Cycles on Roads, Paths and in the Environment 4:3

Cycling's Nineteenth Century Path Builders

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The history of nineteenth and early-twentieth-century bicycle paths develops in at least three principal contexts:

1. Country riding – the quest to explore open country,
2. New York's sidepath movement **(see Fig. 1)**,
3. Paths constructed by park commissions.

Each context begins during the high-wheel era and expands during the safety-bicycle era. A few paths originate in other contexts, for example - the adaptation of existing corridors, such as canal towpaths or abandoned trolley lines; paths on bridges; asphalt strips on city streets; and the plan for paths in New York City parks developed by Robert Moses in 1938, pointing to the modern era of path planning after World War II.

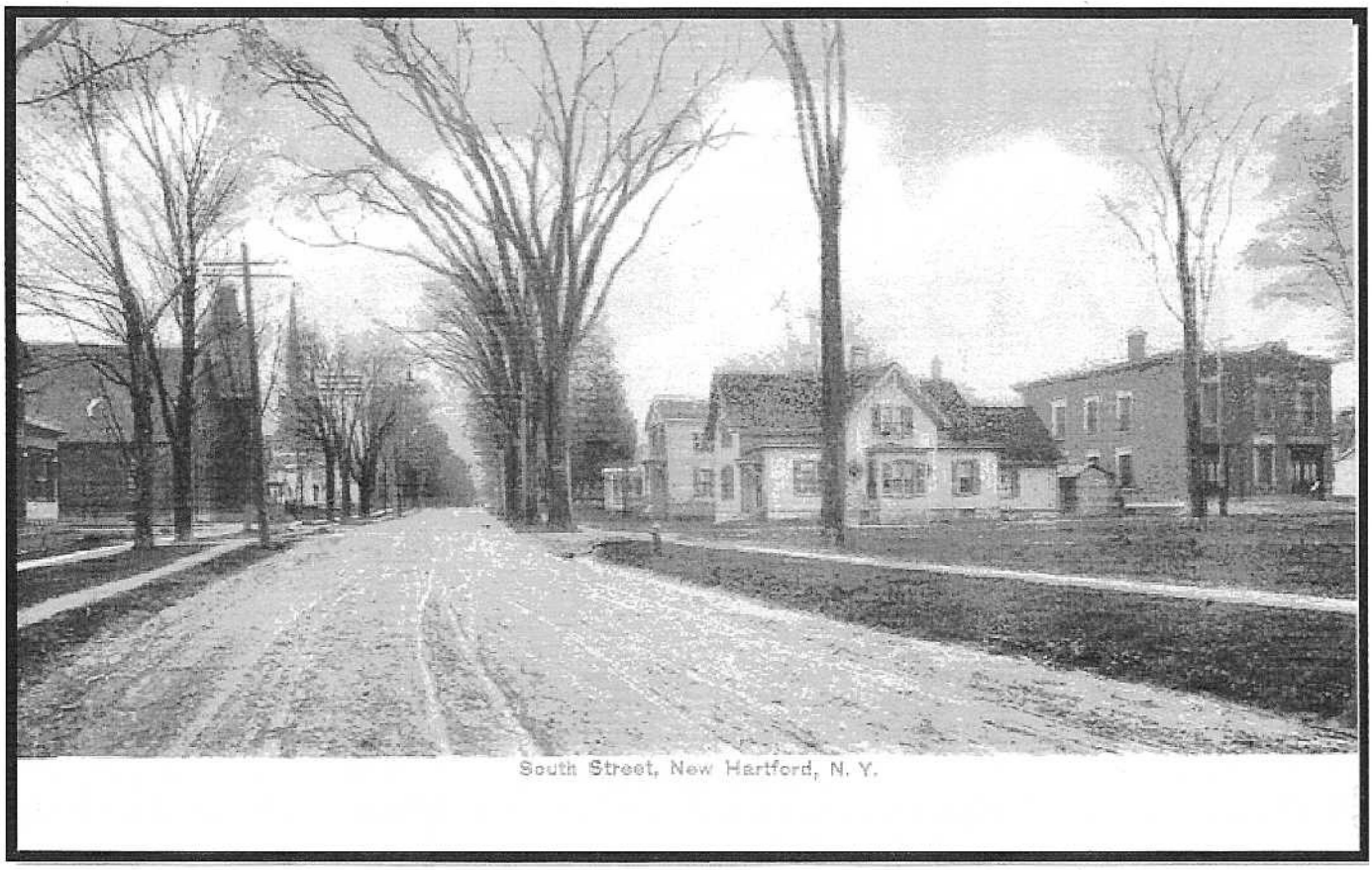


Fig. 1. The photographer who recorded this scene along South Street in New Hartford, New York, may not have intended to document the narrow bicycle path between sidewalk and street. The few image-makers who did usually placed a bicycle in the image. New Hartford served as a hub in Oneida County's sidepath network.

