborne contaminants that can confuse animals' growth and reproductive systems. But these pollutants are poorly understood, leaving many observers with questions about what the problems in fish mean for the Potomac and the millions of people who take their tap water from it.

"I don't know, and I don't think anybody knows, the answer to that question right

now. Is the effect in the fish transferable to humans?" said Thomas Jacobus, general manager of the Washington Aqueduct, which processes Potomac water to provide drinking water for residents of Arlington County and Falls Church in Virginia, as well as for Washington.

Jacobus, like others at area utilities, said there was no evidence tap water taken from the Potomac was unsafe to drink.

Fans of global warming

Since 1931, a research project known as the continuous plankton recorder has been sampling the North Atlantic. The project uses special devices that are towed behind merchant ships on regular routes, picking up and preserving plankton on a band of gauze — a continuous record of the tiny organisms.

Since 2002, the recorder has picked up something else in the northeastern part of its run — unusually high counts of larval and juvenile snake pipefish. Richard R. Kirby of the University of Plymouth in England and colleagues have now correlated the increase in pipefish numbers to a rise in sea-surface temperatures, a result of global warming.

Snake pipefish are large, thin and exceptionally bony fish found in deep waters from Iceland to the Azores. They are relatively unusual in that, like

seahorses, the males care for the eggs, which they keep on the underside of their body.

Warmer ocean temperatures can increase the survival of young fish because they grow faster during the larval stage, when the fish is extremely vulnerable to predation. The researchers say that faster larval growth is probably contributing to the rise in pipefish numbers.

But there might be something more unusual at work, they report in the journal *Biology Letters*. Warmer ocean temperatures may be affecting sex role dynamics.

When the males are caring for the eggs, they are unavailable for mating. This effectively limits reproduction rates, since females must compete for the available males. But with warmer temperatures, the eggs devel-

op faster and the males become available sooner. More females can find mates, and reproduction increases.

Q&A

Question: Is there a correlation between the volume of acorns an oak tree produces and the potential severity of the approaching winter?

Answer: "No, it is all about what happened the previous

spring," said Nina L. Bassuk, professor of horticultural physiology at Cornell and program leader of the Urban Horticulture Institute there.

Oak trees do not necessarily produce acorns every year, she said. The size of the crop depends on physiological factors within the tree and weather conditions in the early spring, when pollination takes place.

HERALD-LEADER WIRE SERVICES

SCIENCE NOTES

Collecting sunlight

Plants collect energy from the sun to grow and to make food, and humans are learning how to use that energy, which is called "solar energy."

You'll need:

- Two 2-liter plastic bottles
- White and black paint
- Medium or large paint brush
- Two rubber balloons
- Sunny day

Source: Columbia Education Center

TRY THIS

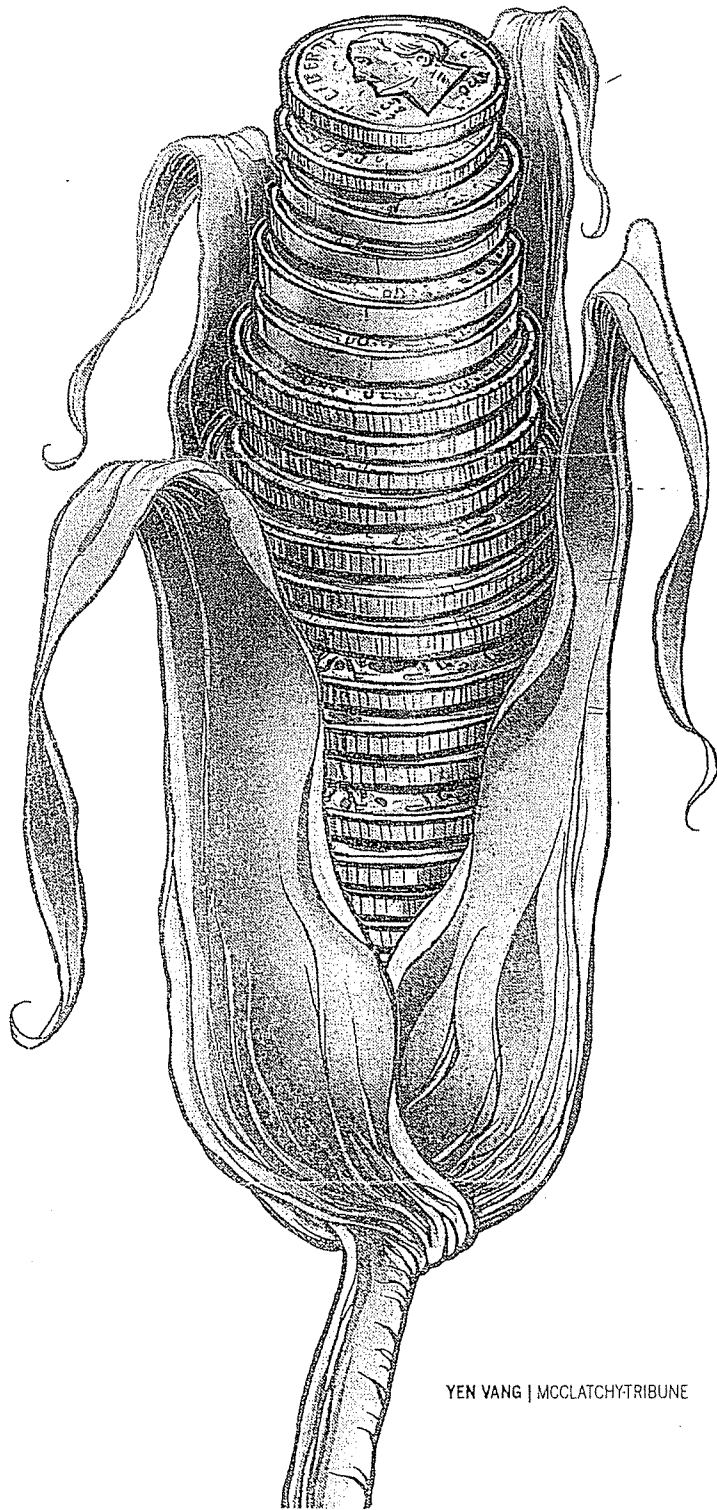
- 1 Paint one bottle black and one white, leaving the necks of each bottle clear.
- 2 Tie each balloon over the mouth of each bottle; make sure no air can get in or out.
- 3 Set bottles side by side in sunlight; check every 5 minutes.



MCCLEACHYTRIBUNE

Herald - Leader 6-12-07

Food prices rising, no end in sight



COSTS INCREASING IN EACH GROCERY AISLE; MORE CONSUMERS USING COUPONS

By Kara McGuire

Star Tribune (Minneapolis)

Rising gasoline prices have been getting all the attention, but the cost of another important staple is rising even more: food.

In the last year, food prices have increased 3.7 percent and are on track to jump by as much as 7 percent by year's end. The current increase is more than double the 1.8 percent jump seen the year before, according to the consumer price index.

Meanwhile, gas prices rose 2.9 percent. Only the cost of health care rose more, and then just slightly.

While companies up and down the food chain see the increases, they're only beginning to pass them on to consumers. But some consumers are already tweaking their spending habits.

A recent study shows that more consumers are using coupons. Marilyn Pearson just resorted to clipping them again, though she hasn't changed what she buys. On a recent evening, the St. Paul, Minn., resident's shopping cart was filled with collard greens, meat and other supplies for a barbecue. She's noticed the price of meat, some vegetables and dairy going up, but figures, "You gotta eat, you gotta buy."

While food prices are rising pretty much across the board, items related to corn are affected the most. That's because increasing demand for ethanol,

made from corn, is driving up corn prices, which farmers use to feed their poultry and cattle. The high price of corn is also affecting prices of cereal and other products with corn as an ingredient in the oils used to make potato chips.

But corn is only one culprit. Higher labor, packaging and fuel costs all play a role. Bad weather in California and Florida was the main contributor to a 20 percent spike in citrus fruit prices as well as higher prices for some vegetables. A drought this summer could cause prices to rise even more than current projections.

Prices are rising in each grocery aisle. In April, eggs cost 18.6 percent more than a year ago. Whole chicken prices increased 7 percent. Bread is up nearly 6 percent and beefsteaks up 5.5 percent.

Ben Senauer, co-director of the University of Minnesota's Food Industry Center, said many price increases haven't made their way to all stores yet, and many stores are absorbing the costs rather than passing them on to customers.

"But that's not going to last forever," said Wells Fargo & Co. agricultural economist Michael Swanson, predicting no end in sight to food inflation. Swanson forecasts that food inflation will have risen at a rate not seen since 1990, when prices ended the year 5.8 percent higher.

Because food is a category that consumers can't cut from their budget, it's the cups of coffee, the entertainment dollars and the clothes-and-jewelry budget that are scaled back first. In April, retail sales fell 0.2 percent, the first decline in seven months, according to the Commerce Department.

Suggests urgency for home horticulture.

U.S.A. Today 9-14-07

Programs send needy students packing — with food for weekend

Aim: Better attentiveness and behavior on Mondays

By Wendy Koch
USA TODAY

Today and every Friday, more than 50,000 children are taking backpacks full of food home from school in programs that have quietly swept the nation. The goal is to keep needy kids and their families from going hungry on weekends.

More than 120 food banks are distributing backpacks at 1,200 sites — mostly schools — in 40 states, up from about 30 food banks in a handful of states three years ago, according to Masha Daly of America's Second Harvest, a network of food banks.

Funding for the PackPack Program has come from individuals, civic groups, churches and companies, including Wal-Mart. "There's a real concern about childhood hunger in the United States," Daly says.

Hilary Duff, 19, TV's Lizzie McGuire, worked with another hunger-relief group, USA Harvest, to launch Blessings in a Backpack. Begun in July 2005 at two schools in Louisville, it will serve eight schools in four states by next month. Duff funds weekend meals for about 1,000 kids at a Los Angeles grade school.

Each backpack contains several pounds of healthful foods, such as fruit cups, bread, milk, juice, crackers, beef stew and peanut butter.

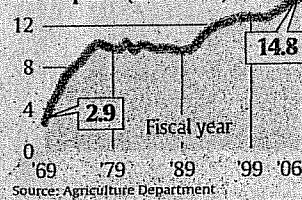
"Healthy eating is really important for school-age children," says John Cook, a professor at Boston University Medical Center. Without it, he says, they can be grumpy and have trouble paying attention. They act out more and get lower grades, he says.

An estimated 12.4 million children live in U.S.

Need grows

Number of students who received free meals through the National School Lunch Program:

Participants (in millions)



By Julie Snider, USA TODAY

households that were uncertain about having or could not get enough food at least part of the year, according to a survey by the Department of Agriculture. The number of low-income students receiving free lunches at school has increased from less than 3 million in 1969, when record-keeping began, to nearly 15 million last year.

