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BICYCLING
HONORS PROJECT FOR
THE FALL SEMESTER OF 1973

by

Nan Murdoch and Michele Roussel

This is not intended to be a research paper; rather it is a journal containing our thoughts, experiences, and knowledge received while doing our bicycling honors project.

The first time we set out on a bicycle excursion, we discovered that it would be advantageous to acquire some knowledge of the rules of bicycling.

We found that Riley Library contained a very limited number of books with information of the type we needed. But alas, a book was located that contained the desired information. The book, Sports Safety, Accident Prevention, and Injury Control in Physical Education, Athletics and Recreation listed these twelve basic rules to be followed by cyclists:

1. Obey all traffic regulations, signs, and lights
2. Keep to the right and ride in a straight line.
3. Always ride single file.
4. Have a white light in front and a red light or state approved reflector in back.
5. Have a working signaling device, such as a horn or bell.
6. Give pedestrians the right-of-way. Avoid sidewalk riding.
7. Look out for parked cars pulling traffic. Watch for doors opening on parked cars.
8. Never hitch onto other vehicles, stunt, or race in traffic.

8. Carry no passengers or objects which interfere with vision or control.
9. Make sure brakes are functioning smoothly. Keep your bike in perfect operating condition.
10. Look to the right and left at all intersections.
11. Always use proper hand signals for turning or stopping.
12. Don't weave in and out of traffic or swerve side to side.

According to the Athletic Institute of America, bicycling is the number one participation sport in America. Figures indicate that this sport grew 105 % between 1960-65. It is predicted that there will be a 137% increase between 1960 and 1980.

The Bicycle Institute of America says that in 1969 there were 63 million bike owners in America, of which 38 million were active cyclists.

This year two more bicycle owners and cyclists were added to this growing number. Both of us purchased bicycles; Nan getting a ten-speed and Michele a three-speed. As part of our honors project we began riding our bikes twice a week. (Someone once told us that first-hand experience is the best experience--but no one said what kind of experiences would follow). Well, we have had many adventures while doing our project, and we would like to share some of them.

First of all, in order to be better organized we obtained city maps from the Chamber of Commerce. We decided to cover all the streets in Arkadelphia; thus having a definite purpose in

mind and in the process better familiarizing ourselves with the city. It was soon discovered that Arkadelphia weather, which is noted for its monsoon seasons, would often limit our excursions.

We would like to share one tidbit of information about Arkadelphia which we feel the rest of the world should know. In their "ignorance", many Americans travel thousands of miles every year to see Rome, the "city of seven hills" when right here, in the midst of the good ole South is "ARKADELPHIA, ARKANSAS, THE city of hills and hills, and hills and hills... Up until this time we had both traveled in Arkadelphia only by car, never really noticing the hills. But soon after we began our project, our leg muscles told us the hills were there!

As we took more and more bicycle jaunts, we discovered that many dangers await the cyclist in today's world. Motorists seem to be at the top of this danger list. Many drivers seem not to like the competition of bicycles on "their" roads and act as if they don't see the cyclist. Needless to say, this can be very unhealthy for the cyclist. Often, unavoidable situations arise and close calls result when bicyclists and automobiles travel on the same roads. This leads us to the matter of bikeways. We wrote to the Parks and Tourism Commission, the Corps of Engineers, and the Highway Department for information concerning proposed bikeways for Arkansas and received this information from the Highway Department about the Wilbur Mills bike way.

The Wilbur Mills (I-630) bikeway was conceived as an offshoot of the "multi-use/joint development" of interstate right-of-way. The "multi-use/joint development" theory provides for the planning and funding of roadside rest areas, tourist information facilities, parks, bikeways, etc. on the excess right-of-way of a federally supported highway. The right-of-way is that property adjacent to the paved road and maintained by the Highway Department.

The basic purpose for designing the I-630 bikeway was to provide a safe facility for the commuter and recreational rider. The bikeway corridor links major residential areas with commercial, recreational, and educational areas in an effort to reduce the car/bicycle contact.

At present, there are no proven standards for constructing bikeways, but the Arkansas Highway Department has adopted the criteria developed by the University of California at Los Angeles in their publication "Bikeway Planning Design Criteria". This publication discusses various surface treatments, width of paths, as well as slope gradients. The Highway Department is using the eight-foot-wide hot mix asphalt surface with a maximum gradient of eight percent. This combination proves to be the least expensive, easiest to maintain, and easiest to navigate.