This project is an outgrowth of a larger study that traces the remnants of cycling history on the land, a study that has required extensive travel. Although the history of bicycle paths became too large to present as part of that work, the broader study nevertheless defines the geographic boundaries of the paths considered here: New England's six states, Pennsylvania, New York, New Jersey, Delaware, Maryland, Ohio, Indiana, and a portion of Kentucky. As well, the goal of that larger study – to find physical remnants of cycling history on the land – remains relevant to the narrower study of bicycle paths presented here.

Country Riding.

The spontaneous quest to experience the paradise of the open country, as many cyclists described the experience, is characteristic of the earliest period of path building. Paths resulted when opportunity and enthusiasm aligned – poor roads everywhere jolted cyclists into blissful thoughts of smooth riding. Bicycle clubs typically initiated projects during this period, and often one or two influential members led the effort. One of the earliest examples is a network of paths in Luzerne County Pennsylvania, the first of which was probably opened in 1885 and extended for about eight miles, linking Kingston, Wilkes Barre and Wyoming. The project is credited to a member of the Kingston Bicycle Club, Stephen Vaughn, and when the Pennsylvania Division of the L.A.W. held its annual meet in Wilkes Barre in 1887, participants enjoyed a ceremonial ride along the path. Cyclists from Binghamton attended that meet and the following year constructed a path between Binghamton and Union, eight miles apart, hiring contractor John Shultz to do the work. Wheelmen in Holyoke and Northampton, in Massachusetts, learned about the Binghamton path and embarked on a similar effort to link those two New England communities in 1888, consulting Shultz as well.[1]

As safety bicycles began to replace high wheels, path-building in the country-riding context began to

influence club structure. The Crescent Bicycle Club, in Titusville, Pennsylvania, is a good example, where members had little interest in social activities but instead devoted their energies in 1893 to building a path leading north along Oil Creek and the right of way of an abandoned trolley corridor. Cyclists in other communities joined the effort, and the project eventually reached Lake Canadohta, eighteen miles away. The project is noteworthy because it marked the earliest occurrences of cycling organizations devoted primarily to the cause of building paths.[2]

A path constructed by Edward DeGraff in Amsterdam, New York, also in 1893, is another good example. The project began as a way to improve passage over a steep hill, but soon expanded into a much longer corridor, stretching east toward Schenectady and west toward St. Johnsville. DeGraff's efforts marked the beginning of what would eventually become a nearly complete corridor of bicycle paths stretching across the state.[3]

The organizational nature of clubs began to change when wheelmen formed associations specifically to build paths, calling themselves 'wheelway leagues,' 'path associations,' or 'sidepath leagues.' Legislation in New York and New Jersey specifically authorized the formation of these organizations, which provided a means to raise money. However, separating these associations from the influence of New York's sidepath campaign, which soon dominated path building, becomes increasingly difficult by the mid-1890s.[4]

Oneida County is a perfect illustration. Wheelmen in Utica and Rome formed a 'Wheelway League' in 1893 and began raising money by subscription. In 1894, a state assemblyman from Rome introduced legislation requiring the county highway commission to authorize bicycle paths whenever requested by a town, and cyclists probably envisioned private companies building the paths and then charging tolls. Although that initiative stalled, path building in the county continued steadily during the next five years, and by the time the state's uniform sidepath law was crteated in 1899, cyclists had built more than 130 miles of paths. Eventually that total met or exceeded 200 miles **(see Fig. 2).** Although cyclists were clearly influenced by the growing sidepath campaign, there are also several aspects that distinguished efforts in that county, including the formation of subsidiary leagues by several smaller towns to ensure that paths would be built in those locations.[5]

Despite the difficulty of separating the two categories during this transitional period, some communities seemed to remain apart from the sidepath campaign. One of the best examples was the Associated Wheelmen of Hazleton and Vicinity, chartered as a corporation in 1897. Hazleton is about forty miles from Wilkes Barre, and the existing network of paths there may have been influential. In any case, the organization opened a well-constructed path along a mountain ridge linking Hazleton with the mining village of Eckley, today an historic site managed by the Pennsylvania Historical Commission. A mining engineer, Louis Emmerich, supervised construction, and remnants of the path may survive today, although a survey is needed.[6]

Sidepaths.