Those meals feed kids during the week, but teachers noticed some students hoarding food on Friday and coming to school lethargic and hungry on Monday. "Some were going to the dumpsters," says Rodney Bivens of the Regional Food Bank of Oklahoma.

Bivens began his program five years ago after a boy passed out at school one Monday morning. The principal found out the student had eaten nothing over the weekend but a hot dog without a bun.

"We were just shocked," says Bivens, whose program expects to serve 7,500 students at 250 elementary schools by next May. "Our goal is to keep that child in school." Bivens says the program has lowered absenteeism and improved behavior.

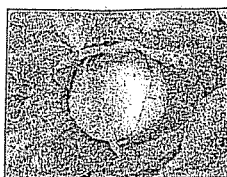
The backpacks are the same kind that kids put schoolwork in, so there's no stigma to carrying one home, says Heather Brennan, a social worker at Crestview Elementary School in Kansas City, Mo. She says kids want to be in the program so they can help their families.

Crystle Allen is a single mother of three boys at Crestview who get backpacks every week.

"They look forward to Fridays," she says. She works full time at a day care center but says she can't afford to buy the healthful snacks her boys receive.

The program "has been amazingly helpful," Allen says. "I'm so grateful."

Her crop runneth over



A head of organically grown
Early Jersey Wakefield cabbage.



PHOTOS BY FRANK ANDERSON | STAFF

Pat Biggerstaff grows five varieties of corn in her organic garden, including the Bodacious corn stalks shown here.

Special method feeds gardener's generosity

By Jennifer Hewlett
HERALD LEADER STAFF WRITER

Pat Biggerstaff gets up about 6 a.m. in early June and fills her pockets and both hands with raw peas. Then she devours them.

"In the morning coolness, I listen to the birds and eat those raw peas, and that's as good as it gets in the garden," she said.

The 70-year-old Middlesboro woman has been growing vegetables and fruits just about every year since she first helped her family plant a victory garden in her native Maryland in 1942. She grows everything from apricots to zucchini.

"You give me a seed; I'll grow it," she said.

Known throughout Bell County and beyond for her gardening, Biggerstaff has given gardening lectures and demonstrations, has been featured in newspaper articles and recently was on a program aired on Kentucky Educational Television. Biggerstaff uses a special method — planting in raised beds spread over her backyard — that yields a greater harvest than typical gardens do.

But most of all, she's known for her generosity



After she gives away all the food she can, Pat Biggerstaff cans close to 650 quarts of fruits and vegetables each year.

Biggerstaff has been giving away most of her fruits and vegetables, particularly to the poor and disabled, for years.

"Honey, you haven't eaten vegetables until you eat Pat's vegetables," said Betty Beaty, who lives several blocks from Biggerstaff. "It got to the point that what I got from Kroger's, I couldn't taste anymore."

See GARDEN, E3

"I eat this stuff myself, and I don't want pesticides and all that kind of stuff in the food."

Pat Biggerstaff, organic farmer

GARDEN | She feeds neighbors, disabled, poor

From Page E1

Biggerstaff takes some of her fruits and vegetables to Beaty, who has had trouble getting around because of leg problems. In return, Beaty's son gives Biggerstaff some of the fish he catches.

"She told me some recipes," Beaty said. "She's a kind person."

A quality crop

For Biggerstaff, gardening is practically a year-round endeavor. She starts growing sweet potato slips and onion seeds inside her home in January.

"I've got something going on pretty much 12 months a year," she said.

Crops growing in Biggerstaff's yard include multiple varieties of tomatoes, beans, squash, corn, cucumbers, onions, beets, turnips, carrots and peppers. In addition, she grows strawberries, apricots, figs, gourds and giant sunflowers.

Biggerstaff tries to grow at least 100 varieties of fruits and vegetables each year.

"My motto is if I can't eat it, I don't grow it," she said. The giant sunflowers in her front yard are edible, she said. As for the gourds, she said, "If you catch them young, they're very tasty."

Biggerstaff is an organic gardener, meaning she uses no manufactured pesticides or fertilizers.

"I eat this stuff myself, and I don't want pesticides and all that kind of stuff in the food," she said.

She keeps two or three



FRANK ANDERSON | STAFF

Pat Biggerstaff inspected her Romanette beans, among eight varieties of beans she grows in her organic garden in Middlesboro.

compost heaps going in her yard and uses bone, blood and soybean meal and green sand to help her garden grow. A big heap of cow manure to be used for next year's crops is piled beneath a large tree in her back yard.

Fresh fruits and vegetables, usually steamed, are Biggerstaff's favorite foods.

"I eat lots of it. I love it," she said.

Green smarts

Biggerstaff traveled to Bell County from Florida 18 years ago to care for an ailing relative and decided to make Kentucky her permanent home.

She doesn't talk much about herself except to say that she's a dirt farmer who once worked as an accountant and that she feeds her mind by reading *The Wall Street Journal*, *The Washington Post* and *Time*, *Newsweek*, *Reader's Digest* and *Organic Gardening*

magazines.

When she isn't reading or gardening, she's trying to figure out how to get people to take the produce she grows off her hands.

Biggerstaff usually has a much higher yield than many gardeners get because of what she calls "dense" gardening.

Instead of planting seeds 4 to 6 inches apart in rows a couple of feet from each other in a field, she plants them 1 1/2 to 2 inches apart in rows with 8 inches between them in raised beds — usually 4-by-10-foot boxes filled with dirt.

She also "stagger" her crops. As soon as she harvests one crop, she plants another in the same place. Each of her 30 or so raised beds yields two or three crops a year. In some of her beds, she grows five or six different crops at one time.

"She'll grow as much with these beds as the average person would with an acre or more," said Bell County

Cooperative Extension agent Stacy White, who has worked with Biggerstaff in gardening-related projects.

"We learn as much from her as she learns from us. I think," he said.

Biggerstaff said some people seem a little embarrassed to repeatedly take free vegetables and fruit from her. She's tried applying a little psychology, telling them they can take all they want for free, as long as they pick it themselves.

"I'm harvesting it all myself, and I'm saying, 'Please, people, come over and get some of this stuff,'" she said.

"I tell you, it's my biggest problem. You have to kind of outthink people to get them to take it."

She could sell her crops, but then she might have to put up with people complaining about bugs and worms or odd sizes and shapes of produce, she said. She also doesn't want to have to fool with scales and making change.

What she doesn't eat or give away fresh, she cans. Biggerstaff usually cans about 650 jars of the stuff she grows each year. Her kitchen is filled with jars of fruit preserves, pickled things and a vegetable soup mix consisting of corn, tomatoes, onions, beans and peas.

She'll give away the canned goods, too, if people will return the jars.

"They've gotten expensive," she said.

Reach Jennifer Hewlett at (859) 231-3308 or jhewlett@herald-leader.com.

Re: Pat Biggerstaff article

This is how to build an economy (Kaincent
Breck okonomos, home making or home
steadings) that supplies and em-
ploys everyone, while requiring no
bureaucratic administration, taxation, schools,
motor transport, roads, petrofuels,
or military force. Its greatest success
requires that everyone - from presidents,
governors and judges, down to the
incarcerated - work at home or within
walking distance thereof, daily, part-time
tending towards full time, to produce
small scale crops of food, fiber, and
timber.

It does not require agonizing labor
obviously, if a seventy-year old woman
can do it. It requires daily attention.

Pat Biggerstaff should be the economic
role-model for our homes, and for local,
state and federal governments.

For similar economic role-models,
please see on Internet: Kott and Helen
Hearing, Forest Farm, Herbside, Maine; and
Alan Chadwick, at Center for Agroecology and
Sustainable Food Systems (www.CAFS.edu), U of Cal., S. Cruz.

IMPROVING HUMAN HEALTH THROUGH HOME HORTICULTURE AND PEDESTRIANISM

Whereas most commercial and institutional food in the United States is produced by chemical farming methods--for example, "no-till" corn; fungicides on small grains, fruits, and vegetables; chemical ripening agents and growth inhibitors applied to fruits and vegetables; herbicides and insecticides on field and garden crops; pesticides and curing agents applied to grain and forage crops for livestock--and is therefore suspected to contain unhealthy ~~toxic~~ residues of said farm chemicals (See Pesticides in the Diets of Infants and Children, National Research Council, Washington, D.C., 1993, and bibliography.),

Whereas it is established fact that said farm chemicals are hazardous to the natural environment--human habitat, and the habitat of birds, fish, mammals, plants, and all other life forms (See Carson, Rachel, Silent Spring, New York: Houghton Mifflin, 1962.),

Whereas said farm chemicals are a recognized threat to human water supplies (See National Survey of Pesticides in Drinking Water Wells. U.S. Environmental Protection Agency. Doc. No. PB-91-125765. Springfield, Virginia: National Technical Information Service, 1990.),

Whereas combustion engines used to power farm operations contribute to air pollution, atmospheric warming, and noise nuisance,

Whereas noise nuisance is a documented health threat (See Noise and You: The ABC's of Hearing Conservation. Environmental Protection Agency, Greenfield, Massachusetts: Channing L. Bete Co., 1972),

Whereas atmospheric and global warming are now recognized by scientists as real and immediate threats to life as we know it (See Lexington Herald-Leader July 14, August 19, 31, 2000.),

Whereas shipment of food, livestock, and feed, over long distances, by combustion-powered trucks, likewise contributes to atmospheric degradation, expanding pavement, and noise nuisance,

Whereas expanding road surface required by said shipments destroys natural environment, habitat, and cropland,

Whereas consumers of commercial and institutional food are not, for the most part, food producers, and their dependency on said commercial and institutional food perpetuates, aggrandizes, and empowers chemical-based farming and motorized food distribution,

Whereas consumers of commercial food rely, for the most part, on motor vehicles to transport food from retailers to their homes, thus adding to atmospheric degradation, noise nuisance, and to expansion of paved road and parking surfaces,

Whereas petro-fuel prices and supply are unstable, and can thus delay or preclude motorized food distribution,

Whereas petro-fuel spills frequently devastate marine, aquatic, and terrestrial environments,

Whereas personal safety, especially of young pedestrians, motor drivers, and motor passengers is threatened by motor accidents, while pedestrian home horticulture offers a safe alternative and role-model,

Whereas health scientists warn of obesity and other health risks associated with sedentary habits, which sedentary habits are induced by cars, trucks, tractors, and heavy equipment, and to which sedentary habits, home horticulture offers an ambulant, healthy alternative,

Whereas health scientists increasingly recommend a diet based on horticulture products--vegetables, grain, fruit, nuts (Lappe, Francis Moore, Diet for a Small Planet. New York: Ballantine, 1971, 1991),

Whereas meat and dairy industries world-wide are beset by epidemic diseases,

Whereas meat and dairy products require refrigeration, and thus energy and consequent environmental degradation, to a degree that far exceeds that required by horticulture products,

Whereas a surplus of horticulture products would result from a resurgence of home gardening, which surplus could be marketed and would thus increase quality, while reducing price of food for the elderly and others unable to raise home gardens,

Whereas said resurgence in home gardening would elevate popular esteem for arable land, and for the natural environment, and there would consequently arise public outcry for preservation thereof,

Whereas home- and locally grown produce requires no packaging, and thus generates no solid waste

Whereas home and community production of food crops would promote corollary production of other life-staple materials, fiber and timber,

Therefore, be it generally admitted that human food should be produced near human homes, by human hands and by human muscle power, without chemicals: and carried home by hand or on wheelbarrows. Man-carts should replace trucks and tractors as humanity's link to the green, food-producing earth. Every hand of man, woman, and child should work in food production and processing, and know little other occupation, until a local, chemical-free food supply is established for every family and individual. Any other endeavor is folly so long as chemicals and combustion machinery are used to produce and distribute chemical-tainted food for a population that ignores chemical, combustion, pavement, motor-accident, and noise risks to their natural environment, and thus to their own health. Stephen D. Price, ... 11-20-

YOUR HEALTH

Herald-Examiner 7-28-04

Recalled products still on some store shelves

Check this page every day for information about your body and how to stay well. Don't forget to go to online for up-to-date information.