Additional information we received is attached at the back.

We also talked to Mr. Charles Matthews, a member of the State Bicycling Commission, about bikeways. "This committee, made up of five members, has the purpose of developing a state-wide bikeway plan. As of yet there are no primary bikeways in Arkansas--no bikeways separate from the road. Two primary bikeways are planned though--the Wilbur Mills Bikeway and the Murray Dam Area Bikeway. Arkansas does have several secondary bikeways. These are on the road but are separate strips of areas marked for bikes. With the allotment of 120 million dollars for bikeways by the Federal Highway Act, maybe the "Golden Age of Cycling" has arrived.

Mr. Matthews also commented on the success of the big bike race held in Little Rock this year. It was the "richest" bike race of 1973 and had over 200 riders. It even attracted two members of the United States Olympic team. He expects the race to double in size next year and it will also include both amateur and professional races.

As we rode our bikes through the streets of Arkadelphia, we found many things that had previously escaped us. Riding at a leisurely pace we were better able to observe life in Arkadelphia. We were surprised to find many side streets that housed people from the lower end of the economic scale while not more than two blocks away were expensive middle-class subdivisions. It was as if we were standing on the outside looking in at two vastly different worlds.

Then there were the exciting adventures we encountered during our project. Two of these included "discovering" and exploring the Clark County Courthouse and Clark County Library. We were amazed at the beautiful architecture of both of these old, but well-preserved buildings. The county officials and librarians were all helpful, giving us pamphlets and showing us scrapbooks on the history of the buildings. Did you know that during the Civil War a Confederate arsenal was located in Arkadelphia? The canon in front of the library is a reminder of these "days gone by!"

Soon after Nan had purchased her bike, we were chugging up those now-famous hills of Arkadelphia. Still inexperienced at shifting gears, she decided to try pulling both gear shifts back to see if that made for easier riding. It did, alright--- in fact it made for no riding (and that is pretty easy riding!).

In the process of pulling both shifters back at the same time (which we now know you are not supposed to do) the chain had slipped off. We attempted to fix things but it was to no avail. We proceeded to push the bikes to Clark County Auto Association where a kindly mechanic soon set us on our way...Chalk that experience up to inexperience.

Michele participated in the Pi Kappa Zeta sponsored bike race as a member of the "Wheeling Spokes" team. This provided the setting for another unique experience, for on the first curve of her fourth lap the shoestring of her favorite tennis shoes got caught in the bike pedal. This was only the beginning; soon the tongue and then the entire shoe was caught up in the pedal. With no success she tried to tear her foot out of the shoe. Finally she was able to rip her shoe from the bicycle and then to add to everything the pedal fell off! Michele is a living testimony that a one-pedal bike is not only difficult to ride but also difficult to stop. She did get stopped though-- when she ran over her relay teammate. The cameraman was on the scene getting pictures of the racers flattened by their own dis-pedaled bicycle. To say the least, this was an experience Michele will not soon forget.

We interviewed Dr. Joe Jeffers, Director of the Honors Program, and an avid bicycle rider, to see how he became interested in cycling. He responded that he thought all children went through a stage where they enjoy riding bikes. He enjoyed it as a child, and then when he obtained a multi-speed bike his enjoyment increased even more. He was able to take longer trips, enjoying especially the peaceful scenery of backroads. Dr. Jeffers enjoys the exercise

of biking, but his main interest in the sport is the recreational aspect of it. He finds it a pleasant and relaxing sport. To sum it up, he said, "biking represents all types of activities. It is not only beneficial to the participant, but it is fun as well."

We also asked Mr. Matthews (whom we referred to earlier) how he became interested in biking. He began riding for his own personal health. He sees biking as a very convenient way to get good exercise and he now rides his bike to work every day. He and his family have cycled through Arkansas and in other states also.

Bicycling has come to mean many things to both of us in just this one semester of riding together. We have found biking to be a good source of transportation as well as a pleasurable form of recreation. The physical attributes of biking are many, Also it builds stronger hearts (12 different ways!), builds firmer leg muscles, and helps to keep a trimmer waistline (or so they say). Cycling is just an overall good and enjoyable exercise.

