

The Senate Committee on Legislative Functions was called to order on Thursday, April 26, 1979, in Room 243 at 2:15 p.m. Senator Gene Echols in the Chair.

PRESENT: Chairman Echols
Vice-Chairman Close
Senator Ford
Senator Gibson
Senator Wilson
Senator Young

ABSENT: None

GUESTS: Senator Faiss
Senator Kosinski
Bob Edmondson, Department of Human Resources
Joseph E. Manos, Department of Energy
Robert Warren, Nevada Mining Association, Inc.
Assemblyman Price

SCR-31 - Directs legislative commission to study ways to encourage bicycle transportation.

Senator Faiss testified in favor of SCR-31. He stated that Reno and Sparks have some excellent bicycle paths but they still have a long way to go. He added that he does not see anything being done in Las Vegas towards bicycle projects. Senator Faiss stated that presently there are no set hand signals that a bicyclist gives to a motorist to let the motorist know the bicyclist sees the motorist. He said this should be entailed in the study. Senator Faiss presented to the Committee a handout on "Boom in Bikeways" (See Exhibit "A"). Senator Faiss read to the Committee an article from his handout entitled "Bikeways Favored in Minnesota Plan". He said it provides procedures for making day to day decisions and identifies projects to be implemented through grants and construction in the next six years. He added that that is where a study would be of great value. Senator Faiss stated that this study would get a lot of input and help from the general public because he has had a numerous amount of correspondence and phone calls from people who are interested in this.

* * * * *

AB-556 - Prohibits employers from considering employee's service as legislator as break in service for purposes of private pension plan.

No one testified at this time.

* * * * *

SCR-32 - Directs study of services for youth.

Senator Kosinski testified in favor of SCR-32. He said there are several proposals in the various counties concerning the problems they are having with either their juvenile justice system or services to youth. Senator Kosinski said his intent at introducing this bill was to try and bring all the various problems together within the jurisdiction of one committee and have it spend the next interim period reviewing these problems. Senator Kosinski informed the Committee that the Department of Human Resources has a proposal to reorganize youth services within their department. He said youth services is a current issue and one that the State of Nevada and various counties in government are putting a lot of money into so he feels it would be good use of the Legislative Commission's resources to give some attention to these measures and problems.

Bob Edmondson, Department of Human Resources, stated that they are strongly in support of SCR-32. Mr. Edmondson stated that there have been several studies dealing with juvenile delinquency and child abuse. He said the Department of Human Resources feels a study is needed to conduct an overall view of what all the other studies have done. Mr. Edmondson added that to his knowledge, there has never been a comprehensive look at what state, local and federal governments provide to children.

* * * * *

SJR-23 - Memorializes Congress to legislate on geothermal resources and to appropriate for research and demonstration.

Joseph E. Manos, Nevada Department of Energy, stated that the Department supports this resolution. Mr. Manos stated that there is a federal program on geothermal demonstration projects, however, they only fund projects that have already shown their merit. He stated that the State of Nevada has the largest known geothermal reserves and very little work has been done to use them. Mr. Manos said the Department of Energy would like to have Nevada go on record as supporting geothermal research. He said the Department would also like it to be stressed to the United States Congress that money be put in for the tentative drilling of wells to analyze the actual resources in the state.

Senator Gibson asked Mr. Manos what the basis of his statement is when he said the State of Nevada has the largest reserves in the country.

Mr. Manos said the federal government has conducted studies on all fifty (50) states and has determined that the area centering around Battle Mountain has the largest known geothermal reserves in the world. Mr. Manos informed the Committee that the federal government will not fund any money to a developer until they know what the reserve is. He said it costs \$30,000 to \$40,000 to dig a well to find out what the resource is and many people are unwilling to do this because they might come up with nothing.

Senator Young asked why no one is willing to give loans. "Isn't it true that a lot of the geothermal leases are held with the big oil companies?"

Mr. Manos said a lot of it has to do with the fact that it is highly speculative. He said sometimes there are problems with the source itself or there may be a problem because of the remoteness, geothermal cannot be transported for long distances like oil can.

Senator Young asked if there are any tax incentives in geothermal as in oil well drillings.

Mr. Manos said presently there are not, but the Department of Energy has testified before the Senate Natural Resources Committee on the forgiving of taxes on geothermal leases until something is actually developed.

* * * * *

SCR-34 - Directs legislative commission to study feasibility of exempting devices and materials for conservation of energy from sales and related taxes.

Mr. Manos, Nevada Department of Energy, testified in favor of SCR-34. Mr. Manos stated that California has come up with a forgiveness of income taxes for those people who develop or purchase energy saving devices. He said since there is no income tax in the State of Nevada, there is very little incentive for someone to purchase a solar piece of equipment. He said this resolution will study to see what the financial impact would be if there was a forgiveness of sales tax (or other related tax) on purchases of energy efficient equipment or energy conservation devices.

* * * * *

SCR-35 - Directs study of inclusion of cost of developing geothermal energy in rate base of utility.

Mr. Manos, Nevada Department of Energy, stated that Mr. Noel Clark was out of town and asked the Committee if comments could be reserved until Mr. Clark returned.

* * * * *

SCR-36 - Directs legislative commission to study feasibility of consideration by local governments of future energy demands in land use planning.

Joseph Manos, Nevada Department of Energy, testified in favor of SCR-36. Mr. Manos stated that the way cities are planned in the future, the amount of renewable resources that are used, will probably determine the percentage of energy useage for heating and cooling. Mr. Manos stated that the designs of homes (whether

they face north, south, east or west), the amount of park space, the amount of greenery planted around a house, all directly effect the heating and cooling. He said that all these things need to be studied so that in the future, developers will have to meet certain minimum requirements on energy conservation or energy planning.

Senator Gibson stated that he feels it is important that the community be informed that if their house is oriented properly and the very basic things are done, that quite a bit of savings can be achieved. He said this information is beyond the study stage and he believes the Department of Energy should make this information known to the public.

Mr. Manos stated that the Department of Energy is involved in a dissemination of that information, but the local governments are reluctant to get involved in things that are innovative. He said that things do not happen unless they are being "pushed" from the legislative body.

Senator Ford stated that this resolution will be good as an interim study to get some dialogue going.

* * * * *

Continuation of testimony on SCR-23.

Robert Warren, Executive Secretary, Nevada Mining Association, stated that he was answering Senator Young's query about the 381% profits of the oil industry and reinvesting this in geothermal industry. He said he has been authorized by the American Petroleum Institute to report that the profit money is going back into developing gas and oil reserves and that there may not be sufficient extra dollars for the geothermal concept.

Mr. Warren stated that the overriding question is not whether the oil companies should or are capable of funding the demonstration projects, but whether it is important to the nation to identify alternative sources of energy and send a message to Washington encouraging this to happen.

* * * * *

SCR-30 - Directs legislative commission to study need for and feasibility of state assistance for local traffic management.

No one testified at this time.