Kentucky.com

BOTULISM RISK IN TENS OF MILLIONS OF CANS

By Andrew Bridges
Associated Press

WASHINGTON — Stores nationwide are continuing to sell recalled canned chili, stew, hash and other foods potentially contaminated with poisonous bacteria even after repeated warnings that the products could kill.

Thousands of cans are being removed from store shelves as quickly as investigators find them, more than a week after Castleberry's Food Co. began recalling more than 90 potentially contaminated products over fears of botulism contamination.

The recall now covers two years' production at the company's Augusta, Ga., plant — a tally that spirals into the tens of millions of cans.

Spot checks by the Food and Drug Administration and state officials continue to turn up recalled products for sale in convenience stores, gas stations and family-run groceries, from Florida to Alaska. The FDA alone has found them in roughly 250 of the more than 3,700 stores visited in nationwide

checks, according to figures the agency provided to The Associated Press.

In North Carolina, more than one in three stores checked by state officials in recent days were still offering recalled products for sale. Officials there pulled 5,500 cans and pledged to keep searching.

"We're not going to quit. These numbers are too high," said Joe Reardon, who oversees food protection for the state Department of Agriculture and Consumer Services.

Four people have been sickened and hospitalized because of the contaminated food, according to the Centers for Disease Control and Prevention. Officials fear that the tally will grow.

California health officials are investigating whether botulism confirmed in a San Diego County woman was linked to the recall. The woman reported eating a Castleberry's product before falling sick in early July.

"Frankly, the fact we have had only four illnesses in this situation

has people saying, 'Well, what is the big deal?' The deal is this is something that can land you in the ICU, not being able to breathe, for weeks," said Dr. David Acheson, the FDA's lead food safety expert, before yesterday's disclosure of the possible California case.

FDA investigators suspect Castleberry's



A full list of recalled products is on Castleberry's Web site.

the bacteria thrive and produce a toxin in that causes botulism, a muscle-paralyzing disease.

"The longer this stuff stays in the can, the worse it gets," Acheson said.

The bacteria also produce gases that can cause contaminated cans to swell and burst. Already, cans being held in a company warehouse have begun to break open. Health officials say the extremely potent toxin can infect people if it is inhaled, swallowed

or absorbed through the eye or breaks in the skin.

Health experts consider botulism a severe health threat but worry that word of the recall has not reached all consumers or retailers, especially mom-and-pop operations.

"It has been a problem getting the message out. We're having a problem reaching the smaller stores," said Lynae Granzow, an epidemiologist with the Indiana Department of Health.

In Massachusetts, health inspectors found recalled products in fewer than 50 small stores, mostly in the Boston area, state Department of Public Health spokeswoman Donna Rheanne said.

Spot checks in Kentucky, Alaska, Florida, Montana, New York, Indiana and elsewhere also have found them on shelves.

For more information

Call: Consumers with questions about the recall may contact Castleberry's at 1-888-203-8446.

Online: Food and Drug Administration: www.fda.gov

Castleberry's Food Co.: www.castleberys.com/

Problems remediated by
home horticulture & water capture:

1. Dependence on motor-transport & petroleum.
2. Environmental damage due to motor-transport-air pollution, noise, expanding pavement, petroleum spills,
3. Chemicals ^{preservatives} & animal medications in commercial food.
4. Obesity & other health problems caused by sedentary life-style, including motor-driving.

CHAOS | Can this be considered quality time?

From Page A1

a shuttle because it's not going anywhere in this traffic either.

Today should be no easier. Dubbed Super Saturday by some who might not find this traffic situation quite so super, the day before Christmas Eve promises to be just as bad at shopping-saturated locales like Fayette Mall and Hamburg Place.

Getting into a Fayette Mall parking space, miraculously enough, is easier. People are gleefully reporting five-minute waits to find a parking spot once they've successfully maneuvered Lexington's roads to get to the lot proper.

Ah, the roads. If you took the Wilson-Downing/Lansdowne Road route, you were backed up to Lansdowne Country Club after finding Tate's Creek Road no picnic either.

Then there was the Nightmare on Nicholasville Road — with cars crawling through light after light in front of shopping center after shopping center ringed by packed parking lot after packed parking lot.

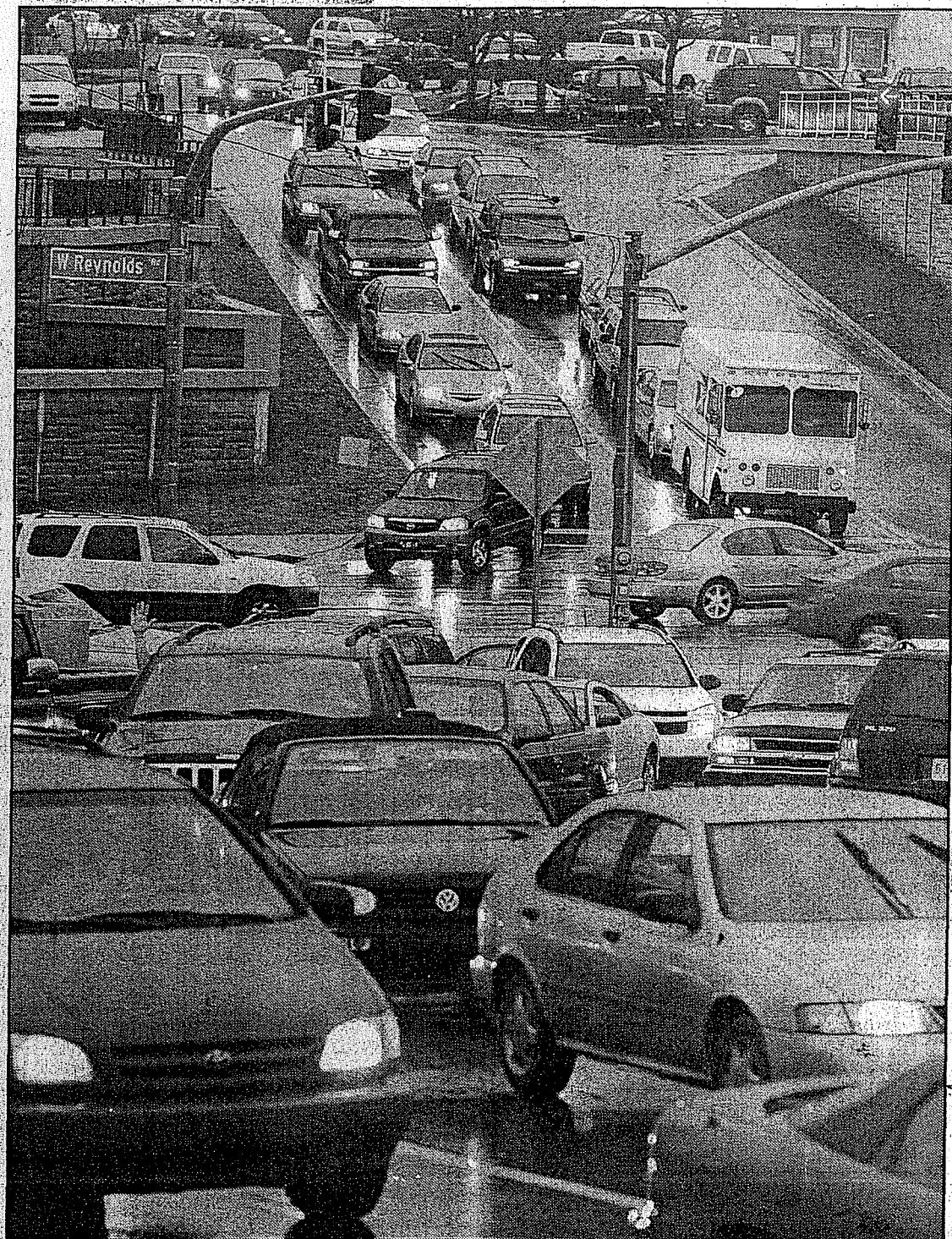
Do not get us started on Reynolds Road.

Back at the mall, Jessica Wilson is going to be late for basketball practice. The 17-year-old Georgetown teenager is, maybe, 150 yards south of Dick's Sporting Goods — still not yet on a public road — and swears she's been in her car for 45 minutes trying a way, any way, that will lead her back to the safe confines of Scott County.

Roger Marion has just allowed another car to go ahead of him. You'd think Roger had given the man money, the stranger is so grateful. Roger says it didn't do any good because the other guy in the way didn't let the guy in, so his gesture was all for naught.

Asked if he had to come to the mall today, he says no. His wife, Ruth, says yes.

Actually, they had no intention of being here but Sears called and something they had



CHARLES BERTRAM | STAFF

Lines of cars entered and exited Fayette Mall in the foreground, and Target in the background, from Reynolds Road yesterday. When asked how he liked it, one driver commented, "I'd rather be flogged."

ordered needed to be picked up. So far, they are still in the parking lot but have not yet been to Sears and remember being on nearby Man o' War Boulevard about 45 minutes ago.

Perhaps they can consider it valuable "together time."

Perhaps not.

"This is not safe," says Margaret Strong of Lexington before anyone has asked her a question. "This is the first time I've been out here. Why must they squeeze all these places in

to this one little area? I'm not coming back here again. I was looking for a restaurant, but who can find one?"

She is waiting in a line in front of Logan's Roadhouse. She can smell the food from her car.

So can Terry Lynch. He's trying to find P.F. Chang's and he was on the other side of the mall from the new Asian restaurant but didn't know it.

He, like everyone else, is on his cell phone trying to make contact with the outside world.

It is 3:30 and he says maybe a GPS could help him find his wife. Plus, he's hungry. Then he strikes upon a helpful marketing idea for next year's inevitable, people-never-learn Christmas rush.