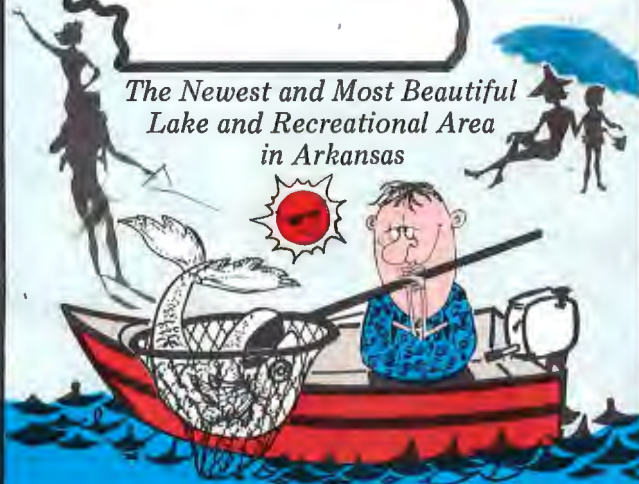
Our bikes afforded us many opportunities--a chance to "view the city through different eyes," to make new discoveries, and to come in contact with other people, whether they were cyclists, pedestrians, or motorists. One final opportunity our bikes have afforded us--the opportunity to do an Honors project, or maybe the Honors Program afforded us the chance to have this "meaningful relationship" with our bikes. It was enjoyable and enriching, and after all, isn't that the purpose of the Program itself?

CITY MAP

Welcome to
Arkadelphia
ARKANSAS

★ A BETTER PLACE
TO LIVE AND
EARN A LIVING!

*The Newest and Most Beautiful
Lake and Recreational Area
in Arkansas*



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Inc.

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Compliments of

Chamber Of Commerce

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ARKADELPHIA, ARKANSAS 71923

COMPLETE AREA INFORMATION AVAILABLE
AT YOUR CHAMBER OF COMMERCE

the map we used
to cover the streets
of Arkadelphia

A Brief
Compact History
of
CLARK COUNTY
ARKANSAS
1819 - 1969

*we received this at
the Clark Co. Courthouse*

What **EVERYONE** should know

ABOUT BICYCLES



for **FUN** and for **SAFETY**

Right Now

MARCH 1973

At last, a nationwide fad that nobody disapproves of: bicycling. It used to be a kid's pastime; now it is—or can be—exercise, recreation and transportation for the whole family. In 1969, 12 percent of bicycles purchased were for adult use; last year the proportion jumped to 50 percent.

National concern with pollution from cars—and increasing traffic—have given biking a boost, and facilities for recreational touring are being created to accommodate hordes of two-wheeling groups, classes, families, clubs.

Many cities and towns are responding by providing expanded bicycling routes and services, and a few have made bicycles an integral part of their urban-transportation planning.

In Oregon, at least 1 percent of all highway funds allocated to the cities must be spent on bicycle and footpaths.

An innovative program in Davis, California, is cited by biking enthusiasts as the wave of the future. A few years ago, this university town faced expansion of the campus and its highly bicycle-oriented population. In-

stead of creating roads and highways, the community decided to expand and encourage biking by building special lanes. Now three quarters of the population is on two wheels.

Davis has perhaps the most sophisticated bicycle system around, but many other cities—among them Seattle, Boston, Oshkosh, Boulder, Palm Springs and Tallahassee—have developed bicycle routes for residents and offer self-guiding route maps to bike-minded visitors. The state of Wisconsin boasts a 300-mile scenic shunpiking tour that touches numerous points of interest and follows an abandoned railroad right-of-way part of the time, far from the madding highways.

Information about these special routes in your own

or other communities is best obtained from local tourist organizations. More ambitious biking excursions may be planned with the aid of the *North American Bicycle Atlas*, published by AMERICAN YOUTH HOSTELS, INC. (\$1.95; 20 WEST 17 ST., N. Y., N. Y. 10011). This organization (family membership, \$12 per year) also lists inexpensive hostels where bikers are welcome to stay overnight.