Senator Ford suggested that SCR-30 could be combined with SCR-36. The Committee agreed but took no action at this time.

* * * * *

The Committee took the following action:

AB-161 - Increases certain allowances to legislators.

Senator Gibson moved that the Committee pass AB-161 out of Committee with a "Do Pass" (See Exhibit "B").

Senator Ford seconded the motion.

Motion carried.

* * * * *

SJR-23

Senator Gibson moved that the Committee pass SJR-23 out of Committee with a "Do Pass" (See Exhibit "C").

Senator Young seconded the motion.

Motion carried.

* * * * *

AB-556 - Prohibits employers from considering employee's service as legislator as break in service for purposes of private pension plan.

Assemblyman Price testified in favor of AB-556. He said this bill will cover employees of the legislature and the legislators who participate in pension plans of various kinds. He said the normal pension plan procedure is that you have to work so many hours per year to stay qualified. Assemblyman Price stated that when the legislature is in session, some people are losing hours in these pension plans so this bill would protect them from becoming disqualified.

Senator Young moved that the Committee pass AB-556 out of Committee with a "Do Pass" (See Exhibit "D").

Senator Close seconded the motion.

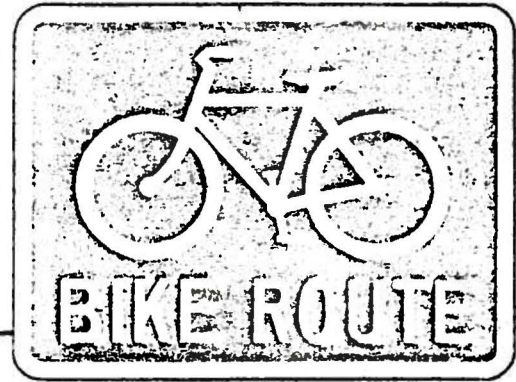
Motion carried.

There being no further business, the meeting was adjourned at 3:10 p.m.

Conni J. Horning
Respectfully Submitted By:
Conni J. Horning, Secretary

Gene Echols
Approved By:
Senator Gene Echols
Chairman

BOOM IN BIKEWAYS



BMA Launches Nationwide Drive To Assure Bike Funds

The American bicycle industry has launched a full-fledged campaign in support of Congressional members to attain the exclusive funding for the bicycle program authorized last November by President Carter under Section 141 of the Surface Transportation Assistance Act of 1978 (Public Law 95-599).

BMA's position that the hard-won exclusive funding for bikeways and other facilities improvements was being short-changed by the Administration was supported at a hearing on March 14 by the Subcommittee on Surface Transportation, which spearheaded the drive for the bicycle program.

Chairman Jim Howard and Congressman Glenn M. Anderson questioned Federal Highway Administrator Karl Bowers in depth at the hearing as to why funds had not been requested by DOT. Bowers indicated that sufficient money was obtainable under Section 217 of the Federal Aid Highway Act.

Representative Anderson responded by noting that the competition for Section 217 funding was "too fierce and too restrictive . . . and for all intents and purposes was not an alternative." Committee members contended that Section 217 did not satisfy the need for developing bikeway facilities and that such funding frequently was diverted to other highway uses.

As a result of the Administration's attitude, the Subcommittee intends to testify before the Appropriations Committee on Transportation in mid-April. It will request a supplemental appropriation to partially fund the bikeway and several other transportation programs for fiscal 1979 and 1980 contained in P.L. 95-599.

BMA's independent effort in December seeking the support of the Secretary of Transportation to request the authorized bikeway funding amounted to zero. We were simply told what we already knew, that "budget

(Continued on Page 7)

FHWA Seeks Your Aid In Improving Bikeway Design

The Federal Highway Administration is seeking public comment on the "development of design and construction standards for bikeway projects" as required under Section 141(b) of the new Act.

They'd particularly like to know how you'd improve FHWA's existing standards that reference the American Association of State Highway and Transportation Officials' "Guide for Bicycle Routes"—the "bible" for building bikeways since the early days.

Here's your opportunity to get in your licks on how to improve bicycle facilities—how to design criteria that will make them more viable, safer and beneficial to the riding public. Send your comments to FHWA Docket No. 79-3 Federal Highway Administration, ICC-10, Room 4205, 400 7th St., S.W., Washington, D.C. 20590. Send BMA a copy, since we'd like to see them.

Long Distance Riding Setting a New Trend!

Long distance, steady, daily pedaling—frequently but not necessarily by riders in their later years, has become a persistent trend. It signals a change in human attitudes and interests, and a growing appreciation of bicycling as a life-style.

For example, there's the phenomenon of Bodo Alvensleben of Seattle, Wash., who at 65 took up bicycling six years ago. In his first year (smoking a pack of cigarettes a day, no less), he rode 6,000 miles. Since then, he's averaged 8,500 miles year, or more than 160 miles a week.

Then there's 64-year-old Bob Fischbach of Milledgeville, Iowa. After suffering a serious heart attack in 1974, his doctor recommended bicycling as a good exercise to strengthen his heart. Well—he's ridden more than 21,000 miles on his bicycle and

not surprisingly, feels 20 to 30 years younger.

A slightly younger rider, Ian Hibell, a 43-year native of Seattle, has logged about 250,000 miles in the 15-years or so he's been into serious cycling. Pint-sized (5-5, 140 pounds) but powerfully built, Hibell has ridden at 17,000 feet in the Andes through subzero temperatures; and he's pedaled from Cape Horn to Alaska and from Lapland to Cape Town, among other long-distance hauls.

Finally, we'd like to take off our hat to a variety of other stalwarts. Joseph Stocker of Phoenix, Arizona, who calls himself a "bike freak," is well into his sixties. He "loves" biking and rides to and from his office 18 or so miles daily and Sundays. His only complaint is that there aren't as many "bike routes as I'd like"

A Chicago business executive in his mid-50's rides 25 miles daily from his home in Evanston to his job in the Loop. A Florida professor, Arthur Phillips, who sold his car, is content to depend exclusively on his bike for transportation. Also, Harris J. Bixler, president of Marine Colliods, Rockland, Maine, who, in his mid-40's, rides nine miles to work and home again each day and as far as 200 miles in a single day.

You could undoubtedly multiply the aforementioned by many other "unsung heroes" of bicycling in our country. They're something more, however; they're the pioneers of a new and burgeoning life-style that touches the young and old. They won't be tied to the mores of yesterday—and we salute them for it!

Guest Editorial

Biking for Health Reasons

By Dr. Robert C. Baxbaum, Chairman
Mass. Governor's Com. on Physical Fitness & Sports

Lurking furtively among all the other reasons to advocate bicycling is one which seems to be overlooked by its enthusiasts: bicycling is one of the most efficient methods known to condition the human cardiovascular system. While bike magazines emphasize the energy trade-offs, the joy of the sport, its transportation advantages, and the means to prevent injuries, hardly anyone talks about its role in promoting health.

This is odd, since a large number of health professionals are bike riders, and a lot of non-medical bicyclists are familiar with conditioning principles and therefore have more than a rudimentary knowledge of their own stress physiology.