"Do you think if I just call in first," Lynch said, "the restaurant could find me and bring the food out here?"

Amy Wilson can be reached at awilson1@herald-leader.com or at (950) 221-2205.

Herald-Leader, Winter 2007

Cover story

Oil closes above \$80 per barrel for first time

However, drivers unlikely to see much impact on gas costs

By Barbara Hagenbaugh
USA TODAY

Oil closed above \$80 a barrel for the first time in history Thursday, setting a record for a third-consecutive day as supply worries and refinery shutdowns lifted prices.

The price of a barrel of light, sweet crude for delivery in October rose 18 cents to \$80.09. That's up 12% from a month ago and 25% higher than a year ago.

Despite the gains, oil is still not at a record when adjusted for inflation. In January 1981, the average oil price was \$92.91 in today's dollars, according to the government.

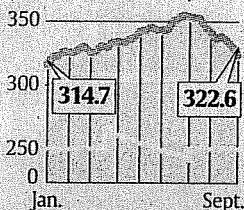
Drivers will likely see little impact on gasoline from the increased oil prices because demand drops at the end of the summer driving season, putting less strain on supplies. That will help temper the effect of higher oil prices on consumers and the broad economy, which today is much less energy-dependent than it was a few decades ago.

"Unless oil (prices) spill into the price of gas, people aren't going to get too upset about it," says Todd Clark, a trader at Nollenberger Capital.

Stock investors have largely ignored the oil increases, driv-

Crude oil supplies decline

U.S. crude oil inventory, excluding the strategic petroleum reserve:
(in millions of barrels)



Source: Energy Information Administration

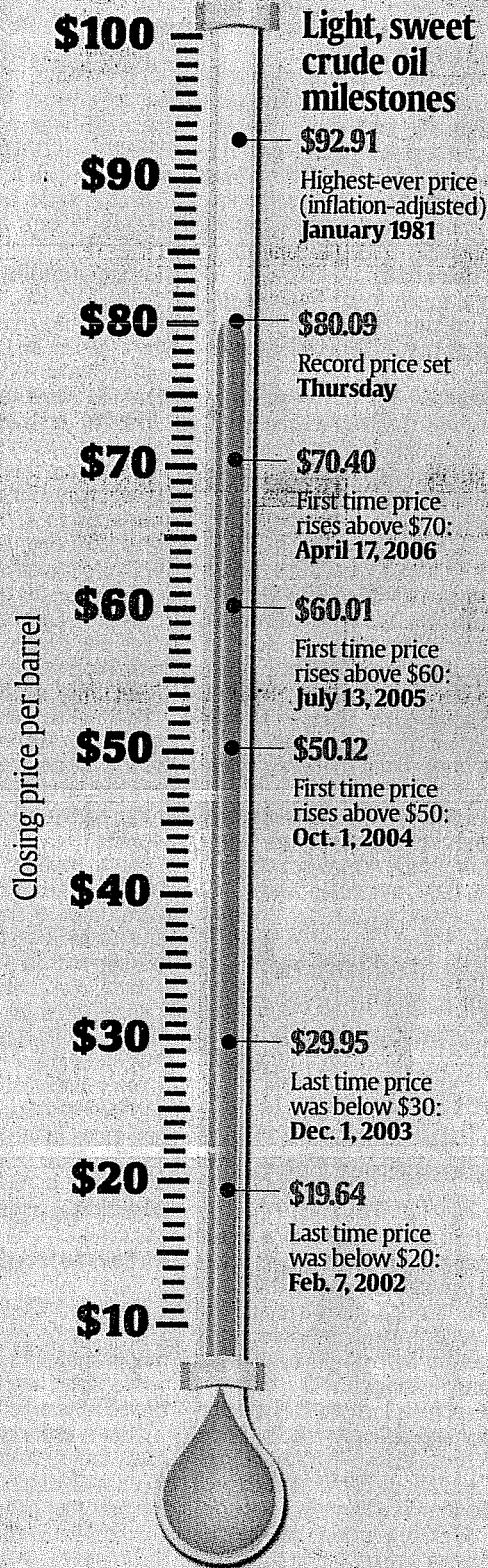
By Veronica Salazar, USA TODAY

ing up stocks. The Dow Jones industrial average rose 133.23 points, or 1%, to 13,424.88 Thursday.

Brightening news from the credit markets has been enough to overpower concerns about higher oil prices, Hugh Johnson of Johnson Illington Advisors says.

But the higher oil prices will still be felt throughout the economy. Heating oil prices may be higher this winter, airfares could creep up and shipping costs could rise, squeezing small businesses and truckers.

Such increases are coming when the economy is already



Source: USA TODAY research

By Jim Sargent, USA TODAY

Please see COVER STORY next page ►

Auto-dependence or autonomy?

11-1 Oct 6, 91

Societies built around the car destined for collisions down the road

By JESSICA MATTHEWS

Last summer, Thailand's deputy prime minister proposed banning new cars in Bangkok from next year until 2001: this in a country that has set itself up to be the center of automobile production in Southeast Asia.

That may be an unusually desperate move, but it reflects widespread woes.

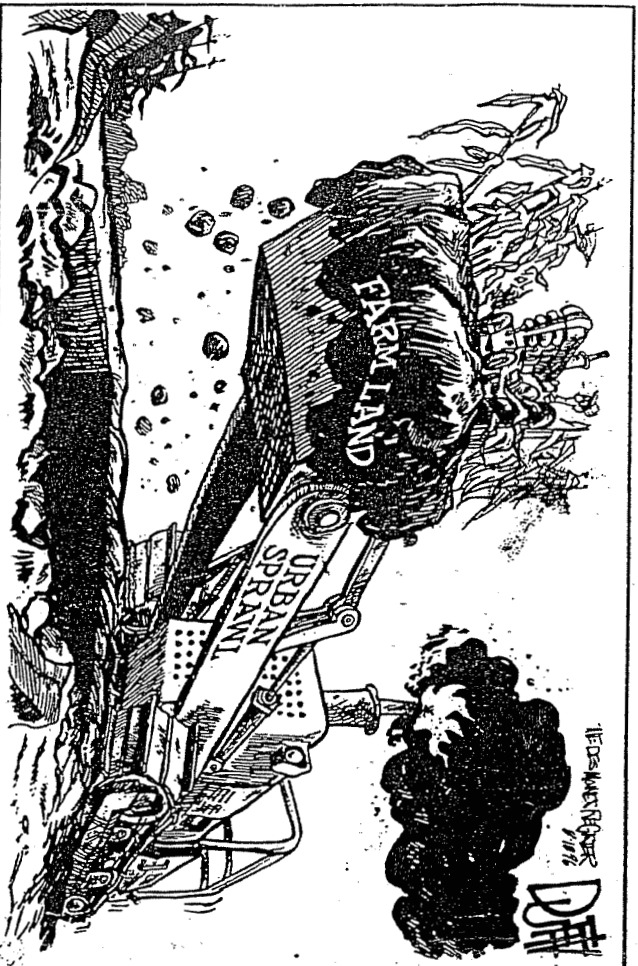
In Japan, a new highway planned for Tokyo is on hold because of an unprecedented outbreak of citizen dissent. Surging public opposition has brought road-building almost to a halt in Britain, not for selected roads, but nationwide.

In California, the Bank of America to gether with citizens' groups and a state agency, has called for an about face away from auto-dependent suburban development. "Unchecked sprawl," its report finds, "has shifted from an engine of California's growth to a force that threatens to inhibit growth and degrade our quality of life."

The message and the data to support it have been around for years, but coming from the state's largest bank and beneficiary of real estate development have had a wholly new impact.

All this explains why the Economist chose to celebrate this year's 100th birthday of the world's largest manufacturing industry with a section titled "Taming the Beast." In its words, "The product that has so strongly shaped the urban world we live in, and brought such wealth and such pleasure, is now seen by many as ... a blessing turning into a curse."

For years, economists and environmentalists have been pointing to high costs associated with auto reliance that are borne (though not always paid for) by all of society. Among the direct ones are parking subsidies, roads and services worth more than \$100 billion annually above what drivers pay in taxes and other fees. Losses not reflected in market transactions include those resulting from congestion, air pollution, noise, accidents and securing the



BRIAN DUFFY/Des Moines Register

flow of oil

Conservative estimates put the sum of all these in the neighborhood of 5 percent of Gross Domestic Product for the United States and slightly less for Europe. But even that doesn't capture the costs of sprawl -- low-density development that depends on the automobile and can only be served by it.

In a now familiar sequence, developers reach for the cheapest land, out in the cow pastures. Government is left to fill in behind with brand new infrastructure -- roads, sewerage systems and schools -- paid for in part by those whose existing roads and schools are left to decline. Property values rise in a ring that marches steadily outward from the city and fall in older suburbs inside the moving edge.

Because residential development can't meet the public bills, local governments compete for commercial investment with tax discounts that deplete their revenues

still further. Property taxes then rise, providing an incentive for new development.

Years of such leap-frogging construction devours land at an astonishing pace. New York and Chicago have grown 12 times as fast in area as in population for decades. Unbelievable as it may seem, only 45 years ago Los Angeles was the top-producing farm county in the United States. Today, 70 percent of its land is devoted to cars.

The same fate is in store for California's Central Valley, the country's richest agricultural area, unless policies change, says the American Farmland Trust. It projects annual losses resulting from urban sprawl of \$3 billion in agricultural sales and local government deficits of \$1 billion. A more compact growth pattern would halve the losses and turn the deficits into small surpluses.

There are more subtle costs, as well. The automobile is unquestionably a blessing,

but there is a price to be paid for suburbs designed for cars: They serve many of people's needs poorly. Homes, jobs and schools are far apart. Neighborhoods are made of strangers and cannot coalesce. A study of British cities found that for reasons of both crime and infrastructure (not wholly unrelated), the number of children who could walk to school alone fell from 80 percent in 1970 to 8 percent last year.

Even where the space to sprawl is unavailable, strangling congestion follows when public investment tries -- and inevitably fails -- to keep pace with development by building more and more roads. Bangkok's jam may be legendary, but they are no longer unusual.

Even double-digit economic growth is no help. It's part of the problem. Bangalore was India's chief business attraction a decade ago. Now pollution, power outages and congestion are driving investment out. "The sprawl has become unmanageable," says a former city administrator, "to the point that any further growth would be fatal."

Having chosen automobile production as a "pillar industry," China is now having second thoughts, even as it is forced to cancel transit construction because of a lack of money. Because of land and energy shortages and pollution, "China just simply cannot sustain the development of a car economy," in the opinion of a prominent scientist involved in the debate. Seventeen cities want to build subways, but only three small systems are being funded. Meanwhile, roads are already clogged enough to hold back growth.