An unusual aspect of the boom in biking facilities is its grass-roots nature. The various plans and proposals, the lobbying, the studies and maps and questionnaires—all are undertaken by coalitions of interested groups at the community level. The trade association of bicycling, the Bicycle Institute of America (122 East 42 St., N. Y., N. Y. 10017), offers

technical assistance to many local groups, advising on proposals, funding, legal considerations and construction guidelines.

The bicycling boom has spawned a varied bibliography, ranging from the repair manual to the lyric ode: *Bike Tripping*, by Tom Cuthbertson (Ten Speed Press, \$3), is a gracefully written short book that starts with how to learn to ride, goes through what kind of bike to buy, bike safety, city and country riding, tours, ailments, etc. *Buyer's Guide—1972-73 Bicycle Test Reports* (Doubleday, \$1.95)—an analysis of brands, specifications, a smidgen of history and suggestions on apparel. *Richard's Bicycle Book*, by Richard Ballantine (Ballantine, \$1.95)—a fearfully technical purchase and maintenance manual. *The Complete Book of Bicycling*, by Eugene A. Sloane (Trident, \$9.95), includes a history of bicycling. It was interesting to learn that the Gibson Girl style was designed chiefly as an appropriate biking costume for women back in the '90s, when two-wheelers were all the rage.

—Electra Yourke

GONE



BIKING

Market booms for used 10-speeds

Devaluation boosts bicycle resales

By JOSEPHINE RIPLEY

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Publishing Society

WASHINGTON — Next to a new bicycle the fastest-selling bike on the market is a top quality, 10-speed used bike — if you can find one.

These bikes are snapped up almost as soon as they come into the shop, according to dealers. A spokesman for the Bicycle Institute of America, Inc., describes the resale of these 10-speeds as "little short of phenomenal."

If you are fortunate you might find a brand-name, quality bicycle in this class for between \$80 and \$120. The same bicycle, new, might cost from \$129 to \$159. Many bikes cost much more than that.

Trade-ins of all kinds are coming into the market, but not all of them are bargains. Some may be lemons.

There is no set price for a used bicycle; it all depends on the condition of the bike, its age, and the terms of the trade-in.

But there are would-be buyers galore, particularly now that the price of new bicycles is up some 12 per cent to 14 per cent over last year. This is due largely to the devaluation of the dollar. Most of the big brand-name bikes are imported. And American-made models are dependent on foreign parts in their manufacture.

Where do you look for one of these popular brand-name 10-speeds? The answer is simple and obvious: You go to a dealer who sells only top

quality bikes and takes only top quality used bikes in trade.

How can the nonexpert tell whether a used bicycle is in good condition and has had good care?

Look at the tires. Look at the paint. Does it show any signs of rust?

Conduct your own brake test. If you can come to a stop within 15 feet from a speed of 15 m.p.h. on a 10-speed bike, the brakes are all right, according to the Consumer Product Safety Commission.

If you are buying a lower speed bike, you should be able to come to a stop in 15 feet from 10 m.p.h.

What about the warranty? If the bike is fairly new the original warranty may not have expired.

One dealer interviewed said frankly, "It may be a good idea to have a mechanic look the bike over if you are in doubt."

After you have tested your bike and bought it, how do you protect it? Hundreds of thousands of bikes are stolen every year. The police recov-

er hundreds of stolen bikes that are never claimed.

Either the owner has given up hope of the bicycle being found, or he has not kept a record of the serial number. The first thing to do when you become a bike owner is to register the serial number with the police.

As for bike insurance, there are a few policies written to cover bikes. Most companies do not want to issue them because of the high rate of thefts. And if they do issue such policies the deductible is so high the policy is not particularly meaningful.

If you have a homeowner's policy, bicycles are included under that as a personal belonging. However, most such policies now have a \$100 deductible and since most bikes cost less or little more than that, this insurance is not particularly helpful either.

Even so, it would be a good idea to review your homeowner's policy if you acquire a bicycle, for this policy would cover personal liability as well as theft and would apply in the case of any injury sustained on a bicycle. There

is no deductible in the case of personal injury.

In the case of theft, you, as owner, would have to provide proof that you had such a bike and give some evidence of ownership. Settlement would be based on the age and condition of the bicycle, as in the case of any other homeowner loss.