New York's sidepath campaign straddled the high-wheel/safety eras and began when Charles Raymond, a founding member of the Lockport Wheelmen in 1885, grew accustomed to using the sidepath along nearby Ridge Road and decided that cyclists needed sidepaths more than good roads. In 1891, Raymond and his fellow wheelmen from Lockport established the Niagara County Sidepath League and in 1892 began building an experimental path from Lockport to Olcott on Lake Ontario.[7]

Proponents of sidepaths continued to emphasize country riding, but supportive legislation distinguished the campaign, providing a means of financing the construction and maintenance of paths and enabling county government bodies (known as 'Sidepath Commissions') to enforce requirements for licenses through arrest and fines. In Lockport, Raymond had difficulty raising money for his experimental path, and in 1894 he drafted legislation proposing the Niagara County Sidepath Commission, which had the authority to tax bicycles annually. The bill passed both houses of New York's legislature during the early months of 1895, but through oversight did not receive local approval that year and did not become law until 1896.

Monroe and Albany counties followed Raymond's example and, by 1898, had passed laws creating sidepath commissions, but requiring licenses to use paths rather than a tax. In 1899, the Ellsworth sidepath law established uniform legislation, with amendments the following year. Raymond continued to seek public

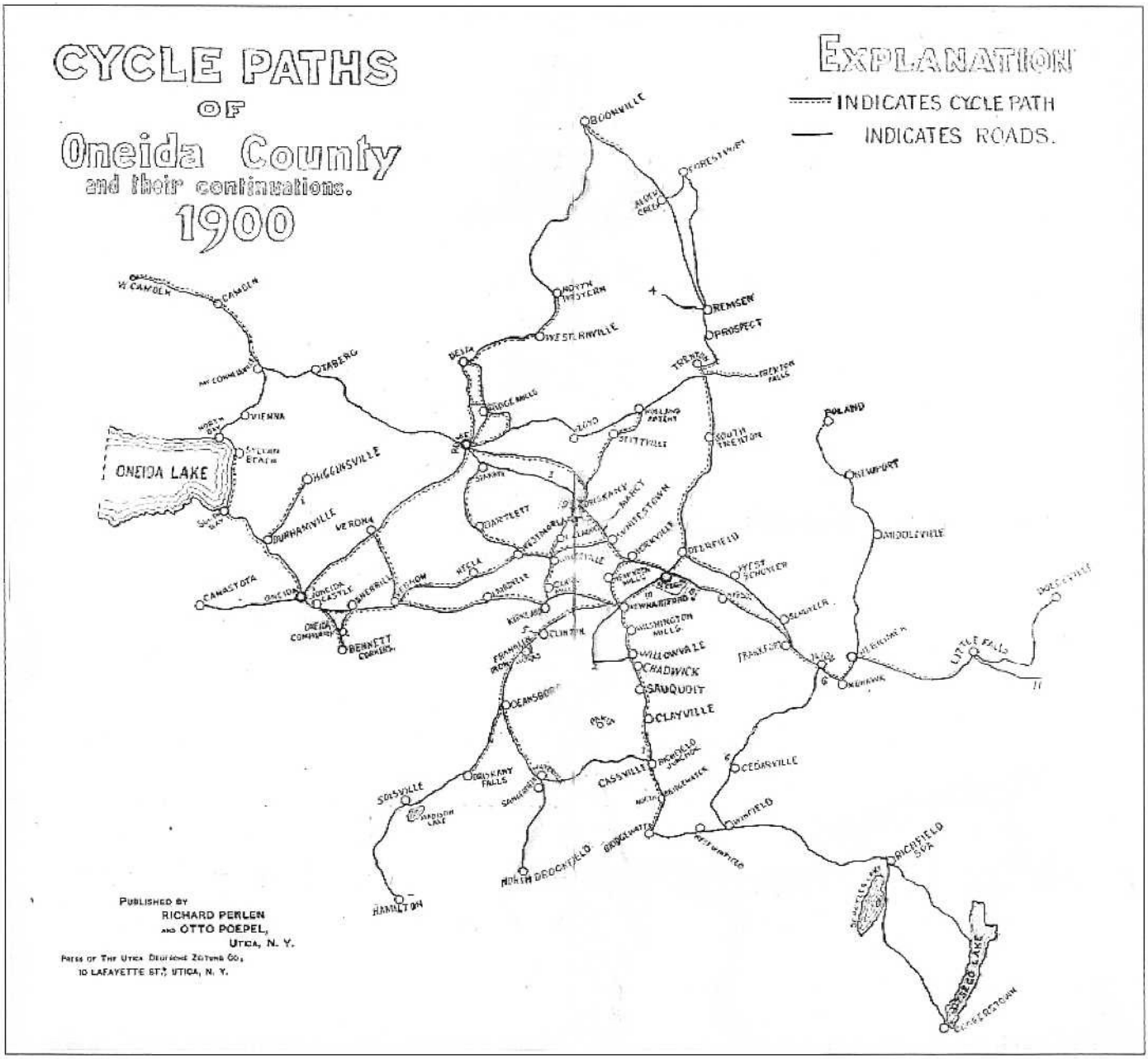
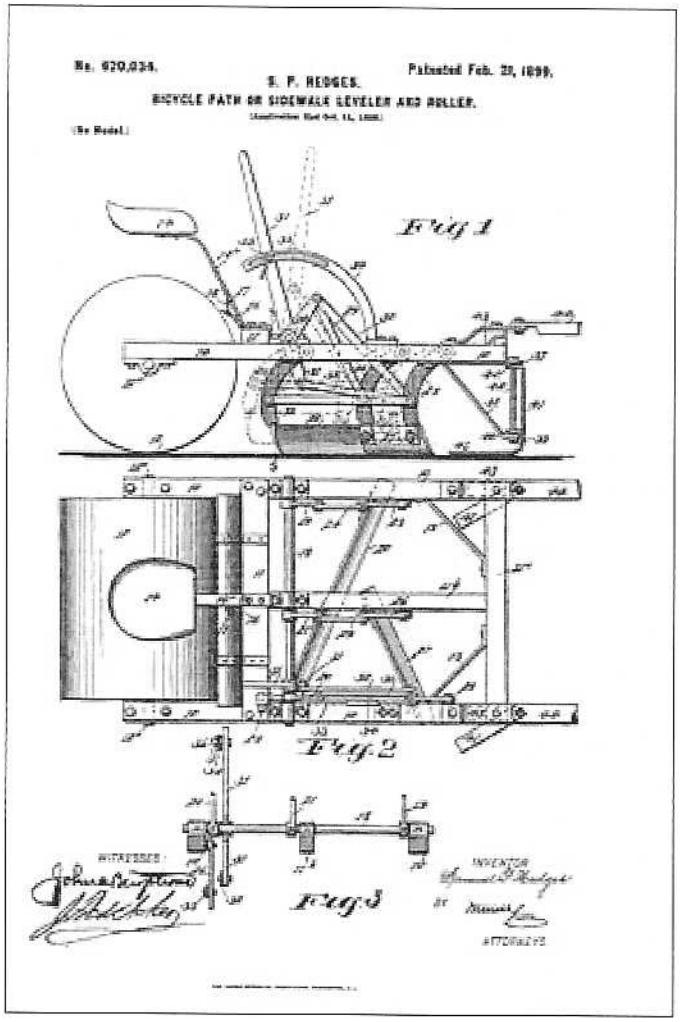
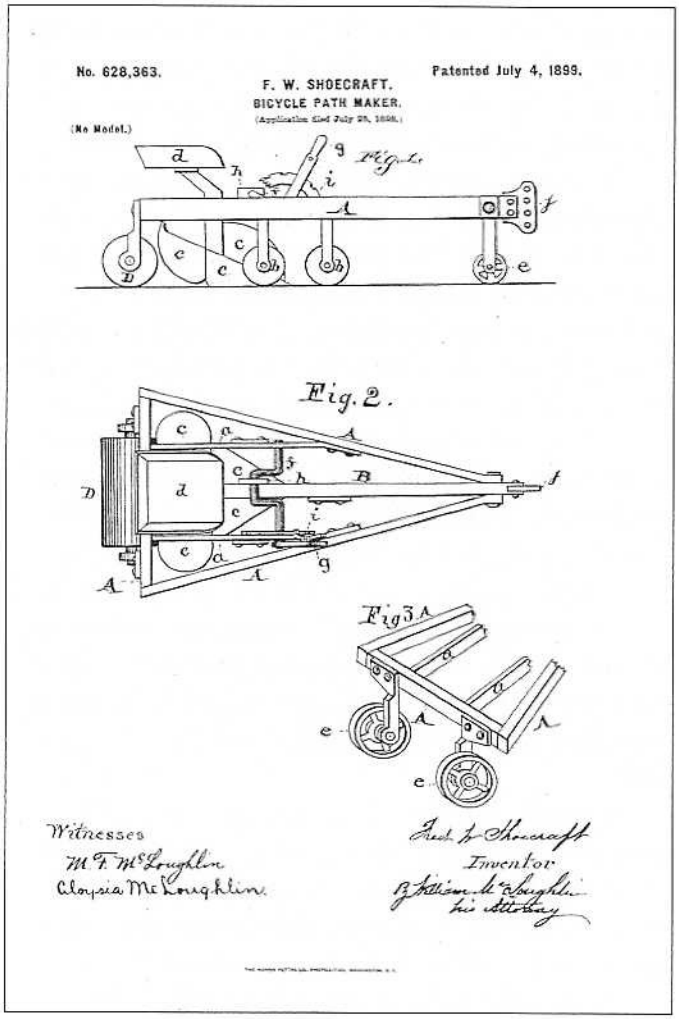