The Chinese may not know what to do, but they have the appropriate proverb, as always: "If we do not change the direction we are going, we will end up where we are headed." Let's hope it's not Bangkok.

Jessica Matthews is a senior fellow at the Council on Foreign Relations.

Traffic nightmares beginning to cost cities

As gridlock worsens nationwide, it's hurting quality of life and causing lost business. Targeted commuting and other innovations may bring relief.

By Larry Copeland
USA TODAY

ATLANTA — Traffic is notoriously bad in this metropolis once dubbed "The Poster Child for Sprawl." Only five of the 13 counties in the Atlanta metro area have any form of public transportation, and rush-hour accidents regularly snarl traffic along the already-crowded main arteries.

Still, it seemed peculiar when the Chamber of Commerce, known for its unrestrained boosterism, called traffic congestion the greatest threat to Atlanta's continued economic prosperity.

Cities now view bad traffic as much more than just a nuisance for hurried commuters. It's bad public relations in the never-ending competition against other cities over the quality of life. Cities believe that out-of-control traffic congestion hurts their ability to attract new businesses. And in some places, gridlock is the political issue of the day.

What we're seeing is that a lot of cities are recognizing that the tremendous amount of traffic congestion in our cities becomes a burden on employees," says Frank Moretti of The Road Information Program (TRIP), a non-profit research organization financed in part by the road-construction industry. "Companies realize that it becomes more difficult to keep employees in areas with spectacular traffic congestion. What you're seeing in Atlanta is consistent with a lot of regions."

Many fast-growing cities in the Southeast have commuters that are quickly worsening because Sun Belt cities tend to be more spread out than older cities in the Northeast. "The most significant population increases have been in the West and the South," Moretti says. "At the same time, very little additional highway capacity has been added in those regions."

Interstate travel soaring

Nationally, travel on interstates and other federal highways increased 38% from 1990 to 2000, from 606 billion annual vehicle miles to 839 billion. Over the same period, the total number of free-way lane miles grew just 8%, from 232,436 miles to 250,315, according to a TRIP analysis of Federal Highway Administration data. That means the rate of growth is five times higher for travel than it is for new freeway lanes.

At the same time, the amount of time people spend in traffic delays in urban areas is increasing.

In Atlanta, the average commute to work increased to 31.2 minutes in 2000 from 26 minutes in 1990, according to TRIP.

Sam Williams, president of the Metropolitan Atlanta Chamber of Commerce, worries that longer commutes will discourage companies and young high-tech workers looking to move here. "What we have is the by-product of unbelievable economic success," he says.

"We're going back 20 years, to when nobody believed Atlanta would be at 4.2 million people. Now, we have to play catch-up."

The chamber is pushing an ambitious traffic plan that calls for spending most transportation dollars on the 17 corridors with the most gridlock. To lure people out of their cars, the plan includes flex trolleys, which are buses that work like trains by operating on dedicated pathways and streets. Riders board them at mini-stations instead of at street corners.

It is unclear whether the chamber's plan would ever win the political support to make it a reality. Even so, it's noteworthy that the chamber is attempting to poach on what traditionally has been the turf of the state transportation department.

Proximate commuting

Increasingly, cities, counties and other local regions are turning away from traditional methods of easing gridlock and trying innovative methods to shorten commutes and ensure economic prosperity.

"In the '80s, we were the fastest-growing county in the nation," says Tom Mullins, a county supervisor in Riverside County, Calif., about 60 miles east of Los Angeles. "We will once again be the fastest, but we've got to have the transportation. If we don't, we will do irreparable damage to our children and grandchildren."

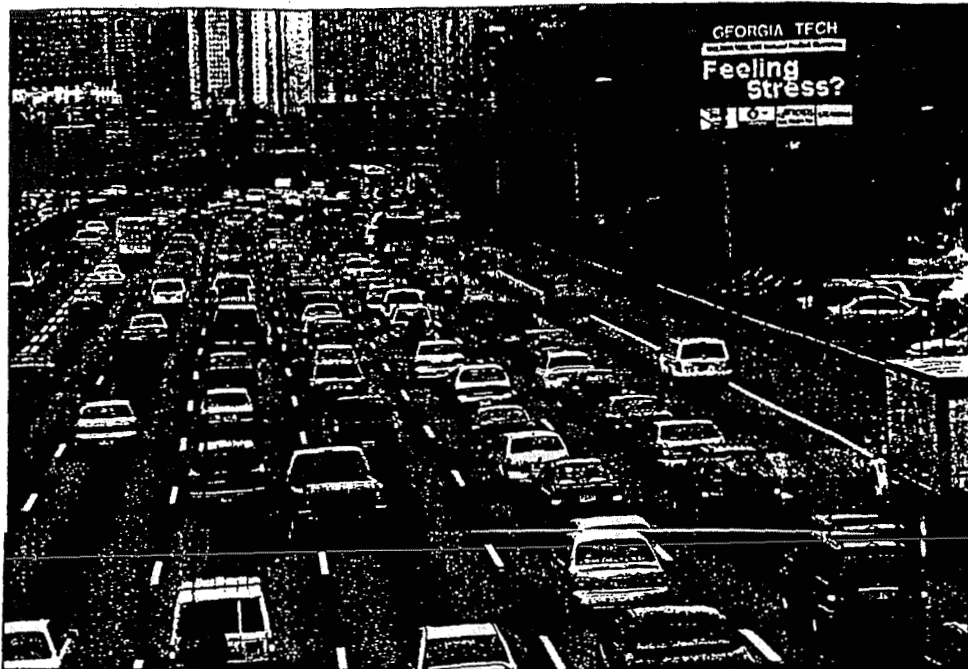
The Riverside supervisors recently streamlined the road-building process by involving environmentalists from the outset, instead of waiting for their reaction to road plans. The county also enacted what it called the nation's largest habitat-conservation plan, conserving more than 500,000 acres and identifying and setting aside land for future regional transportation needs.

The City Council of Boca Raton, Fla., is expected to vote soon on a measure that would require businesses with at least 50 employees to incorporate traffic-management strategies into their operations. Options include staggered start times, car-pooling and four-day workweeks.

"Our expressways in some places already have 10 lanes," Deputy Mayor Susan Haynie says. "We need to find ways to manage congestion other than with asphalt."

Several towns near Interstate 495 west of Boston worry that rush-hour congestion will overwhelm that highway as it did the Route 128 corridor when high-tech growth boomed there. The I-495 towns, including Hopkinton, Framingham, Natick and Marlborough, want to create a regional transportation authority. "Within five to 10 years, if public transportation alternatives aren't brought to this, 495 will become 128 in this area," says John McEnaney, executive aide to Marlborough Mayor William Mauro.

In Seattle, one congestion so-



Sprawl city: Traffic headed into downtown Atlanta last month backs up on Interstate 75. The sign at right touts MARTA, Atlanta's mass transit system. In 2000, the average commute to work in the metropolitan area was 31.2 minutes, an increase of 20% over a decade earlier.

The trip to work is taking longer for many

Metro areas with the largest percentage increase in average journey-to-work travel times from 1990 to 2000:

Metro area	1990 (in minutes)	2000 (in minutes)	Increase
Raleigh-Durham-Chapel Hill, N.C.	20.2	24.9	23%
West Palm Beach-Boca Raton, Fla.	20.9	25.7	23%
Charlotte-Gastonia-Rock Hill, N.C.	21.6	26.1	21%
Atlanta	26	31.2	20%
Miami-Fort Lauderdale	24.1	28.9	20%
Greensboro-Winston-Salem-High Point, N.C.	18.8	22.4	19%
Las Vegas	20.3	24.1	19%
Orlando	22.8	27	18%
Providence-Fall River-Warwick	19.6	23.2	18%
Jacksonville, Fla.	22.6	26.6	18%

Source: U.S. Census and analysis by The Road Information Program

lution being tested is simply working closer to home. Companies with multiple branches would allow employees to work in the office nearest their homes. Seattle transportation consultant Gene Mullins, who devised the idea of "proximate commuting," analyzed the commuting patterns of banks, fire departments and libraries and found that all could drastically reduce the commutes of employees.

"Any studies I've done show the same pattern," Mullins says. "People commuting in opposite directions on the interstate passing each other headed to identical jobs."

Boeing has contracted with Mullins' company to do a pilot test with 5,000-10,000 workers who will work in offices closer to their homes.

Voters asked to foot bill

Several cities or regions are

turning to the public for help. In November, voters in Northern Virginia, Las Vegas and Seattle, among others, will consider new taxes to pay for traffic relief.

Many mayors and other local officials say they have too little say over how federal highway funds are spent.

"It's a very big deal," says Fort Worth Mayor Kenneth Barr, head of the U.S. Conference of Mayors' transportation and communications committee. "Two decades ago, New York City was in bankruptcy; money going into the cities was often wasted. It seemed the cities couldn't manage themselves. Contrast that with today, when the new jobs growth, the economic might is coming out of the metropolitan areas. The economic base of our nation is in the cities, and that turns directly back to transportation."

Both the Conference of Mayors

and the National League of Cities are lobbying Congress to implement what they call "sub-allocation" of federal transportation money.

Dollars would not be sent just to the states, but would also be "sub-allocated" or distributed to local governments.

Experts say that change is unlikely.

"My guess is it's going to end up staying the way it is," says Alan Pisarski, author of *Commuting in America*. "As far as the states are concerned, that money is their money."

Several factors are making local governments seek more control over relieving gridlock.

"Just-in-time" manufacturing processes rely on components being trucked to a factory as needed instead of being stockpiled in warehouses. This system is susceptible to unexpected traffic back-ups.

"It's partly about traffic congestion, but it's really a lot about reliability," says Tim Lomax, a research engineer at the Texas Transportation Institute at Texas A&M University.

A study by the Washington Research Council in Seattle found that higher traffic congestion led to increased shipping costs, resulting in higher prices at the store.

The growing shift to an "amenity-based" economy, which allows young high-tech workers to pick where they live based on the city's quality of life. Traditionally, employees were transferred to cities by their companies.

Traffic congestion is becoming a hot-button issue in local elections. "In so many cases today, it's absolutely public issue No. 1, as far

as local domestic issues," Pisarski says. "If it's not No. 1, it's a close second."

No easy fix for problems

Voters in Northern Virginia will decide in November whether to approve a 1/2-cent sales tax increase to generate money for transportation improvements.

Las Vegas voters will consider a 14-cent sales tax increase, higher fees for developers and jet-fuel taxes paid by airlines. In Seattle, voters will decide whether to finance and build a 14-mile monorail linking downtown, Ballard and West Seattle. Even when polls show congestion is a primary concern, voters don't always want to spend their tax dollars to fix it.

In August, Missouri voters rejected proposed increases in sales and gas taxes that would raise money to improve transportation.

Here in Georgia, Gov. Roy Barnes tabled plans for the Northern Arc, a \$2.2 billion, 59-mile toll road that would connect Interstates 75 and 85 north of Atlanta. The proposal sparked intense controversy after published disclosures about potential conflicts of interest among Georgia Department of Transportation board members.