The best insurance against theft is a good, tough lock, plus a good parking place, preferably inside a building. And the best way to find your bicycle if it is stolen is to go to the police with the serial and registration number for identification.

Talks Start to Plan Commuter Bikeways

Little Rock city officials have begun to develop a system of commuter bikeways in anticipation that the number of cyclists will mushroom as the fuel shortage gets worse.

The problem, as discussed in a meeting Tuesday, with representatives of cyclist groups, is convincing motorists to give some of their gasoline taxes earmarked for highways to cyclists for bikeways.

"We're headed for hard times," Don R. Venhaus, director of Community Development for the city, warned the group. "We're going to be confronted with a tremendous conflict for resources."

Congestion on the city's major streets has already created "an awful lot of disgruntled motorists," he said. "Gentlemen, they're not going to give way for bicycle riders."

He agreed to begin a study of the design of a test route along Kavanaugh Boulevard from Pulaski Heights to downtown and of an unspecified route to the University of Arkansas at Little Rock. At the suggestion of state Representative Robert Johnston, a member of the state Bikeways Commission, the city officials agreed to survey a

sample of residents to pinpoint present and future bikeway needs.

The Kavanaugh route can be laid out by prohibiting parking during certain times and painting a strip to designate a bike path during certain times and painting a strip to designate a bike path along each side of the street, R. Don Bailey, the city traffic engineer, said. But there will be a problem when the cyclists get to heavily traveled West Markham Street and have to cross the Missouri Pacific Lines overpass.

Prohibiting parking and the presence of cyclists could generate opposition from both merchants and motorists, the group agreed.

The present bikeway system, drawn up in 1970, is designed primarily for recreational use. Those present agreed that the system needed to be better marked so it can be followed without a route map.

Joe Weber Jr., president of the Arkansas Bicycle Association, argued against prohibiting cyclists on all roads except those designated as bike routes. Although he said taking certain routes such as La Harpe Boulevard would be "insanity," he wanted the freedom to pick convenient routes.

"The bicyclist certainly does not want to give up his rights to public streets. It's his as much as the motorist's," he said. "We've got to educate the motorist that they belong on any street in America."

League is told bike boom requires special facilities

The bicycle industry predicts 100 million bicycles will be on America's roads by 1974. Therefore, according to Robert M. Cleckner, national field director for the Bicycle Institute of America, regulations and cycling facilities such as bikeways are going to have to be established for the safety of both cyclists and

motorists.

Cleckner discussed the trend toward cycling at a press conference Tuesday at the University of Arkansas at Little Rock following an address before the Arkansas Municipal League meeting at Hot Springs.

Cleckner gauged the response of the Municipal League to his speech on bicycle use as "fair to good," due to the fact that Arkansas hasn't yet felt the crunch of a real transportation dilemma as some more populous states have. He said his purpose in speaking before the Municipal League was "merely to alert the cities in the state of Arkansas that the condition (of a lot of cyclists) exists and will continue to require their attention."

Cleckner cited figures showing 13.9 million bikes

produced in 1972 and predicting 15 million more for 1974 and 18 million for 1975. "There are a lot of bicycles on the road and no facilities," he said.

The industry, which the Bicycle Institute of America represents, expects that bicycle use will be accelerated due to the scarcity of gasoline and the rise in its prices, he said. Currently, 50 per cent of all bikes are being purchased for adults, he added, indicating that bicycles are being used as a supplemental means of transportation.

Richest Amateur Bicycle Race Set at LR

Little Rock will be the host Sunday to what is believed to be the richest amateur bicycle race ever held in the United States, a \$5,000 event that will top the previous record, a California race, \$804.

All of the race's value will be in trophies and prizes rather than cash, and all of it has been donated by Little Rock area bicycle shops and stores, various firms and all of the major Japanese manufacturers of bicycles.

The race, with 11 classes ranging from top-rated national cyclists to tricyclers, will be sanctioned by the Amateur Bicycle League of America (ABLA), whose Board chairman, Bob Tetzloff of Los Gatos, Cal., will attend the event.

Sponsors include the Rattrap Racing Club of Arkansas, one of some 100 local affiliates of the ABLA, the Little Rock Fallfest Association and the city Convention and Visitors Bureau.