There are a lot of reasons to promote a national emphasis upon bicycling from a health viewpoint. The most powerful of these are related to the cost of medical care. Any conditioning method, whether jumping rope, swimming, jogging, folk dancing, cross-country skiing, or bicycling, if carried out in earnest, has cardiovascular benefits. Simply stated, there is reason to believe that by engaging in regular aerobic exercise, heart disease in later life may be prevented or its impact lessened. This is an important message for a sedentary, underdeveloped, overfed population like that of the United States.

Furthermore, this proposition is not based on wishful thinking: the weight of evidence from twenty-five years of epidemiological and physiological experimentation tends to support this view. In Scandinavia the system of bicycle paths exists because legislators, sports officials, government administrators, and health planners believe that this enjoyable, energy-efficient, cheap transportation method also has a major role in preventing costly disease and disability. Planning is carried out with bicycling as a high priority.

As an observer of the fitness scene, I have been puzzled and dismayed that joggers, bicyclists, cross-country skiers and others have chosen to concentrate upon the minute details of their sports while neglecting the larger political scene, where, if the proper emphasis were placed and pressure applied, changes could result. Organized sport has never been bashful about this, but the larger mass of participants—potentially almost everyone—seems poorly organized and confused, and as a result, transmits a muddled political message. No politician will give much attention to people perceived as a bunch of inarticulate navel-gazers whose method of communication revolves around gears, cams, and spokes.

Rather, it seems to me, the message should come across clearly, based upon good research and incontrovertible arguments, that bicycling as an activity will make a positive and lasting contribution to the public good, and in particular, will have a solid downward impact upon health care costs. For ultimately, politicians listen when money is involved.

There are now enough bicyclists around, with enough spare energy, that a real legislative push should be mounted. I would like to invite cooperation with and the use of the resources of the Governor's Committee on Physical Fitness so we might pursue our common goals.

The brilliant vision of Paul Dudley White should be carried forward. His pre-eminent message was that better health would result from bicycling. The only reason legislators and others who make those decisions which affect your functioning as bicyclists are not responsive is that they fail to sense an effective movement behind a strong set of issues.

(Ed. Note: This article originally appeared in the Boston Area Bicycle Coalition newspaper.)

BOOM IN BIKEWAYS

The Newsletter of the Bikeways Explosion

Executive Director: James J. Hayes

Associate Editors: Herbert W. Morse and Philip J. Burke

Volume 14, Number 1

Apr.-May 1979

Published and distributed as a public service by:

The Bicycle Manufacturers Association of America
1101 15th St., N.W., Washington, D.C. 20005

LETTERS

Editor:

Since 1958, I have been the editor of our Century Club Awards Trail Directory, in which we list all the trails we can on hiking cycling and canoeing ... We would be greatly interested in any listing of bike trails that we could list in our directory ... we would be glad to send your readers awards information on request.

W. M. Washington
1620 Main St.,
Evanston, Ill. 6202

Editor:

A copy of your list of 38 colleges offering bicycling courses certainly would be appreciated. The in-depth information provided in the current Boom in Bikeways issue was most enlightening.

Joseph M. Grant
Keyes, Martin & Co.
Springfield, N.J.

Editor:

I just received and thoroughly enjoyed reading the Dec. 1978-Jan. 1979 issue of Boom in Bikeways. I believe it is the most thought-providing issue to date, serving as an excellent forum for the continuing bike-ways debate. I find myself wearing two hats: as an experienced, hardcore, year-round commuter cyclist, I gravitate toward the rabid extremism of John Forester; but, as the father of three young children, I long to see some well-designed, separated bicycle recreational facilities. If we are all thoughtful and careful, there is no reason why we can't have both cyclists' rights and bikeways.

John Hurlburt
Bicycle Safety Coordinator
City of Durham, N.Car.

Editor:

I am an avid reader of Boom in Bikeways, and have been impressed by your publication's ability to highlight bicycling information from a variety of viewpoints and sources. I am writing to enlist your aid with a current project. The TMACOG Regional Bikeways Committee is planning a Bicycle Education Resources Seminar in May, 1979. In preparation for this seminar, we are establishing an evaluation system for bicycle education materials. We'd appreciate assistance from you and your readers on "stocking" our library. Please send us any information on available bicycle resources (books, pamphlets, films, etc.)

Peggy Skonecki
Toledo Council of Govts.
420 Madison Ave., Suite 725
Toledo, Ohio 43604

Ed. Note.: BMA has sent materials—perhaps you'd like to add to the library!

LETTERS

Editor:

Boom is very interesting and informative ... a seriously misleading statement appears on page 8 of the Dec.-Jan. issue titled as follows:

"Inflation Avoided

In 1898, the average price for a 20-pound "safety" bicycle was \$130. It's not much higher today, and, in some cases, considerably less."

While this statement is true for 1898, it is most certainly not true for even the next decade, during which the technology of manufacture advanced fantastically. By 1908, the average price was more on the order of \$35; Sears, Roebuck's very best bike in 1908 cost \$20.95, with an optional Peerless coaster brake.

Further the phrase "20-pound" is deceptive in this context, since the average under-\$150 bike today is a 10-speed or a BMX look-a-like and weighs 30 pounds or more. A 20-pound fixed-gear track racing bike runs \$350 or more, and 20-pound 10-speeds go from \$700 on ... Modern bikes are much better, but there is a weight penalty.

*Richard F. Binder
Margate, Fla.*

Editor:

I read with interest your article on "Safety Town, Cycledrome or Whatever Spells Better Cycling" in Boom. I am interested in trying to get something similar for the bicycle riders in our city. Please send me any available information you might have on this marvelous project.

*Barbara P. Langston
Youth Services Supervisor
Chesapeake, Va.*

Ed. Note: For further details contact, Cycledrome Director, Recreation Dept., Boca Raton, Fla. 33432. Also Sgt. Roger McQueen, Nassau County Police Dept., Mineola, L.I., N.Y. who conducts a similar Safety Town in Eisenhower Park.

MBTA Subway System Installs Bike Racks

The Metropolitan Boston Transit Authority has joined the growing number of transit systems in the nation that are providing bike racks for the convenience of their users. Last summer MBTA installed bicycle racks at 10 stations on an experimental basis.

Some bike racks were previously installed on MBTA's Orange Line. The racks are of the Bike Root design, developed locally by Mark Dullea of Charlestown. Those interested can get further information by contacting Anita W. Brewer, Boston Area Bicycle Coalition, 3 Joy St., Boston, Mass. 02108.

On-Road Improvements For Bikers

Three types of improvements for bicyclists and moped riders that have been successfully implemented in Maryland were described by Gregory M. Jones on January 17 in a presentation at the annual conference of the Transportation Research Board in Washington, D.C.

Mr. Jones, who is associated with the Baltimore County Department of Traffic Engineering in Towson, Maryland, noted that "even today, with the increased interest in construction of bicycle facilities adequate consideration is not being given to the bicycle as a design vehicle for the highway network."