Fig. 2. Beginning in 1893, cyclists from Rome and Utica established wheelway and sidepath leagues to raise money for path building. By 1900, when Richard Perlen and Otto Poepel of Utica published this map, the total mileage of paths had increased to about 170 miles and eventually reached almost 200 miles. Long after the public's interest in cycling had waned, Oneida County cyclists traveled the region's sidepaths, and during the 1907 season purchased more than 1,700 sidepath tags. [Courtesy of Buffalo and Erie County Public Library, Buffalo, New York]

funding for sidepaths, and in 1903 he convinced the state legislature to enable county supervisors to spend up to $5,000 annually to build or maintain paths. By then, however, recreational cycling had begun its precipitous decline and few counties took advantage of the law.[8]

The sidepath campaign also developed close ties to the Good Roads Movement, albeit on a smaller scale. Both employed scientific methods of construction and relied on standard contract specifications – which were evident from the start at Lockport in 1892, the same year that the National League of





Figs. 3a and 3b. Samuel Hedges, from Greenport, New York, obtained an 1899 patent for a device that scraped, leveled and rolled the surfaces of sidepaths. The same year, Michigan resident Fred Shoecraft patented a slightly larger bicycle-path maker that utilized cutting discs, a plow, and a scraper for leveling and rolling. [Courtesy University of Vermont and U. S. Patent Office]

Good Roads was formed. A construction industry developed for both **(see Fig. 3). S**idepaths became object lessons for good roads, resolving an internal squabble among L.A.W. members about whether the energies and funding devoted to sidepaths would weaken the campaign for good roads. Journals - *Good Roads* magazine and *Sidepaths* – catered to each movement, and each convened an annual convention, those for sidepaths taking place between 1899 and 1903, the last in Cortland.[9]

The sidepath campaign is significant for a number of reasons, principally its great reach, which can be assessed in terms of mileage – more than 2,000 miles by conservative estimates – but also by its role in connecting a multitude of cities, towns and villages, and providing benefits other than just for recreational cycling. In terms of mileage, Suffolk County exceeded all other counties by a substantial margin. Cyclists in Oneida and Monroe counties were especially active path builders, as were wheelmen in other parts of the state, and many counties developed distinctive patterns for sidepath routes. At the peak of the campaign, forty-eight counties had established commissions.[10]