All of the class races will be over the same course, which begins and ends at West Markham and Louisiana Streets and will extend for about 100 yards short of a mile along Markham to Spring to West Sixth and back to Markham. (The course will be considered a mile for purposes

of the race, since the ABLA makes allowances for such situations.

Among the classes will be the featured Senior A 50-mile race, in which John Howard of Houston, the national champion, is scheduled to take part, and in which there will be 10 place awards given; the 20-mile Senior B; the 20-mile Senior C; a Veterans' Class for persons over 40; the 15-mile Women's Class; juniors, intermediates, midgets (a 3-mile course for youngsters 6 to 12) and the 1/4-mile tricycle course. There also are to be Stock A and Stock B races for production bikes of 12 and 15 miles' duration.

In the Senior A race, which will be open only to qualified racers who have earned the ranking in previous outings, some of the custom-built bicycles may be valued at up to \$1,000, according to George E. Harvey, sales promotion manager of Jacuzzi Brothers, one of the arrangers of the race. They are expected to average 25 to 30 miles per hour.

The ABLA will provide judges and time boards will be kept to show the number of laps completed, as determined by the leading racer. All races will be

conducted in accordance with ABLA rules.

Of the 75 or so racers already committed, about 60 are from other states. Various racing clubs are lending teams, as is the Nashville, Tenn., club, which will have a delegation of 10 in the races. Harvey anticipates participation by 150 to 200 persons overall. Riders may enter at no charge and entries will be accepted at the registration desk of the Camelot Inn from 8 to 10 a.m. Sunday, with 10 a.m. the starting time of the first race. The feature will be at 2 p.m.

In addition to National Champion Howard, other racing stars coming will be Miss Sheila Young of Detroit, national and world's women's sprint champion; Miss Carole Brennan and Miss Eileen Brennan of Michigan, sisters, who are respectively national 4,000 and 6,000 meter champions; Miss Miji Roach of Washington, national women's 3,000-meter pursuit champion, and Clay Thompson of North Little Rock, the Senior A regional champion for Arkansas and Mississippi.

If this year's race, organized almost in record time by Harvey and Ed Dozier at the re-

quest of the Convention Center officials as part of the Center's official opening festivities, is ambitious, next year's is expected to be far more so.

Harvey said plans now are for two races, one amateur and one professional, offering \$10,000 in prizes or prize money each. With the preparation time it will allow, he is confident the money and prizes can be raised.

That race would be part of what is projected as an annual "Fallfest" that also may include, over the course of two weeks, a large marathon boat race on the Arkansas River, another sports can rally, street parties, musical events, a "street rod" (fancy car) rally, a "small" golf tournament and even possibly a pro exhibition football game at War Memorial Stadium.

All would be sponsored by the Little Rock Fallfest Association, which Harvey expected to incorporate as a non-profit organization by year's end. All of the planning and work would be done by volunteers.

Harvey said that for Sunday's race, the Japanese manufacturers, through their national offices in the United States, have donated some of the best-quality bicycle parts made. The City Cycle Shop has given a \$325 racing bicycle; AMF Cycle Company has given five stock bicycles and many parts, and perhaps for some unprepared but lucky participant, Jacuzzi Brothers offers a whirlpool bath.

The Arkansas bicycle club, which has about 100 members, derives its name, Rattrap, from the strap that holds the racer's foot on the bike pedal.

Bicycle at Top Of Public Dangers, Buyers' List Shows

The National Observer

The government has issued its first "most dangerous product list." Topping the rundown of 422 products, apparently presenting "the greatest threat of injury to the American public," is the bicycle.

The new United States Consumer Product Safety Commission has gleaned casualty data during the last year from a computer network linking 119 representative hospital emergency rooms.

It found that even without including the presumably high number of bicycle casualties treated in doctors' offices, bicycle injuries number about 372,000 annually.

Reported bike accidents typically result in concussions, fractures, cuts, amputations and broken teeth. They're commonly caused by flawed brakes, broken pedals, loose wheels, damaged steering gear, feet caught in spokes, and, among other practices, by riding double, the Commission reports. The Commission previously reported on tricycle dangers.

The Commission didn't put automobiles on its list. Another agency monitors auto safety. Had it ranked cars, however, they would have come third, below "stairs, ramps, and landings," whose slippery or narrow treads, inadequate lighting, and other faults cause roughly 356,000 accidents a year.