In his paper titled "On-Road Improvements for Bicycles," he said the following types of improvements can be applied economically to many types of roads in the U.S.:

1. Wide curb lanes which provide additional width in the rightmost lane where most bicycle travel occurs. This additional width is obtained by narrowing slightly and where possible the lanes for the same direction and adding this width to the rightmost curb lane.
2. Providing shoulder improvements that facilitate bicycle travel on existing roads.
3. On roads with parked vehicles, parking can be prohibited near intersections based on bicycle design speed to provide better sight distance for bicyclists and motor vehicle operators entering the intersection.

Those interested can write to Mr. Jones for the paper at Baltimore County Dept. of Traffic Engineering, County Courts Bldg., 4th Floor, Towson, Md. 21204.

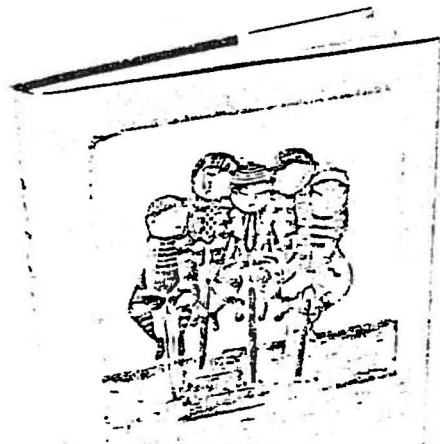
French Embrace Bikeways As Way To Cut Crime

A 10-man committee appointed by the President of France to study crime in that country, where the crime rate has doubled in the past decade, came up with five ways to reduce crime: (1) a city's population should be limited to 200,000; (2) no building should be more than six stories; (3) advertising of alcoholic products should be limited; (4) families should spend more time together; (5) there should be more bikepaths.

Christopher Nyerges reporting in the "Coloradoan" wondered why they would recommend more bikepaths as a solution to reduce crime. He concluded:

"Biking has the potential to relieve and reduce anxiety, pressure and twisted thinking that often leads to crime. Bicycling may even reduce one's savage instincts of greed and impart to the rider an entirely new perspective of our materialistic, possession-oriented society."

Nonetheless, he warned his readers that "those very bikeways whose purpose it is to reduce crime may be the vehicle for other criminal activity ... to avoid being a victim, stay away from dark and secluded places, especially if traveling alone. If this is not possible due to your work schedule, your home location, etc., then the best suggestion is to keep moving briskly along at night in any potentially dangerous area, trying your best to stay in well-lit areas."



ONE OF OUR FAVORITE PEOPLE, Dr. Roland C. Geist, who has been riding bicycles for most of his 81 years, has written a new book called Bicycle People. It's the fascinating story of the artists, songwriters, inventors, manufacturers and wheelmen of cycling throughout the ages. Its 140 pages contain songs and poems, art and poetry that you'll enjoy. It's available for \$18.50 from Acropolis Books, Ltd., 2400 17th St., N.W., Washington, D.C. 20009.

No Bargain in China

In China, the largest fundamental society on earth, bicycles are a staple form of transportation; a new bicycle costs the equivalent of 2½ years' rent. Here, in the U.S., a similar bike costs only 2½ weeks' rent!

Bibliography of Bicycling Publications

BICYCLES AND LAND USE—Three articles focusing on successful programs where citizen participation and government cooperation have made bicycle transportation safe and accessible in the U.S. and Europe appeared in the Oct. 1978 issue of "Environment Comment," published by Urban Land Institute, 1200 18th St., N.W., Washington, D.C. 20036. Price \$2.50.

NORTH CAROLINA BICYCLE REGISTRATION STUDY—Reveals current status of bike registration in N.C. and other parts of the country. Prepared by Research Triangle Institute, the study indicates registration's potential for alleviating theft and accidents. Available from N.C. Bicycle Program, Dept. of Transportation, P.O. Box 25201, Raleigh, N. Car. 27611.

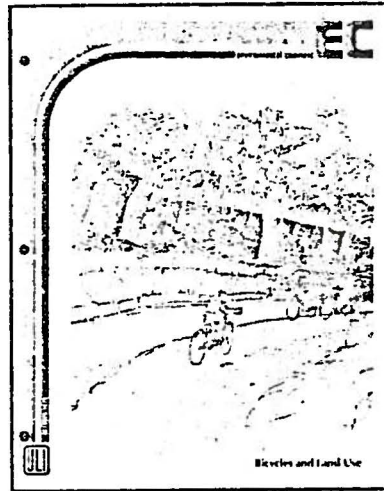
'GEORGIA BIKEWAYS'—Traces bike trails through entire state, including 10 bike maps, which feature general description of route, hazardous areas, roadway conditions and points of interest. Available free by writing to "Georgia Bikeways," P.O. Box 1776, Atlanta, Ga. 30301.

BICYCLE RESOURCE GUIDES—Dave Luebber's on-going bike series, including bibliographies dating back to 1950 and up-to-date guides covering 1,490 entries. For free descriptive folder write to David J. Luebbbers, 78 S. Jackson, Denver, Colo. 80209.

BICYCLE PATHS IN THE WASHINGTON AREA—This illustrated map shows the 191 miles of existing bikeways and bike trails in the Washington (D.C.) Metropolitan Area. It contains useful information on bike rental facilities, tourist attractions and bike registration. Available from Metropolitan Washington Council of Governments, 1225 Connecticut Ave., N.W., Washington, D.C. 20036.

BICYCLE SAFETY HIGHWAY USERS INFORMATION REPORT—A study of bicycling accidents common to adult riders using America's streets and highways—based on the experience of 4,000 user cyclists who rode 10.4 million miles through 10 states during the Bikecentennial. Written by Bruce Burgess and Dan Burden. Refer to DOT HS-803 206. Available from National Highway Traffic Administration, Dept. of Transportation, Washington, D.C. 20590.

EAST COAST BICYCLE TRAIL—Revised guide covering 800-mile route (plus over 200 miles of options) from Richmond, Va. to Boston, Mass. The guide is a series of excellent maps. Available from East Coast Bicycle Congress, Baltimore Area Bicyclists Assn., 333 E. 25th St., Baltimore, Md. 21218. Price \$4.95.



OREGON BIKE ROUTE MAP—Well-prepared map with camping information, average daily traffic data and elevation profiles. Available from Oregon Dept. of Transportation, Travel Information Center, Salem, Ore. 07310.

MAPPING FOR BICYCLE USERS—The Ohio Experience. 38-page booklet describes how Ohio's "ride-tested" bicycle routes were created and aims to help bicyclists in other areas accomplish more comprehensive mapping services. Available from Ohio Bicycle Users Cartographic Society, 248 Highland Drive, Findlay, Ohio 45840.

GUIDE FOR A BICYCLE REGULATION PROGRAM—Designed to help communities control bicycle traffic—sample ordinances, budget outlines, citations forms, etc. Available free from Robert M. Cleckner, BMA National Field Director, 1923 E. Park St., Arlington Heights, Ill. 60004.