Last month some Atlanta businesses announced they want to raise public awareness of the "urgent threat" traffic congestion poses to the city. They want policymakers and planning agencies to handle traffic planning the way they run their businesses — with a harsh eye on the bottom line.

"We don't want to see our quality of life deteriorate," Williams says. "We're trying to solve it before it gets to be a crisis."

Georgetown man struck by car Sunday

By KATHY LOGSDON
Georgetown News-Graphic

A Georgetown man is in stable condition at the University of Kentucky Medical Center after being thrown onto the hood and windshield of a car on Sunday morning.

Riley Hoover Jr., 73, was walking across North Broadway at the intersection of Gano Avenue and Fordland Drive when he was struck by a 1992 Mercury Topaz driven by Sherri B. Stanfield, 38, of Georgetown at 8:47 a.m., Georgetown Police Detective Tim Banta wrote in the police report.

Stanfield told police she was traveling south on Broadway at 25-30 miles per hour. She said she saw a pedestrian and tried to stop but could not avoid contact.

There was no crosswalk at the point of collision. However, Stanfield was cited for operating on a suspended license. Banta wrote Hoover was transported to the U.K. Medical Center by Georgetown Scott County Emergency Medical Services.

89-year-old struck by car on regular morning walk, dies

By CHAS J. HARTMAN
Georgetown News-Graphic

An elderly Georgetown man's regular early morning walk to a grocery store proved fatal Tuesday.

Roy Johnson, 89, died from head and chest injuries suffered after being struck by a 1993 Chevrolet Lumina while crossing the street in front of 107 Gano Ave. at 7:09 a.m., Georgetown Police Capt. Scott Starns said.

Georgetown resident Debra Elgaoui, 42, was driving the car, he said.

The lady was traveling west bound on Gano and did not see the gentleman crossing the street, Starns said.

Dark conditions made it hard for Elgaoui to see Johnson, Starns said. For Johnson, he was just embarking on his morning routine of walking to the store on Oak Street to Sams & Lot on North Broadway, Starns said.

Georgetown News-Graphic

Horizons 2001: In Our Backyard



PACKED WITH CARS: This photo depicts Scott County because the major manufacturing industry is one vital to Georgetown and the surrounding area. (Source: Georgetown News-Graphic) Trucks have helped Scott County evolve into what it has become today.

Truck strikes elderly woman

By CHAS J. HARTMAN
Georgetown News-Graphic

A 66-year-old Perry woman is in critical but stable condition after being hit by a pickup truck Wednesday afternoon.

Mary Perrin was crossing Broadway at Main Street at 12:24 p.m. Wednesday afternoon when she was struck by a 1996 Dodge pickup truck traveling south on Broadway.

The impact flung Perrin more than 20 feet from the intersection, and the truck came to a stop nearby.

She took a hit with a pretty good impact, Georgetown Assistant Fire Chief Bryan Jones said.

The truck's driver, Mack Bolden, of Georgetown, was visibly shaken after the accident but did not seek medical attention. Bolden, 29, told Georgetown police he braked and swerved in an attempt to miss Perrin but was unable to avoid striking her.

Georgetown police interviewed several witnesses to the accident and Officer Chester Palmer and Sgt. Frank Weir calculated the truck's position relative to the street curb.

Both southbound lanes of Broadway remained closed for more than an hour at the intersection of Main Street.

Georgetown Scott County Emergency Medical Services transported Perrin to the University of Kentucky Medical Center. Perrin was listed in critical but stable condition in the intensive care unit yesterday afternoon, hospital officials said.

The accident remains under investigation by the Georgetown police accident reconstruction unit.

Woman hit by truck July 23 dies

By CHAS J. HARTMAN
Georgetown News-Graphic

A 66-year-old Harrison County woman died Friday morning, nine days after being hit by a pick-up truck on Main Street in Georgetown.

Mary Perrin was crossing Broadway at Main Street at 12:24 p.m. on July 23 when she was struck by a 1996 Dodge pickup truck driving south on Broadway.

The impact flung Perrin more than 20 feet from the intersection, and she was transported to the University of Kentucky Medical Center. Perrin spent nine days in the hospital's trauma/intensive care unit, Fayette County Deputy Coroner Miles White said.

Perrin died at 3:38 a.m. Friday at the hospital, White said. Her cause of



Georgetown police officers work the scene of the July 23 accident.

death is listed as blunt force trauma to the chest and abdomen.

The truck's driver, Mack Bolden, of

Georgetown, did not seek medical attention. Bolden, 32, told Georgetown police he braked and swerved in an attempt to miss Perrin but could not avoid striking her.

No charges have been filed in the accident, said Scott Circuit Court Clerk Karen Sams Boehm.

Funeral arrangements for Perrin were being finalized Friday afternoon at Woodhead Funeral Home in Falmouth.

Perrin's death marks the second fatality resulting from traffic accidents that took place on July 23.

Gene Albert, of Sardinia, Ohio died July 23 after a semi tractor collided with his Dodge Caravan at 1:07 p.m. on Cherry Blossom Way. Albert, 75, was a passenger in the Dodge Caravan and pronounced dead at the scene by Scott County Coroner John Goble.

Back-to-school blues

*Anne Mason
clogs traffic
along U.S. 25,
Champion Way*

By CHAS J. HARTMAN
Georgetown News-Graphic

Cars, SUVs, trucks and school buses crept along Champion Way on Monday morning when the parking lot at Anne Mason Elementary reached capacity on the first day of classes.

Long traffic lines are the norm along U.S. 25 North at the entrance to Scott County High School, Scott County Middle School and the Ninth Grade School. However, a new traffic jam is in town, starting at the entrance to Anne Mason on Champion Way and stretching back to U.S. 25 North.

"Is the traffic backed up to Lexington?" Anne Mason Principal Carmen Doninger asked no one in particular in the parking lot. "Oh, dear. Look at that. Wow. It's just like a concert."

Transportation director Dave Button stressed just one thing about the traffic from his vantage point in the lot: "It will get better."



Doninger

Scott County Sheriff Bobby Hammons arrived at Anne Mason at 7 a.m. Monday. Doors were sched-

See **TRAFFIC**,
Back page

Traffic

Continued from Page 1

uled to open at 7:20 a.m., but long lines of parents and their children crowded around the school's two entrances.

"It was like watching a movie fast forward," Doninger said. "It was a blur, but it was a wonderful feeling. It's just so much fun to know that parents and kids are excited to be here. One kindergarten boy said, 'It is awesome.'"

At first, Hammons planned on just monitoring the flow of vehicles, but he soon took up a spot in the center of Champion Way waving his arms back and forth.

"It just piled up all of a sudden," Hammons said. "It's just not large enough to get everybody in at one time. I don't know why they don't put another outlet in on U.S. 25."

Doninger plans on giving her system time to work before re-examining the traffic situation.

"One thing that would help tremendously is a light at the bottom of our entrance," Doninger said. "When people are turning to get out, it's almost impossible."

A total of 520 children attended Anne Mason on opening day, and 168 parents planned on

*Georgetown News-Graphic
8 - 20 - 03*



News-Graphic/Chas J. Hartman

Sheriff Bobby Hammons had to perform impromptu traffic direction at Anne Mason Elementary as cars lined up for the first day of school.

driving their children to school the first day, Hammons said, referencing information from Doninger.

"A lot of them wanted to stay with the child," Hammons said. "It was terrible."

That situation improved greatly Tuesday morning, Doninger said.

"It moved more quickly today, and we are hopeful that will continue to improve," she said. "I think more children rode the bus today, and I think that will be helpful."

Deputy Steve Southworth comes out automatically every morning and every afternoon to direct traffic at SCHS. He

spent more than an hour there Monday morning decked out in his "school boy" gear complete with a hat turned backwards, shorts and a Scott County T-shirt.

Another deputy will be moved to help traffic at Anne Mason, Hammons said.

"It looks like we're going to need one," he said. "It's not going to get any better. It's going to get worse as time

goes on."

The service may come with a cost.

"We might have to start charging for services because they keep building these schools on top of each other out there," Hammons said.

Both a new middle school and the relocation of St. John Church and School are scheduled to take place on Champion Way.

Georgetown man dies battling to save home from road project

By Andy Mead

Herald-Leader staff writer

Thomas R. Davis lived on a small farm on the edge of Georgetown for 33 years and planned to die there.

He was 84 years old and spent the last 10 months fighting state efforts to take his home for a highway project.

The state filed a condemnation suit last month. Wednesday night, Davis died at Central Baptist Hospital in Lexington, apparently of

pneumonia.

Davis, who was known as "Farmer Tom" to neighborhood children, lived simply on 14 acres at the intersection of U.S. 62 and De Garris Mill Road on the northeastern side of Georgetown.

The state wants to widen U.S. 62 to accommodate increased traffic to the Toyota plant being built a few miles away. De Garris Mill Road would turn and run through Davis' home to meet U.S. 62.

In an interview last year, Davis said he didn't want to leave his

home.

"They're going to take my privy and smokehouse, too," he said. "It wouldn't matter so much to me if I was 30 and had only lived here for two or three years, but old people don't move too well."

Some who knew him said yesterday that Davis might have lost the will to fight the illness because of the prospect of being uprooted.

"He wanted to stay there the

(Turn to SCOTT, back page)



1986
Thomas R. Davis sat last year outside the home he fought to save on the edge of Georgetown.

Scott man dies fighting highway project

From Page C1

rest of his life and I think it just aggravated him and he died," said Bobby Courtney of Georgetown. He had known Davis for more than 30 years.

But Davis' lawyer, Richard Compton of Georgetown, said it

would not be fair to say the threat of being moved led to his death. State Transportation Cabinet officials had talked about allowing Davis to stay on the property for as long as two years, he said.

He was a bachelor and was largely self-sufficient, canning fruits and vegetables he raised, and occasionally cooking and eat-

ing rabbits who came to nibble at his well-tended garden.

His home was a former toll-house more than 100 years old.

Davis is survived by a brother, William J. Davis of Georgetown.

Funeral services will be at 10 a.m. Saturday at Turpin Funeral Home in Richmond. Visitation will be 2 to 4 p.m. and 7 to 9 p.m. today.

Herald Leader 1986

Tuesday

November 28, 2000 ★

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City&Region

LEXINGTON HERALD-LEADER

Inside

Police search
Montgomery C
charged with
acquaintance

"It's important to be friendly. A judge gets a lot of cases, but for the defendant, this is their only case. This is their day in court."

Choya Oliver, Fayette traffic court commissioner two nights a week



PHOTOS BY JANI CHIKWENDU/STAFF

Choya Oliver's traffic court session was reflected in a District Court window a week ago. "We've created a society where you really can't get by without an automobile, but not everyone can afford to keep one up and pay for insurance," said Oliver.