The rest of the top 10 hazards rated by the commission are, in order:

★ Nonglass doors, including swinging and folding garage doors, which close on arms and legs or open outward to hit those entering.

★ Cleaning agents and caustic compounds, which cause burns, poisonings, and poison gas.

★ Tables, whose sharp edges and corners cut, break, and abrade.

★ Box-spring and frame beds, which users fall from or set on fire.

★ Unorganized football played with insufficient equipment on inadequate surfaces.

★ Swings, slides, and seesaws, and climbing sets with sharp points, protruding bolts, and weak ladders and supports that collapse.

★ Fuels such as gasoline, kerosene, and charcoal starters, which poison, burn, and cause carbon-monoxide poisoning.

★ Glass doors, bath and shower-stall enclosures, and windows, which users trip, fall, slip, and walk into.

The Commission estimates that consumer products hurt 20

million Americans a year. The 50 products leading the new list account for roughly 3,644,000 injuries to children and adults annually

The Commission won't ban bicycles. But mandatory manufacturing standards probably will be issued before the end of the year



—Staff Photo

Mrs. Bumpers, Brooke and Sudlow discuss bike.

AMF Bicycle Plant at LR Assembles 1 Million Bikes

Assembling one bicycle can be quite a feat, especially if it's 10 o'clock on Christmas eve and there's an ominous empty space under the Christmas tree.

AMF Wheel Goods at West Sixty-fifth and Patterson Streets has assembled a million bikes this year.

The company, which began its Little Rock operation in 1955, also thinks that making a million bicycles is quite a feat — so, in a ceremony at the factory Wednesday, John Sudlow of Chicago, president of AMF Wheel Goods, presented the millionth bike off the company's production line this year to Brooke Bumpers, 11-year-old daughter of Governor and Mrs. Bumpers.

Sudlow said this is the first time that a million bicycles have been produced during one year. "I am reminded that it took 4½ years to produce the first million bicycles in Little Rock," "so this is indeed an accomplishment," he said.

When the company moved to Little Rock from Cleveland in 1955, it occupied temporary quarters adjacent to the old airport until its present plant was built in 1956. "When we occupied this new building, "we had over

300 employes." The company now employs more than 1,250 persons, he added.

The Little Rock company produced 864,000 bicycles in 1972. It ships its products to all 50 states.

Federal Highway Act Allots \$120 Million for Bikeways

The new "Golden Age of Cycling" has arrived. It was born on Friday, August 3, when the Federal Highway Act of 1973, allotting \$120 million for bikeways over the next three years, was finally passed by both houses of Congress.

It began to walk on Monday, August 13, when President Nixon signed it into law. Simply, here are the highlights of the new law:

- It defines the bicycle as a legitimate user of the nation's roads
- \$120 million over the next three years—\$40 million per year with a \$2 million ceiling per state for bike facilities
- \$5 million study on bicycle safety by Department of Transportation
- Adds bicycle safety education to all driver education programs

It can be seen that this was much more than just a simple victory for bikeways.

In addition to the provision that States may gain up to \$40 million per year for bicycle facilities with a \$2 million per year ceiling for a given state, an additional \$5 million was set aside for a Department of Transportation study of bicycle safety.

This study is earmarked to provide background for appropriate legislation on safety education for cyclists of all ages.

The remarkable provisions for funding didn't end the day for cyclists.

In addition, the Highway Act directed that bicycle safety education be included in all driver education programs in the nation's schools.

Because of the matching fund provisions in the Highway Act—on a 30-70 basis—the total bikeway pot can reach the \$200 million mark over the next three years.

A survey by the Bicycle Institute of America reveals that there have been more than 240 bicycle bills in 43 states this year and many call for bikeway funding.

John Auerbach, Executive Director of the Bicycle Institute applauded the passage of the Highway Act, remarking, "This culminates the realization of an industry vision that began with the Congressional Conference on Bicycling in America a decade ago.

"Passage of this bill means the end of the myth of the so-called bicycle boom and fairly shouts the beginning of a new era of steady, prolonged growth in bicycle popularity."

The passage of what was once known as Senate Bill 502 was particularly satisfying for the B.I.A.