BIKEWAY NETWORK—Bikeway network plan for the Town of Yorktown in Westchester County. Prepared by Barry Benepe AIA AIP, 24 West 40th St., New York, N.Y. 10018. Cost: \$6.00.

Travelers Safety Film

A unique film that puts the viewer behind the handlebars titled "It's Your Move" has been produced by the Travelers Insurance Co. It's based on recent NHTSA findings into the causes of bicycle/motor vehicle accidents. The 10-minute, 16 mm film, which presents 10 potential bikelauto situations, is designed to make youngsters more aware of how to cope with traffic hazards. It's available on loan from The Travelers Film Library, One Tower Square, Hartford, CT 06115.

45,000 Topo Maps Guides to Bikers

We've seen lots of good information on the hows and whys of bicycle mapping in recent issues of *Bicycling Magazine* and the *Bicycle Forum*, two publications that have given a new lift to the education of bicyclists.

The National Cartographic Information Center of the U.S. Geological Survey has published 45,000 topographic maps that have become increasingly popular as "silent guides" for outdoor recreation. Each map, by showing the shape and elevation of the terrain and delineating in detail a wide range of natural and man-made features, can be used for cycling, hiking, fishing, etc.

NCIC, located at 507 National Center, Reston, Va. 22092, will provide information on the availability of maps useful to bikers for a particular area. It also tries to keep a running file on what bikeway maps are available in each State to answer specific requests. It admits this file is somewhat dated and welcomes suggestion on what recent information might be added.

Finally, while the Topographic Division has not begun any specific mapping of bike trails, it has been discussing this possibility with the Dept. of Interior's Heritage Conservation and Recreation Service, formerly the Bureau of Outdoor Recreation.



BICYCLE SAFETY INSPECTIONS And Skill Tests are the order of the day in May when observance of American Bike Month generates programs across the country. These students at the Imperial School in Downey, Calif. are demonstrating hand signals and having their bikes tested for safe performance (Photos courtesy Downey Herald-American) For Back-to-School inspections this Fall BMA has a booklet called *Bicycle Safety Tests* available at a nominal fee of 50¢.

FBI Reports 9% Nationwide Decline In Bike Thefts For 1973-1977 Period

The Federal Bureau of Investigation has reported a nine percent decline in bicycle thefts nationally for the five-year period of 1973-1977. During the same period, nationwide larceny-thefts increased 36%.

The figures were issued on October 18, 1978 in the FBI Uniform Crime Reports titled "Crime in the United States 1977." An estimated total of 5.9 million larceny-thefts were reported for 1977, a decline of 5.8% over the 6.2 million in 1976.

"This reported decrease in bicycle thefts comes as no surprise to the Bicycle Manufacturers Association," James J. Hayes, Executive Director, observed. "The number of stolen bikes is still far too high (650,000 in 1977), but the decrease has resulted from the vigorous efforts of the industry and community leaders to combat bicycle thievery."

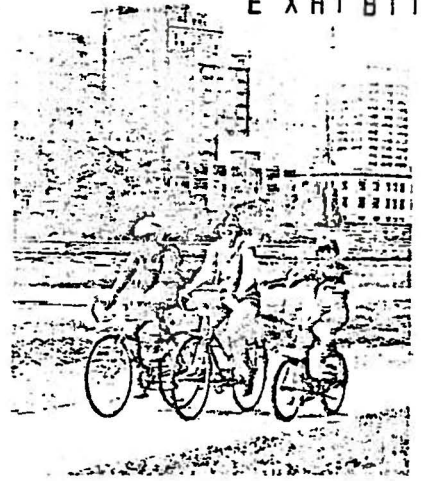
"Bicycle registration programs in hundreds of communities have made a major contribution to the control of bicycle thefts in many localities," he continued. "Such systems enable police to track and recover a number of stolen bicycles. In addition, better locking devices and bike lockers made available in shopping centers and commercial buildings have contributed to the decline, although bikes remain the fourth ranking among the larceny-thefts."

Larceny-thefts for the five-year period showing an increase were theft of motor vehicle accessories, up 73%, pocket-picking, up 56%, shoplifting, up 40%, theft from buildings, up 30%. The most frequent month in which the thefts occurred was August and the most frequent arrest was that of 15-19 year-old males.

Sumner's 'Long Ride' Fascinating Reading

For those who dream about traversing many parts of the world on their bicycles, we take pleasure in recommending a new book, *The Long Ride* by Lloyd Sumner. It recounts his experiences in a 28,477.9 mile trip around-the-world that took four years.

The book has many fascinating photographs. Among other experiences, he was stalked by a spotted leopard in Sumatra, charged by an elephant in Thailand, and chased by a malevolent, one-horned rhinoceros in India. It's available for \$8.95 from Stackpole Books, Cameron and Kelker Sts., P.O. Box 1831, Harrisburg, Pa. 17105.



ONE REASON THESE CYCLISTS look so happy is that they're participating in a Bike-A-Thon that helped raise \$65,000 for the American Cancer Society and the Miami Valley Regional Bicycle Committee. This type of "selfless" riding for the happiness, health and welfare of others is gaining wide popularity throughout the land. There's a terrific book on how to conduct such rides available for \$1.15. It's called "Bucks From Bike-A-Thons for Bikeways" published by the Huffy Corp., P.O. Box 1204, Dayton, Ohio 45401.

SPECIAL SECTION

NEW DIRECTIONS IN...

BIKE SAFETY



IF HALF THE CYCLISTS IN AMERICA used the hand signals demonstrated by this Floridian youngster, there's little doubt that the bicycle accident rate would drop considerably. Traffic officers believe that riders frequently overlook giving proper hand signals before making a turn or stop. They highlighted the signals in this photo (from left) right turn, left turn and slowing or stopping, which appeared in the St. Augustine (Fla.) Record.

'Glasweep' Captures Fancy of Bicyclists

A 76-year-old bike rider in Arlington Heights, Ill., Ray Rusher, who tired of biking around broken glass bottles, has started a new project called "Glasweep," which has received cooperation from local schools and Boy Scout troops in his community.

As a result of newspaper publicity, he set the pace for other bike riders by carrying a toy broom which he used to sweep away broken glass found on sidewalks and many curbs. In four days, Mr. Rusher swept a dozen places. The project has caught the fancy of adult riders as well. And, above all, it has reduced the number of flat tires for many riders in the area.

