

COLESTIN VALLEY BUZZ

March/April 2006

Colestin Road Address Project Progress Report

Over the years, Jackson County has assigned addresses that increase and decrease along different parts of the road, creating a problem for emergency responders as well as our guests and service providers. The problem is especially acute on some of the long private driveways serving multiple homes. A majority of the addresses increase in the direction from the Ski Road toward Hilt, so the address project is attempting, over time, to correct the remainder, and all new ones, to that pattern.

The fire district now has a simplified procedure for assigning new addresses based on a complete data base of all existing addresses with suggested new numbers for parcels where the existing address is out of sequence. The private roads serving multiple parcels have been allocated blocks of addresses so that new ones will not conflict with others along Colestin Road. The district board of directors has forwarded this new data base and procedure to Jackson County with the objective of simplifying voluntary changes and assignment of new addresses. Coordination with the county is continuing, with the expectation of having an official process in place in the next few months. The data base and improved procedure should be available on the CRFD web site within a few days.

Any comments on the address project, including corrections or amendments to the data base, are welcomed. Contact John Ames at 488-5016.

Update on The Buzz and Upcoming Changes

Greetings Neighbors! I procrastinated my usual financial reckonings at the end of the Buzz year (July 04-05). After running the numbers, I discovered to my dismay that I ran deeply into the red last year (-\$198) and am on track to do the same this year (at least -\$127 for Buzz year July 05-06). There have been 2 of 6 years in the black, which have helped offset the losses, but I have decided that change is in order. The Buzz circulates to virtually all residents, which has been my goal from the outset. I very much wanted to provide a vehicle for everyone in the community to share and take part in. Turns out, though, that 40% of folks have never subscribed over the six-year life of this effort. I am stubborn, but the time has come to recognize that the Buzz is not valued in these homes and would likely not be missed. Therefore, I have decided to remove these residents from the mailing list at the end of this Buzz year (last issue will be May 2006). I want to thank all the subscribers. Many have routinely donated generously above the \$8 subscription in order meet my goal of circulating to the entire community. Dropping folks who have never supported the Buzz seems a reasonable course to alleviate the financial burden, not only on myself but also

the broader community. There may be some out there who, for whatever reason, have not subscribed but who do indeed wish to continue to receive the Buzz. Everyone is welcome. Please let me know if you wish to remain on the list. My contact info is on the last page. I believe that this change will address the cash shortfalls and more evenly match the cost with the subscribership.

Your mailing label shows the date your subscription is paid through. If it states 7/06, you are up to date. For your information, when a subscription is not current, subscription money is credited to the Buzz year in which it is received. When an individual's subscription is current, I extend the subscription accordingly. I have come to this system as I

receive money year-round and was not always clear about the intention of the sender.

Generally, if there has been confusion on my part, I have given benefit to the subscriber. I make mistakes often, so if anyone has questions or complaints, please contact me. If you wish to donate a bit above the \$8 for Buzz year 06-07, please feel free to do so and I will give a financial report at year-end to see if there is surplus. Decisions about extra money can be made at that time. I look forward to facing that dilemma!

Again, a Great Big Thank You to everyone who has supported the Buzz whether by subscribing or submitting material or voicing your appreciation. I hope it continues to serve our community!

Driver Safety Tips

from Marjorie Abrams, publisher of Bottom Line/Personal newsletter.

One of my friends saved himself from a terrible crash the other day. While driving at around 65 miles per hour along a six-lane highway, he noticed debris up ahead. Suddenly, a thick plume of white mist started spewing from the car in front of him-vaporized gasoline from a punctured fuel tank. Now fearing the debris and an explosion or fire, he quickly veered across two lanes and passed the other car. In his rearview mirror, he saw the gasoline plume diminish and thankfully-no smoke or fire.

It wasn't just luck that kept my friend safe. It was his habit of "reading the road ahead"-a habit we all should develop says Jim Solomon, who manages the National Safety Council's defensive -driving program in Itasca, Illinois.

This involves constantly noticing what is happening ahead of you and playing the "what if..." game. What if that truck loses some of its load? What if that vehicle runs the stop sign? Based on what's behind and to the side of you, where could you safely go?