Mr. Auerbach had twice testified before the House Public Works Committee in the last year and a half in support of federal funds for bikeways.

In addition, the Bicycle Institute of America had countless times rallied industry support for the legislation, as well as urging cyclists all over the nation to be counted in support.

Obviously, the message was received. In floor debate on the bill in the Senate, Senator Lloyd Bentsen of Texas commented on the amount of mail generated by the bikeways provision.

Congressman Don Clausen of California earlier had proposed a compromise \$20 million bikeway funding, apologized for answering his bikeway mail with mimeographed form letters.

Mr. Auerbach stated, "All in the industry can be justly proud of their efforts in helping bring about the good, NEW days, which will see increased public, private and government support of cycling, a prolonged increase in cycling popularity and industry growth."

article from the Highway Department

*from the
highway department*

MINUTES OF REGULAR MEETING

OF

ARKANSAS BIKEWAYS COMMISSION

A meeting of the Arkansas Bikeways Commission was held in the Chancellor's Office at UALR, Little Rock, Arkansas, on November 13, 1973, at 7:30 p. m.

Commission members present were Jim Boone, Dal Darrow, Robert Johnston and Charles Matthews. Also attending were Jim Conner representing the L. A. W.; Bryan Davis, Arkansas Highway Department; Bill Spencer, Corps of Engineers; Dean Lewis, UALR; Captain Richard Rail, State Police; and Robert Cleckner, National Field Director, Bicycle Institute of America.

The minutes of the previous meeting were read and approved.

Charles Matthews reported on the following activities transpiring from the last meeting:

(1) A section on bicycling safety is being prepared for inclusion in the new highway safety booklet to be published by the State Police Department.

(2) Commissioner Ford of the Department of Education has agreed to support the bicycle safety training program as part of the student driver training program, and has advised the Commission to keep in touch with Dr. Pilkinton.

(3) The Department of Parks and Tourism is willing to produce a brochure designating bikeways between State Parks.

Mr. Matthews wrote the Governor requesting funds for bringing knowledgeable bikeway experts to Arkansas to speak. The Governor rejected this request.

Mr. Matthews suggested that a non-profit corporation be formed to solicit funds for bikeway studies and surveys in Arkansas.

The Chairman appointed the following committees:

- (1) Bikeways in State Parks: Darrow, Conner and Davis.
- (2) Bicycling Safety material for inclusion in the State Police booklet:
Conner.
- (3) Bikeways legislation: Johnston.
- (4) Bicycling education: Matthews.

The committees were directed to report at the next meeting.

Robert Johnston requested a list of bicyclists throughout the State from Commission members within the next ten days.

Mr. Matthews introduced Robert Cleckner, National Field Director Bicycle Institute of America, who related historical information relative to the bikeways movement in the United States. Mr. Cleckner suggested that to arouse interest in bikeways in Arkansas, we should first get one initial bikeway established, publicized and in use.

Cleckner said that excellent information about legislative bills on bicycle trails could be had from Neal Good, Legislative Assistant to State Senator Mills, Room 5100, Sacramento, California.

Cleckner also said that information about registered bicycles could be had from R. L. Polk, publisher of city directories.

Brvan Davis will call Charles Matthews with information for Judge Mackey

about connecting County bikeways.

County agents are to be contacted about bikeways.

Charles Matthews will write the Tulsa and Vicksburg divisions of the Corps of Engineers to tell them the Commission would like to help them develop bikeways.

The Commission authorized Dr. Urbantke to prepare a request (to whom it may concern) for a grant to finance a survey to document the need for bikeways in Arkansas. Dean Lewis will present an outline at the next meeting.

Charles Matthews will talk to the Governor and Department of Planning about making a bikeways need survey.

Bryan Davis stated that there is a favorable attitude in the Highway Commission toward building hard surfaced shoulders for bicycles on some state highways.

Jim Conner suggested that the Commission should encourage communities to establish their own bikeways, primarily in and around the college towns. He said also that the various goals for Central Arkansas committees are interested in bikeways.

Charles Matthews will request that the State Highway Commission and the Department of Parks and Tourism present resolutions to the Legislature asking for a State Bikeways Plan.

It was suggested that a future meeting of the Bikeways Commission be held at Arkansas Tech, Russellville.

Respectfully submitted,