Bike Registration Program in Minnesota Is Alive and Well

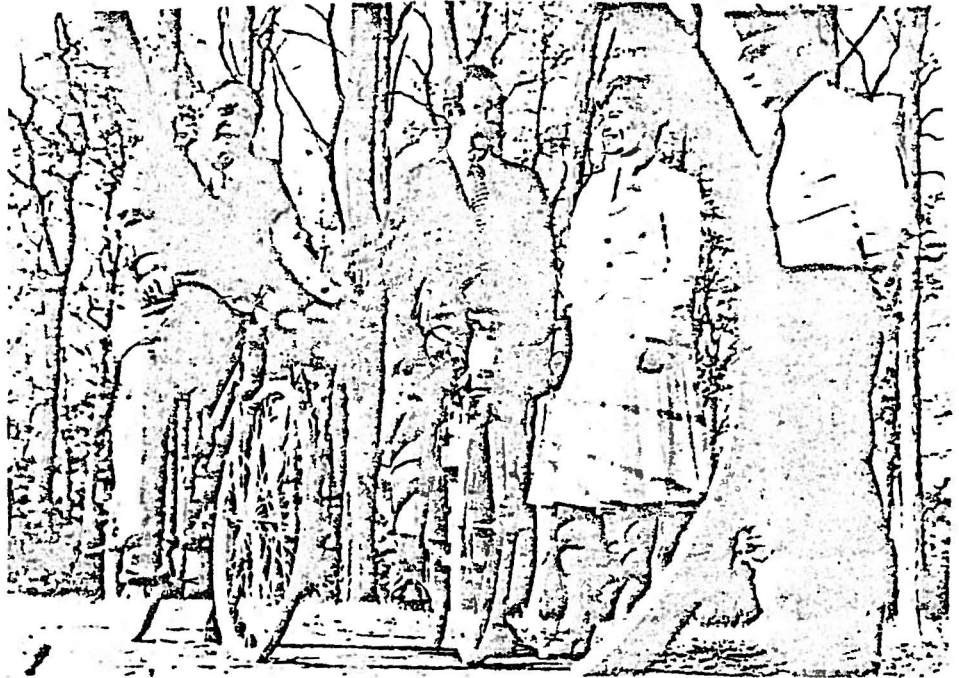
BMA National Field Director Robert M. Cleckner reports that Minnesota's statewide bicycle registration is alive and well. Mr. Cleckner has been tracking the development of bike registration throughout the country.

Carl Peaslee of the Minnesota Department of Motor Vehicles advised that the program, which was approved by the legislature in 1977, reached the break-even point this year. Bicyclist fees are now paying the full cost of operating the program.

"Bicyclists and the general public are becoming aware that the \$3.00 for a three-year license is a good bargain for statewide identification, increasing the odds of recovering a \$150 bicycle by 78%," Mr. Peaslee noted.

No additional book work is required by the police department, Peaslee pointed out. Officers can check out a bicycle and its owner in less than one minute through a series of references, including the name of the owner, birth data, serial number, and wheel and frame sizes—all of which makes identification virtually foolproof.

Costs of introducing the statewide bicycle program into the Minnesota computer system came to \$65,000, Peaslee reported. Operating costs require the registration of between 30,000 and 40,000 bicycles annually to keep the program in the black. The effectiveness has been shown to be a 25% improvement over mandatory municipal programs, and 78% better than local voluntary systems.



U.S. SENATOR HARRISON A. WILLIAMS (center) mounted his shiny 10-speed to help open the new 11.5 mile Cranford (N.J.) Bikeway System, serving schools, mass transportation and recreational areas of the municipality. The \$156,000 bikeway system, four years in the making, utilized Federal aid highway grants. Seen with Senator Williams are Cranford Bicycle Board chairman Sandra Weeks, Police Sgt. Thomas E. Kane and Richard Brown who made up the cyclist/police engineer planning team. About 1.5 miles consists of new eight-foot wide bike paths, providing access over a river, under a railroad and through a parkland.

N.Y. Riders Repaint City's Bike Lanes

You have to give those New York City bicyclists credit for getting the ball moving... Transportation Alternatives rounded up between 25 to 50 cyclists on January 27 to restripe portions of the Broadway bikelanes which they contended had been obliterated by the maintenance crews of the Empire City Subway Company. The bikelanes were opened in July, 1978.

The group had been "outraged by the casual destruction of the bikelanes by the uncaring maintenance crews of the city's utility companies," according to TA Director Charles McCorkell. "We will be billing Empire Subway for the labor and materials needed to do their work, and if needed, we will take them to court to make them fulfill their obligations to the cycling community." Obviously, TA will not be pushed around or relinquish its hard-earned gains in the city.

A survey last year showed that 5,000 commuter cyclists daily enter midtown Manhattan. Since Mayor Ed Koch's Task Force cleared the way for bike lanes on Broadway and Sixth Avenue, presumably the city has more bike commuters than ever before. Plans are afoot to add and expand bike facilities in New York City. The DOT is completing a comprehensive bicycle plan calling for 600 miles of bike lanes throughout the city.

Bike Dealer Develops Plan to Fight Thefts

"Bicycle theft is as American as apple pie," writes Tom Walden of the Battlefield Bike Shop, Ft. Oglethorpe, Ga. But he's developed a Bike Registration Plan to fight the perennial menace. His bike identification service is known as "Pro-Tec Bike ID" and is available to all riders.

Formulated in cooperation with the Police Dept. and Sheriff's Office, the system utilizes the owner's driver's license number (or parent's number if owner does not have a license). This information enables any law enforcement agency to trace the owner of a stolen bike.

When the bike is registered, Mr. Walden places a "Pro-Tec Bike ID" warning decal in plain view to discourage theft. The driver's license number is stamped on the frame. The cost for the service \$1.00 per registered bike. If bike is stolen, the owner must notify the police or sheriff at once.

"I'll be happy to share any background material or research with others interested in doing something to help their communities. We enjoy reading your newsletter. Thanks for your efforts to advance the sport of bicycling which we all love," he writes. Mr. Walden can be reached at the Battlefield Bike Shop, 410 Lafayette Rd., Ft. Oglethorpe, Ga. 30742.

Germany Confronts Need to Expand Bike Paths as Pedaling Surges

"The summary of the California study of bikeway design is very useful," writes Tracy Logan of the Village of Yellow Springs (Ohio) Bicycle Committee.

"There's an interesting article on the need for bikepaths in 'Der Spiegel,' Germany's 'Time' Magazine. Bike use is on the upsurge in Germany again, it appears, and the clash—sometimes lethal—between the bikes and heavy auto traffic is growing more serious.

"... What's in the article is at least suggestive and perhaps useful for us, coming as it does from a country with a long tradition of bikepaths—a country where a new magazine can write that there are 'only' 15,000 km. of bikepaths along 165,000 km. of non-city roads, 'only' 6,000 km. of bikepaths in the urban areas. I wanted to share with you some of the points that caught my eye:

- Wiesbaden no longer builds bikepaths. The reason, says the head of their traffic department, is that space in the inner city is too valuable to use up that way. Note that he doesn't say 'because they are dangerous.'