Jim recommends planning one or two intersections ahead or to the top of the hill or the next bend. On roads with no median, be aware of vehicles approaching from the opposite direction.

Though it may seem counterintuitive, fixating on an obstacle can cause a driver to aim toward it. International Training Inc. (ITI), the West Point, Virginia-based trainer of drivers for security services, teaches its students to scan for a space in an emergency, then lock onto the space and drive into it.

ITI vice president Brad Simmons cautions against letting your guard down once you have driven into a safe space. Look well ahead of you-and also behind (emergency vehicles may be approaching fast). If you have pulled off the roadway, don't be in a hurry to get back on. Other drivers may be flustered and make unpredictable moves.

When stopped, keep enough space between your car and the vehicle ahead to move right or left if you're about to be hit from the rear. If you can't see the bottoms of the rear tires of the car ahead of you, you are too close.

Winter is an especially treacherous time for driving. According to the National Highway Traffic Safety Administration, Americans are 36% more likely to be in a car wreck in January than in July.

How to Calculate a Tip in Seconds and Other Math Tricks

Everyday math doesn't have to be hard. There are tricks to make common calculations easy. Here, simple ways to...

Calculate a tip. If the check is more than \$30, lop off the last three digits, and double the remaining number. The resulting tip always will fall between 15% and 20%.

Example: if the check is \$87.46, take out the 7.46 and you're left with 8. Double it for a \$16 tip (18.3%).

To calculate the tip if the check is less than \$30, round up to the next highest dollar (so \$13.27 becomes \$14), then double that and insert a decimal point for the tip (\$2.80, or 21 %).

Translate Celsius to Fahrenheit. Double the Celsius temperature and add 30 to get a fairly accurate Fahrenheit estimate.

Example: If it's 12° Celsius, double to 24, then add 30 for roughly 54° Fahrenheit. The exact temperature is 53.6°F

Make metric conversions. Remember just one number - 1.1 - and you'll never be confused by metric measures again. Roughly speaking, there are 1.1 yards in a meter and 1.1 quarts in a liter. Add up those two 1.1 s to remember that there are around 2.2 pounds in a kilogram.


If distance is the issue, consider that the White House has kept the country off the metric system - so 1600 Pennsylvania Avenue is to blame for the fact that you can't remember there are about 1,600 meters (or 1.6 kilometers) in a mile.

Estimate a weight. People and animals have roughly the same density as water. If you remember that one pint of water weighs one pound and that there are eight pints in a gallon, you can estimate the weight of most things.

Example: Want to know how much a dog weighs? Try to picture the number of gallon jugs of milk necessary to form the dog's body. For a midsize, three-gallon dog, multiply three times eight = the dog weighs around 24 pounds.

Put government spending into perspective. How appalled should we be by \$100 million in government waste? \$100 billion? For every billion the government spends, the average taxpayer is on the hook for between \$7 and \$8. That \$100 million pork project likely cost you less than a cup of coffee, but a \$100 *billion* boondoggle is \$700 to \$800 out of your pocket.

From a Bottom Line/Personal interview with Mark Ryan, founder of The Math Center, a math teaching and tutoring organization in Winnetka, Illinois, www.themathcenter.com. He is author of *Everyday Math for Everyday Life: A Handbook for When It Just Doesn't Add Up* (Warner). A free on-line course based on the book is available through Barnes & Noble University.

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COUGAR CHUTZPAH

Right outside the window from where I write
you took him. A yelp, a piercing scream, then
haunting silence. You carried off all sixty-five pounds
Of Joey. I'm glad of that. I don't want to think
Of you dragging him through fox tails and rabbit brush.
Still, I don't like to think of the bullet grazing
your head, sending you somersaulting in the air –
or the way you hit the ground running.
I tracked for you, you know. The tracker kept his gun
at the ready. We looked for ravens and vultures
To signal you were dead or wounded, but you'd gone on.
So many family dogs you took, one right off a porch.

What were you thinking - one hundred, thirty pounds of you –
coming down from the tree, charging dogs, men, guns?
You didn't stand a chance, but I admire your last move.
Gutsy to leave this earth in one last act of defiance.
A rush at the threat, at the shrinking landscape, chain saws
grinding into your dreams, rabbits and deer growing scarce, and
skis and snow boards slicing into the white hush of snow.