Heavy traffic in court

By John Cheves
HERALD-LEADER STAFF WRITER

Choya Oliver wears the only smile in the room and, besides the bailiff, the only necktie.

Four nights a week, as the rest of Lexington sits down to dinner, dozens of people trek up the stairs at Fayette District Court for an appearance in traffic court. Some ask for more time to pay fines. Others cut plea deals with the county attorney or try to fight the ticket. Nobody — shoulders slumped, jaws clenched — looks happy to be there.

Nobody but Oliver, 46, the traffic court commissioner on Tuesdays and Thursdays.

"It's important to be friendly," said Oliver, a perpetually cheerful lawyer with bushy, brown hair and eyebrows, who started in traffic court in 1995. "A judge gets a lot of cases, but for the defendant, this is their only case. This is their day in court."

Traffic court is probably the least glamorous, least interesting part of the legal system, which helps explain why the six district court judges allow other people to stay late and serve as commissioners. "I guess they decided that

whatever we do, we can't screw up too bad," Oliver joked.

Defendants in sweat pants and T-shirts stand and wait for their moment at the lectern. They lean against the courtroom's east wall, where thousands of resting defendants have left a long, thick mark.

Like the rest of district court, the courtroom smells of body odor and harsh disinfectant. Some windows are opened, but the trade-off for a little fresh air is traffic noise from Martin Luther King Jr. Boulevard about 15 feet below.

There are no important constitutional debates. The defendant either ran a red light, or he didn't; the defendant either has insurance, or she doesn't. Most of the time, he did, she doesn't, and the case concludes in a minute or two with a small fine or an order to attend traffic school.

Uninsured and unlicensed motorists are a chronic problem, said Bryan West, an assistant county attorney and a traffic court veteran. A typical evening reveals at least a few adult motorists who haven't had insurance or a license in years, if ever.

See COMMISSIONER, B4



Above: Defendants waited to have Oliver hear their traffic cases.



At left: Oliver checked a driver's license handed to him by Deputy Sheriff Kimberly Caperton.

(over)

COMMISSIONER: Most defendants in traffic court can't afford lawyer

From Page B1

"People think they are naturally entitled to drive a car, like it's a God-given constitutional right," West said. "They'll lose their license after a DUI conviction, and they'll walk right out of the courthouse, climb into their car and drive home."

Oliver likes this job. It's useful work, he says. Murder trials get the headlines, but people are more likely to cruise through a red light than to ax their neighbor. The average traffic court docket has more than 150 defendants.

A second-generation Lexington lawyer, Oliver has wanted to be a judge since boyhood, but he's been unsuccessful so far in his efforts to win a judgeship through appointment or election.

As traffic court commissioner, he gets to wear a black robe; the bailiff refers to him as "The Honorable Choya Oliver" and orders the audience to stand as he enters the room; and he can levy fines of up to \$1,000. If defendants blow off a court appearance — not uncommon — he can sign a bench warrant for their arrest. The \$12,500 a year pay helps cover the overhead at his solo law practice, where he handles divorces, wills and business incorporations.

"It's been a neat experience," Oliver said. "The first time I heard a case, they were arguing back and forth, and it was interesting. Suddenly it dawned on me that I was expected to make a decision when they finished talking."

Lawyers aren't necessary at this level, and most of the defendants can't afford one, anyway. People end up in front of Oliver because they don't have enough money to mail in a check for minor offenses, like speeding, or because they face more serious charges — no insurance, driving an unsafe rustbucket — that frequently are tied to poverty.

"We see a lot of poor people,"



Choya Oliver, center, rubbed his tired eyes after a night session of Fayette County traffic court. He's spent five years working in the court, which is in addition to his law practice.

JAMI CHIKWENDU/STAFF

Oliver agreed. "We've created a society where you really can't get by without an automobile, but not everyone can afford to keep one up and pay for insurance."

Most people plead guilty to the charges, or try to get the charges amended. People can be satisfied if the charge "reckless driving" is reduced to "careless driving," which adds one fewer point to the driver's record and sounds a little better, West said.

A few deny responsibility

A handful of people each night clutch the lectern with both hands and deny the charges, or admit the charges but deny they're really at fault. "It's my cousin's car," they say, or "The sun was in my eyes." This occa-

sionally works, but not often.

Recently, police cited a pickup truck driver for hauling a load of gravel without the required tarpaulin covering it. The driver arrived at court armed with a Tonka truck toy, a leaf blower and several baggies of gravel. He wanted to prove to Oliver that wind won't blow gravel out of a truck even without a tarp.

Oliver, although amused, cut the man's demonstration short and issued a small fine.

The commissioner wasn't amused a couple of years ago when an angry, self-proclaimed militia member stood up with six friends and loudly stated that Oliver lacked the authority to convict him on the charge of obstruction of view — the man had a

dozen bumper stickers across his truck's rear window — because a United States flag hung in the courtroom, and the only real power resides with God and county sheriffs.

"That scared me a bit. He was kind of a nut," Oliver recalled.

Oliver kept his finger near the "panic button" under the bench that rings the sheriff's office on the first floor. And he agreeably transferred the case to the daytime docket to let a regular judge deal with the defendant.

John Cheves can be reached at (859) 231-3495 or (800) 950-6397 or by e-mail at jcheves@herald-leader.com.

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SEWERS: Temporary measures have become a major topic

From Page B1

Fayette County Neighborhood Council leaders have asked city

City officials say they need to fix up old

who pays for it later," she said. "He puts it in the cost of the home, which is why there's not an affordable house out there."

Reach Laura Oppenheimer at 231-1328 or by e-mail at heimer@herald-leader.com.



Bring the family: Harvard's JoAnn Manson, second from left, goes on regular walks with son Jeffrey, 13, daughter Jenn, 15, and her husband, Christopher Ames. Manson's research shows that "moderate activity like walking can be a lifesaver."

By C.J. Gunther
for USA TODAY

Health is just steps away

USA Today 11-13-02

Greater the intensity, greater the results

You're on a path or treadmill and ready to move. Should you walk or run? Which is better for your heart and overall health?

People who walk briskly for at least 30 minutes a day most days of the week will get many health benefits, but those who want even more benefits and are short on time might want to pick up the pace and walk faster or jog, experts say.

And "if you do a greater amount of exercise of either moderate or vigorous intensity, there are more benefits," says Andrea Dunn, an exercise researcher at the Cooper Institute in Dallas.

She says some research, however, indicates that how much you do could be more important than how you do it.

If you do the same amount of brisk walking as you do running in terms of miles covered and calories burned, many of the health benefits can be similar, Dunn says. For instance, if you walk 3 miles in 45 minutes or jog 3 miles in under 30 minutes, the health outcomes might be almost the same.

Abby King, an exercise expert at Stanford Medical School, says you generally get more benefits from high-intensity exercise as long as you don't overdo it and injure yourself. High-intensity exercise makes people more fit, so they are better able to do daily tasks like running up stairs, she says.

There may be differences in how people respond to activity. The evidence is compelling that walking benefits the hearts of middle-age and older women as well as older men, Harvard researcher JoAnn Manson says. "It's plausible that younger people will benefit more from vigorous exercise."

A study of 40,000 men found that those who did high-intensity exercise (running an hour or more a week) were 42% less likely to develop heart disease than non-exercisers. Those who walked briskly at a moderate pace (3 mph) were 18% less likely than non-exercisers to develop heart disease. Men tend to be more active at their jobs and in sports than women, so they may have to do higher-intensity exercise to improve their health, says study author Frank Hu of the Harvard School of Public Health.

Even moderate activity can bring significant benefits, expert says

By Nanci Hellmich
USA TODAY

Almost every day during her lunch hour, JoAnn Manson goes outside for a brisk 20-minute walk. And on weekends, she takes an hour-long hike with her family on both days.

At times, the doctor has so much to do that she is tempted to skip it, but she doesn't. She knows better than almost anyone else that a simple daily walk is a prescription for better health.

Her research, including a paper released today by her team, is part of a growing body of evidence showing that regular physical activity can cut the risk of many diseases, lead to a longer life and help control weight.

"If someone said there was an elixir that reduces your risk of almost every major disease, wouldn't everyone be clamoring to get ahold of it?" asks Manson, a professor of medicine at Harvard Medical School and chief of preventive medicine at Brigham and Women's Hospital in Boston.

"I'm convinced from the research that a sedentary lifestyle kills you, and moderate activity like walking can be a lifesaver."

But this elixir obviously isn't as easy to take as a teaspoon of medicine. Despite the evidence, 75% of Americans don't meet the government's recommendation of getting at least 30 minutes of physical activity on most days of the week. Experts say the lack of exercise is taking a toll on Americans' health and their waists. Almost 65% of adults in the USA are either overweight or obese.

Walk briskly, or climb a mountain

Manson's work with the Nurses' Health Study — a large observational study of 121,000 women who are questioned about their diets, activity, smoking and medical history — has shown that moderate to vigorous activity for three to four hours a week lowers the risk of coronary heart disease, stroke, type 2 diabetes and breast cancer by 30% to 40%.

Moderate activity could be a brisk walk (a mile in 15 to 20 minutes or less). It means walking as if you have someplace to go, at a rate at which you can feel your heart rate rise. Vigorous activity could be

jogging, hiking up a mountain, biking over hills or playing racquet sports.

Manson, co-author of *The 30-Minute Fitness Solution* with Patricia Amend (Harvard University Press), believes many people don't exercise because they think they have "to do a high-intensity sweating activity or they are not going to get any benefits, so they decide they might as well be a couch potato."

Your heart will thank you

But sedentary people who start doing moderate amounts of activity get a big jump in health benefits, she says. There is additional gain from going from moderate

to larger amounts. For example, women who walk 30 minutes a day reduce their risk of heart disease by 35%; those who walk an hour a day reduce their risk by half.

One simple way people can make sure they're doing enough activity to reap the health benefits is to work up to walking at least 10,000 steps a day, Manson says. To keep track of that, they can wear a pedometer, or step counter, on their waistbands.

Walking a mile is roughly 2,000 steps. Some office workers who sit most of the day take fewer than 4,000 steps.

So to reach 10,000 steps, that person would need to take a brisk walk or two every day in addition to pacing while talking on the phone, taking

the stairs whenever possible or walking around the office or house, she says.

Manson says that before she started wearing a pedometer, she was walking 7,500 to 8,000 steps a day; now she does 9,000 to 12,000. She also weight-trains twice a week for 20 minutes.

People who are trying to lose weight should cut calories and might need to do an hour of activity a day, she says.

Manson knows that people are busy and that many don't make exercise a priority. But she says action breeds motivation. If people would set a simple goal for themselves, such as walking 15 minutes in the morning and 15 minutes in the afternoon, then it should become a habit after a few weeks.

"Walking doesn't take a tremendous amount of time," she says. "All it takes is a good pair of walking shoes — and commitment."