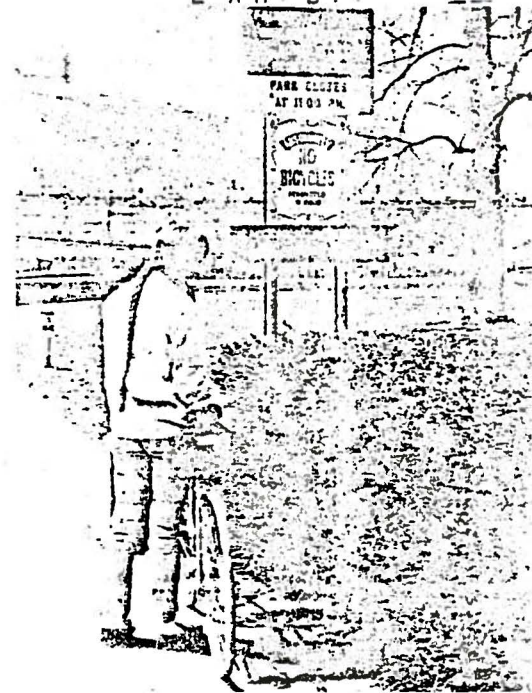
- In Hamburg 20% of the streets are provided with bikepaths (N.B. I've cycled in Hamburg, in the late 50's; and then, at least, the bikepaths were class II bikepaths, complete with little traffic signals, and well-maintained), but major increases in bikepath are not planned.

- In Mainz, where there are 8 km. of bikepaths for 4200 km. of streets, all bike accidents so far (there were 114 in 1977) have occurred on the streets without bikepaths.

- Munich is determined to quickly expand its 40 km. of bikepaths to 450 km; Frankfurt has 221 km. now, plans for 410.

- Cologne is the most 'with it' city. Its planners have recognized, says 'Der Spiegel,' that cycling up to now has had too low a priority. Planning must seek to give bike and foot traffic a priority position for short-to-middle-length trips.

"The debate over the efficacy and safety of bikeways is making us uncertain about those we have built. We need more light and less heat on the subject. I hope these notes prove useful."



THIS SIGN SHOULD BE REMOVED. It says that "Absolutely no bicycles are permitted in Point State Park." Joe Hoechner of the Pittsburgh Council, American Youth Hostels, has been trying to get the ban modified "so that cyclists can at least walk (not ride) their bikes into the park." Point Park Superintendent Jay Steck believes bikes are a nuisance and wants to discourage them because the park's too congested, Hoechner advises. If you think this is unfair, make your feelings known to R.E. Klingham, Chief of Operations, Bureau of State Parks, P.O. Box 1467, Harrisburg, Pa. 17120.

BMA Launches Drive For Bike Funds

(Continued from Page 1)

requests for fiscal 1980 were being considered" but were given no indication of the department's position on bikeway funds.

Undeterred, our Association proceeded to contact Congressman Robert B. Duncan, Chairman of the Appropriations Subcommittee on Transportation. We asked permission to testify as an outside witness on appropriating the \$20 million mandated annually for four years under P.L. 95-599.

Representative Anderson in a letter to BMA said he had asked the Appropriations Subcommittee to "act to restore the \$20 million authorized. At the appropriate time, I will testify in support of full funding before the Subcommittee," he wrote us. "I hope my colleagues and all interested bicyclists will join me."

Since then we have written to the Senate Appropriations Subcommittee on Transportation asking to testify. We recommend that all *Boom* readers join with Congressman Anderson and our industry in this all-out effort to get the authorized funding. The League of

American Wheelmen and the Environmental Protection Agency have added their voices to this appeal.

Call for a bikeway appropriation by sending a letter today to Senator Birch Bayh, Chairman, Appropriations Subcommittee on Transportation, 1247 Dirksen Senate Office Building, Washington, D.C. 20510, and to Congressman Robert B. Duncan, Chairman, Appropriations Subcommittee on Transportation, 2358 Rayburn House Office Building, Washington, D.C. 20515.

Cross Country Record

A new record for crossing the U.S. on a bicycle was set recently by John Marino, 28-year Californian, who made the 2,960 mile trip from Santa Monica, Calif., to New York City in 13 days, one hour and 20 minutes. Marino who averaged 230 miles a day and crossed 14 states, trained for three years to achieve his long-distance mark.

How Does This Solution Strike You?

"I have been an avid bicycle rider for 40 years," Charles A. Manis of Cuyahoga Falls, Ohio, writes to *Boom*. "For 40 years I have been plagued by the same safety problem.

"There is a reciprocal frustration when a driver wishes to pass a rider. The rider is afraid the driver is going to hit him and the driver is afraid that the rider is going to swerve in front of him, this creates many hairy situations.

"I believe this problem is caused by a lack of communications and could be solved by a simple hand signal.

"If when a rider was being passed and was aware of the car's presence, he could make a vertical or circular motion with his left hand, and the public could be educated to realize that this means; 'I know you are there and wish to pass—I have my bike in control, so go ahead' the incidence of bicycle accidents could be reduced and bicycling be made more comfortable.

"I think cyclists would eagerly embrace this idea since it is easy to do and could be effective."

1979 Push for Rails-to-Trails Funding

A movement to acquire much-needed Federal funding for abandoned railroad rights-of-way—which face the possibility of being lost to public use—has been put into motion by an informal coalition of interested bicycle and environmental groups.

The objective of the coalition—which includes the Bicycle Manufacturers Association, the League of American Wheelmen, American Youth Hostels and the National Recreation and Park Association—is to restore the funding proposed under the Railroad Reform Act. For one reason or another, it was eliminated from legislation proposed last year.

As an initial step, representatives of the above organizations met with Senate Commerce Committee staff members on January 11 where they discussed tactics and procedures for obtaining the needed funding. It was made clear that Administration and legislative support would be necessary to move the funding program forward.

It appears that the Department of Interior could make the first move in recommending a rails-to-trails program. Interior has been developing a Nationwide Outdoor Recreation Program, soon to be released, which may recommend funding the abandonments. As we go to press, Interior Secretary Andrus had several funding options for his consideration.

Whatever the outcome, the informal coalition will work with members of Congress to push for the necessary legislation. The preservation of thousands of miles of abandoned ROW's is a precious resource of the nation to protect and ultimately convert to bicycle and multiple trail use for transportation and recreation.

May, 1979 Is Bike Month; Help Plan Safety Events

American Bike Month in May, 1979 to promote safe bicycling practices across the country is now in the planning stage. This event may be kicked off with a Presidential Proclamation designating May 1 as National Bicycling Day.

Senator James Sasser of Tennessee and Representative Tennyson Guyer of Ohio have introduced joint resolutions in the Senate and House calling for National Bicycling Day. The resolutions need majority co-sponsorship in one house before going to the other for a vote.

Whatever the outcome may be, President Carter has already signed a proclamation declaring the week beginning May 13, 1979 as National Transportation Week. It is intended to encourage greater safety and efficiency and neatly times in with the aims of American Bike Month.

It is the bicycle community's firm intention to flex its muscles during May by providing programs that will add to the safety knowledge and activities of millions of bicyclists. We invite *Boom's* readers to join in this worthy effort. If you need safety materials, send us a note and we'll help you obtain them.