Now outside my window –
The red breasted nuthatch snatches from the feeder,
flits to the scrawny scrub oak and watches
band-tailed pigeons squabble over sunflower seeds.
Oregano, lavender, and sage sway playfully in the breeze,
peaceful in their communal lives I think.
Or do they hold that night in their memory
shuddering when dusk comes creeping down again?
Cougar, I wish we could talk together.

by
Nancy J. Bringhurst

FOOD ENERGY

by Ric Sayre in Ashland Food Co-op's newsletter
volume 9

In this day of ever fluctuating/rising energy prices, many of us contemplate ways to save energy; be it commuting to work by bicycle or bus, installing compact fluorescent light bulbs, energy saving appliances, hybrid or alternative-fuel vehicles, the list goes on. But most of us don't think of the energy consumed to supply the food we eat.

It takes about 10 fossil fuel calories to produce each food calorie in the average American diet. So if your daily food intake is 2000 calories, then it took 20,000 calories to grow that food and get it to you. This means that growing, processing and delivering the food consumed by a family of four requires almost 34,000 kilowatt-hours of energy and more than 930 gallons of gasoline. For comparison, the average U.S. household annually consumes about 10,800 kilowatt-hours of electricity and about 1070 gallons of gasoline. In other words, we use about as much energy to grow our own food as to power our homes or fuel our cars.

Overall, about 15% of U.S. energy goes to supplying Americans with food. David Pimental, a professor of ecology and agricultural science at Cornell University, has estimated that if the rest of the world ate the way Americans eat, we would exhaust all known fossil fuel reserves in seven years!

Much of the energy use in our food comes from growing grains. Producing a 2-pound box of

breakfast cereal requires the equivalent of burning a half a gallon of gasoline.

The path to reducing energy use in our diets coincides with healthy and nutritious food and can be summarized by the following:

First, eat lower on the food chain. 80% of grain goes to feeding livestock. It takes 68 calories of fossil fuel to produce one calorie of pork and 35 calories of fuel to make one calorie of beef. Grass-fed animals use fewer fuel calories. *

Second, eat more fresh foods and fewer processed foods. More packaging and more processing equals more energy use.

Third, buy local. Most items in our grocery stores have traveled an average of 1500 miles. Hawaiian pineapples are among the most carbon intensive foods, using 40 pounds of CO₂ per pound. That's 10 times the next highest food studied.

Fourth, eat organic. Though most American (69%) who do not eat organic foods claim price as a major factor, "organic, not conventional foods, are the bargain when all their effects on humans, animals and environmental health are factored in," say Katherine DiMatteo, executive director of Organic Trade Association. "Organic food prices represent the true cost of production.

Conventional prices fail to incorporate \$10 billion a year in costs passed on to society at large." (To review OTA's recent organic/conventional food price analysis visit www.theorganicreport.org).

The next time you reach for out of season fruit or a colorfully designed cereal box, consider the true cost of consuming that item. And remember, you are what you eat.

Upcoming Events

Useful Trash Disposal Dates

For more information contact Kathy Ryan, Solid Waste and Recycling Coordinator (541) 774-6018.

- April 29 from 8am - noon, **Household Latex Paint Disposal** at the Valley View Transfer Station. They also have a great re-useable paint table.
- May 5-6, **Household Hazardous Waste Disposal** at the Jackson County Expo.
- June 10, **Discount Day** at the Valley Transfer Station, receive \$3.50 off. **Extra Bonus:** Ashland Sanitary will donate \$1.75 to ACCESS Food Bank for every customer who participates.
- **Free fluorescent Tube and Bulb Drop-Off**, bring up to 10 tubes or compact fluorescent bulbs to the Ashland Recycling Center on Water Street. Program is a grant through Ashland Conservation Commission so get in soon before the grant runs out!

Colestin Valley Buzz

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Next BUZZ
Deadline
May 15, 2006



Subscribe Now !

Cost for Buzz Year July 2005-July 2006 is \$8 for bi-monthly issues. Any additional donations are very much appreciated and help offset the cost for those subscribers who are not quite up-to-date. Snip the subscription strip below and send it along with your cash or check to:

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