Study: Exercise cuts risk of hip fractures

Middle-age and older women can greatly reduce their risk of hip fractures by exercising regularly, according to a study out today.

Women who walk for four or more hours a week have a 40% reduced risk of hip fractures compared with women who do little or no activity.

Women cut their risk in half when they walk an hour a day or jog for three hours a week, a study in today's *Journal of the American Medical Association* shows.

These are the latest findings on the benefits of physical activity from the Nurses' Health Study, an observational study of thousands of women.

Hip fractures are a serious concern for older Americans because the injuries can result in serious health problems and even death. About 80% of the 300,000 hip fractures annually occur in women.

Sedentary women should start doing something, says the study's lead author, Diane Feskanich. "Doing anything is better than nothing; doing more is better than less."

"Walking alone will help, but if you do high-impact activities like jogging or running, you get even more benefit," says Feskanich, an assistant professor at Harvard Medical School and Brigham and Women's Hospital in Boston.

For the latest report, researchers reviewed questionnaires on the habits of 61,000 postmenopausal women, ages 40 to 77. Women were asked questions over time about walking time and pace as well as type and intensity of other forms of exercise. Researchers found that:

► For every hour of walking or an equivalent activity a woman adds to her weekly exercise plan, her risk of hip fracture is cut by 6%.

► Activity is protective for hip fractures in both lean and heavy women.

► Faster walking pace and amount of time spent standing is associated with lower risk of hip fractures.

► Those who regularly exercise, equal to about an hour of walking a day, reduce their risk of hip fractures about the same amount as women who take hormone therapy.

By Nanci Hellmich

ON

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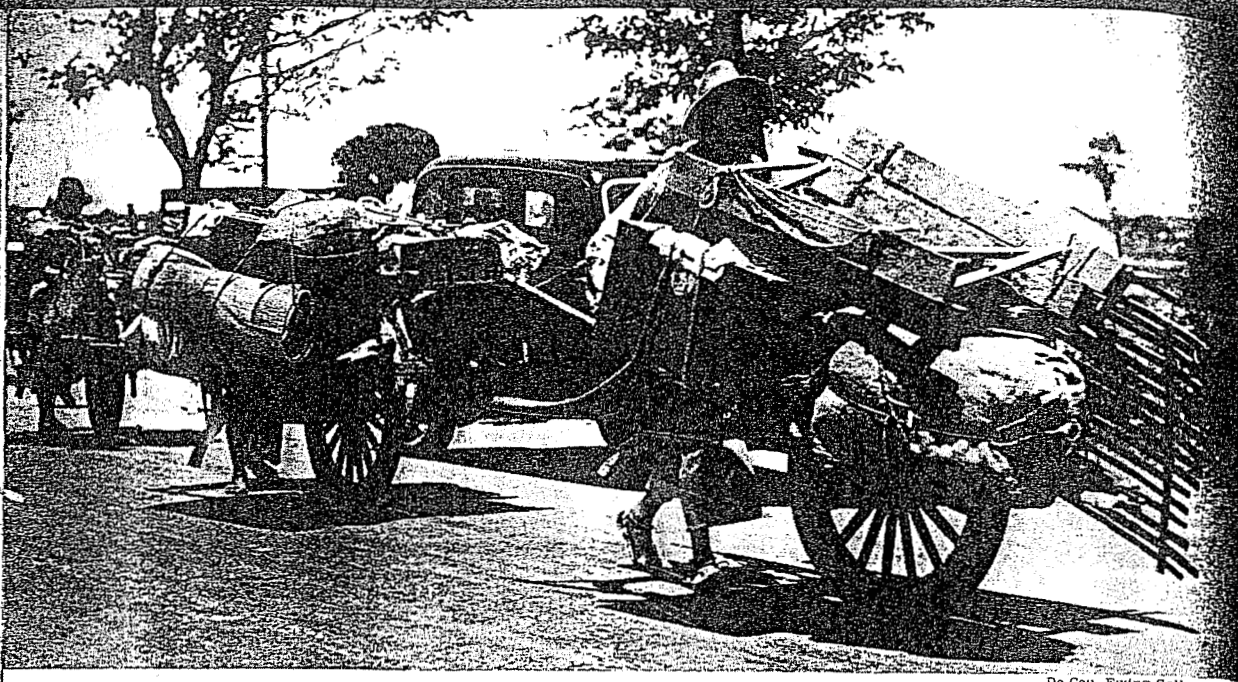
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MAN AS BEAST OF BURDEN

In lands where labor is cheap, transportation has been slow to develop and man remains his own beast of burden. *Upper:* With yokes across their shoulders, these Chinese gardeners on the island of Java are carrying vegetables to market. *Lower left:* In Mexico, such sights as this man with his load of homemade baskets are common. *Above:* This twelve-year-old Chinese boy, carrying eighty pounds of tea, is making a four-hundred-mile trip with his father whose load weighs 350 pounds.

Photos: Ewing Galloway; Tager-Pix; U & U



Wheelbarrows and Handcarts Are More Common than Trucks and Automobiles on the Roads and Lanes of China

Colorful
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A paper
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find the men of so large a stature, much above the Chinese usually seen in the United States. They were fully the equal of large Americans in frame, but without surplus flesh, though few appeared underfed. To realize that these are strong, hardy men it was only necessary to watch them in pairs carrying on their

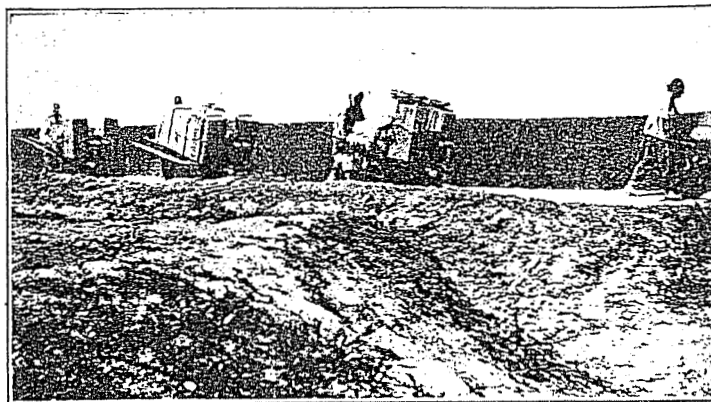


FIG. 27. — Men freighters going inland with loads of matches

shoulders bales of cotton suspended from strong bamboo poles; while the heavy loads they transport on wheelbarrows through the country over long distances, as seen in Fig. 27, prove their great endurance. This same type of vehicle is one of the common means of transporting people, especially women, and four, six and even eight may be seen riding together, propelled by a single wheelbarrow man.

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Journal: King, F. H.
Maymors & North
Confessions. & Roadside Chances
1911.

SOME CUSTOMS OF THE COMMON PEOPLE.

The Tosa Maru brought us again into Shanghai March 20th, just in time for the first letters from home. A ricksha man carried us and our heavy valise at a smart trot from the dock to the Astor House, more than a mile, for 8.6 cents, U. S. currency, and more than the conventional price for the service rendered. On our way we passed several loaded carryalls of the type seen in Fig. 61, on which women were riding for a fare one-tenth that we had paid, but at a slower pace and with many a jolt.

The ringing chorus which came loud and clear when yet half a block away announced that the pile drivers were still at work on the foundation for an annex to the Astor House, and so were they on May 27th when we returned from the Shantung province, 88 days after we saw them first, but with the task then practically completed. Had the eighteen men labored continuously through this interval, the cost of their services to the contractor would have been but \$205.92. With these conditions the engine-driven pile driver could not compete. All ordinary labor here receives a low wage. In the Chekiang province farm labor employed by the year received \$30 and board, ten years ago, but now is receiving \$50. This is at the rate of about \$12.90 and \$21.50, gold, materially less than there is paid per month in the United States. At Tsingtao in the Shantung province a missionary was paying a Chinese cook ten dollars per month, a man for general work nine dollars

Car Fare and Wages.

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per month, and the cook's wife, for doing the mending and other family service, two dollars per month, all living at home and feeding themselves. This service rendered for \$9.03, gold, per month covers the marketing, all care of the garden and lawn as well as all the work in the

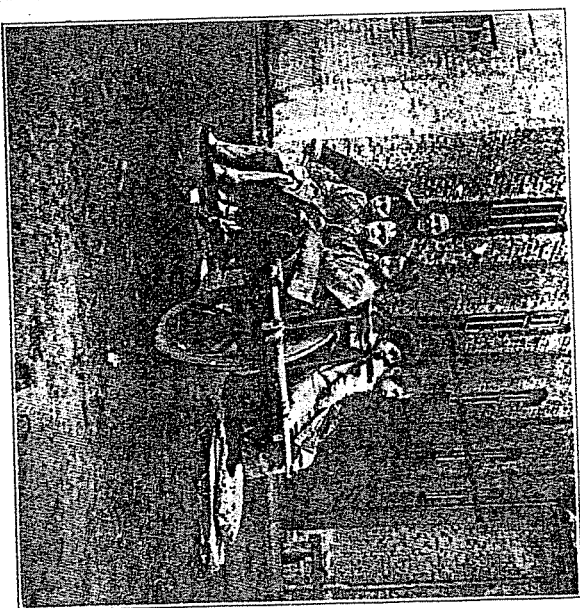


FIG. 61.—A common means of transport on the streets of Shanghai, used much more frequently by women than by men.

house. Missionaries in China find such servants reliable and satisfactory, and trust them with the purse and the marketing for the table, finding them not only honest but far better at a bargain and at economical selection than themselves.

We had a soil tube made in the shops of a large English ship building and repair firm, employing many hundred Chinese as mechanics, using the most modern and complex machinery, and the foreman stated that as soon as the

159 Hucker Avenue
Georgetown, Kentucky 40324
8-14-03

Mr. Patrick Simpson
Commissioner, Kentucky State Police
919 Versailles Road
Frankfort, Kentucky 40601

Commissioner Simpson,

On pp. 76 & 88 of Kentucky
Drivers' Manual, published by your
office, pedestrianism is recommended
as preferable to motor driving.
For many years I have advocated
home & commercial horticulture
with a view to home & community
self-sufficiency in food, fiber, &
timber, as preferable alternative
to motor import of these supplies.
I offered this argument years before
Toyota arrived here, to local City Council
& Fiscal Court, and ran for Judge
Executive on this proposition in 2002.

If you are serious about your recom-
mendation of pedestrianism, may I ask
you to promote state-wide home
horticulture, food preservation, textile

+ timber crops + processing.
The staples of life can be largely
produced at or near home.
If motor transport is to be re-
duced, as you attempt to do in
Drivers' Manual, then these
staples must be produced near
home, preferably within walking
distance thereof.

Please see enclosures regarding
home + community horticulture
as alternative to motor transport.

Pedestrianism needs your leadership!

Sincerely,
Stephen Price