Staggering Statistic

Here's a rather staggering statistic: About 40% of the entire population of Pennsylvania ride two-wheelers. That's a total of 4,690,000 cyclists, according to the Lackawanna (Pa.) Bicycle Club.

Bikeways Favored In Minnesota Plan

Setting something of a precedent as far as we can determine, the Minnesota Department of Transportation last year officially released the state's first transportation plan. What makes it unique is that it's the first state plan that coordinates all forms of transportation, including bikeways, airports, highways, rail, pipelines, waterways and various other forms of transit.

Planned expenditures for bikeways for 1980-1985 are estimated at \$3,667,000, serving 1½ million bicyclists in Minnesota. Principal bikeway responsibilities outlined included the establishment of a system of bike trails on existing rights-of-way; administration of grants in bikeways development; publication of a bikeway registry showing outside routes on maps, and coordinating bikeway activities with other state agencies and local units of government.

The Minnesota plan is not happenstance. It evolved with the help of 13 regional transportation advisory committees, involving 600 meetings with citizens groups and the cooperative effort of 1,000 Minnesotans. It provides procedures for making day-to-day decisions and identifies projects to be implemented through grants and construction in the next six years.

San Diego Conference

MAUDEP is planning to hold an International Conference on Planning, Design and Implementation of Bicycle, Pedestrian and Moped Facilities July 3-6, 1979 at the Del Coronado in San Diego. A call has been issued for papers for presentation at the conference. For details write to Dr. Walter Kraft, Edwards & Kelcey, 1 World Trade Center, N.Y.C. 10048.



BICYCLE MANUFACTURERS
ASSOCIATION OF AMERICA, INC.
1101 Fifteenth Street, N.W.,
Washington, D.C. 20005
Return Postage Guaranteed



SAVE
ENERGY
RIDE
A BIKE

BULK RATE
U.S. POSTAGE
PAID
WASHINGTON, D.C.
PERMIT NO. 1493

03 FOLE...JTHE
HONORABLE JOHN P FOLEY
THE SENATE
STATE CAPITOL
CARSON CITY NV

EXHIBIT "B"

(REPRINTED WITH ADOPTED AMENDMENTS)

SECOND REPRINT

A. B. 161

ASSEMBLY BILL NO. 161—COMMITTEE ON
LEGISLATIVE FUNCTIONS

JANUARY 22, 1979

Referred to Committee on Legislative Functions

SUMMARY—Increases certain allowances to legislators. (BDR 17-873)

FISCAL NOTE: Effect on Local Government: No.
Effect on the State or on Industrial Insurance: Yes.

EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT relating to legislators: increasing certain allowances to legislators for travel and telephone calls; broadening the purposes of reimbursable travel; granting additional allowances for communication to certain officers of the houses of the legislature; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

- 1 SECTION 1. NRS 218.220 is hereby amended to read as follows:
2 218.220 1. The per diem expense allowance and the travel and tele-
3 phone expenses of senators and assemblymen duly elected or appointed
4 and in attendance at any session or pre-session orientation conference of
5 the legislature [shall] *must* be allowed in the manner set forth in this
6 section.
7 2. For initial travel from his home to Carson City, Nevada, to attend
8 a regular or special session or pre-session orientation conference of the
9 legislature, and for return travel from Carson City, Nevada, to his home
10 upon adjournment sine die of a regular or special session or termination
11 of a pre-session orientation conference of the legislature, each senator and
12 assemblyman [shall] *is entitled to receive*:
13 (a) A per diem expense allowance of \$40 for one day's travel to and
14 one day's travel from regular and special sessions and pre-session orienta-
15 tion conferences of the legislature.
16 (b) Travel expenses computed at the rate of 17 cents per mile trav-
17 eled.
18 3. In addition to the per diem and travel expenses authorized by sub-
19 section 2, each senator and assemblyman is entitled to receive a supple-
20 mental travel allowance which [shall] *must* not exceed:

Original bill is 3 pages long.
Contact the Research Library for
a copy of the complete bill.

EXHIBIT "C"

S. J. R. 23

SENATE JOINT RESOLUTION NO. 23—COMMITTEE ON
COMMERCE AND LABOR

APRIL 21, 1979

Referred to Committee on Legislative Functions

SUMMARY—Memorializes Congress to legislate on geothermal resources and to appropriate for research and demonstration. (BDR 1801)



EXPLANATION—Matter in *Italics* is new; matter in brackets [] is material to be omitted.

SENATE JOINT RESOLUTION—Memorializing Congress to legislate on geothermal resources and to appropriate money for research and demonstration.

- 1 WHEREAS, It is essential that the United States reduce its dependence
2 on foreign oil and focus its efforts upon the development of the plentiful
3 and renewable sources of energy available in this country; and
4 WHEREAS, The State of Nevada has potentially great reserves of such
5 energy in the form of geothermal resources; now, therefore, be it
6 *Resolved by the Senate and Assembly of the State of Nevada, jointly,*
7 That the legislature of the State of Nevada hereby urges the Congress of
8 the United States to pass legislation on geothermal resources and appro-
9 priate the money necessary for research and demonstration of the use of
10 geothermal resources; and be it further
11 *Resolved,* That copies of this resolution be transmitted forthwith by the
12 legislative counsel to the President of the United States, the Vice Presi-
13 dent as presiding officer of the Senate, the Speaker of the House of
14 Representatives and the members of the Nevada congressional delegation.

EXHIBIT "D"

(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

A. B. 556

ASSEMBLY BILL NO. 556—COMMITTEE ON
GOVERNMENT AFFAIRS

MARCH 20, 1979

Referred to Committee on Government Affairs

SUMMARY—Prohibits employers from considering employee's service as legislator as break in service for purposes of private pension plan. (BDR 17-1464)

FISCAL NOTE: Effect on Local Government: No.
Effect on the State or on Industrial Insurance: No.

EXPLANATION—Matter in *italics* is new; matter in brackets [] is material to be omitted.

AN ACT relating to the legislature; prohibiting employers and organizations from considering employee's or member's service as a member of the legislature as a break in service for the purposes of a private pension plan; requiring a reduction in the number of working hours required to qualify for the plan proportionate to the length of the legislative session; and providing other matters properly relating thereto.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

- 1 SECTION 1. Chapter 218 of NRS is hereby amended by adding
2 thereto a new section which shall read as follows:
3 1. *No employer, labor organization or employee association which*
4 *maintains or administers a private pension plan for the benefit of its*
5 *employees or members may consider or treat any time spent by an*
6 *employee or member as a member of the legislature as a break in service*
7 *for any purpose of that plan.*
8 2. *If a private pension plan requires that an employee work a certain*
9 *number of hours in a year to qualify under the plan, that number must*
10 *be reduced for a year in which the employee is a member of the legisla-*
11 *ture during a legislative session. The reduction must be by a number of*
12 *hours which bears the same relationship to the required number of hours*
13 *as the number of days in the legislative session bears to the number of*
14 *days in the year.*
15 SEC. 2. This act shall become effective upon passage and approval.