The sidepath movement also opens avenues for continued study concerning a number of important topics. One is the campaign's democratic structure. Commission members usually represented different parts of each county, a system that generated debate about the best places to build paths. The number of tags sold in various locations dictated the outcome, and small villages and out-of-the-way towns competed vigorously for a share of sidepath funding, coun-

tering perceptions of cycling as an elite urban activity during this period. Significantly, many of the paths that served workers at factories or farms remained open long after recreational cycling had declined.[11]

A second issue concerns the evidence that the chosen routes provide about patterns of urban and suburban growth. The photographs by Cline Rogers for the Monroe County Sidepath Commission are an important contribution to urban history as well as cycling history, depicting two transportation systems at a crucial point in their history, just before the arrival of the automobile. Sidepath construction and the extension of utility lines often coincided, revealing both the direction of urban expansion and the shortest routes to rural scenery.[12]

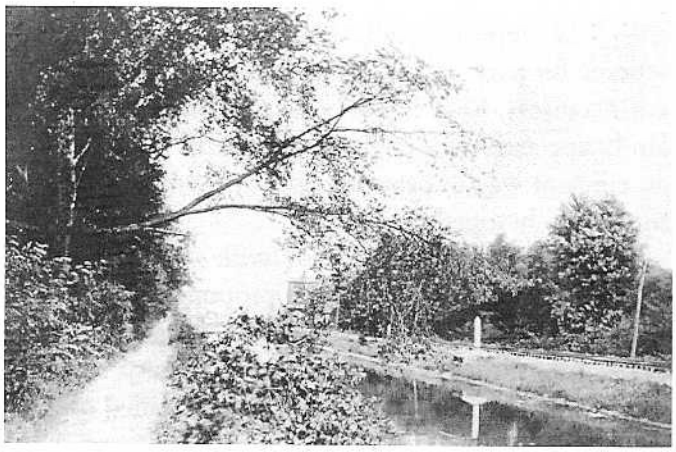
A third subject concerns the records of the sales of tags during the decline of recreational cycling, and the relationship between that decline and the rise of automobiles – data carefully tracked by commission members, who had a very direct financial interest at stake.

A fourth topic points to the campaign's influence in other parts of the country. Most of the states bordering New York either adopted or considered adopting similar legislation, and the campaign also spread to the Midwest and western states.[13]

Historians might be tempted to dismiss the sidepath era. True, the period of path-building was short, with considerable expenditure, and within a decade many of the paths had vanished. Yet consider what cyclists accomplished in little more than half a decade - miles and miles of country riding, available for a modest yearly sum of $0.25 to $1.00. The achievements were considerable: a very efficient system of generating revenue by the sale of licenses, a treasury controlled by volunteer commissions charged with hiring contractors to build paths, oversight of the work by both commissions and cyclists, and the rapid completion of paths, all this places modern efforts at path building in a very unflattering light, especially when projects can take years of planning and cost enormous sums. Rather than being a failure, one might well see it a model grass-roots movement, relevant today should we create county commissions to decide which roads could or should be closed to motorized traffic during specified hours of the day. Also, the steady chronicling of sidepath-building by newspaper editors across the state – in small towns as well as the larger cities, may have helped to shape public perceptions of cycling as a worthy activity, enabling the type of broadly-based campaign that persuaded legislators in 1903 to authorize public funding for sidepaths.[14]

Ultimately, the sidepath era ended for two closely related reasons. Even when used consistently, these thinly-surfaced traces provided tenuous travel corridors – easily washed away by heavy rains, or overgrown during a season or two without proper maintenance. Cyclists' visions of country riding led, enticingly, to an extensive network of routes, but also to the realization that as the miles of paths lengthened, the costs of maintenance increased, circumstances as relevant today as in 1900. When recreational cycling declined sharply during the early years of the twentieth century, cyclists stopped using the paths, depleting commission treasuries, accelerating the deterioration of path surfaces, and quickly making road surfaces more attractive to those few cyclists who continued riding. And, as road improvements advanced, that sequence of events became irreversible. In those counties where supervisors drew from public funding to maintain paths after 1903, those experiments were short-lived because so few cyclists used the paths.[15]

Although little evidence of the sidepath era remains, some paths may have survived, and we won't know the extent of remnants until we start to look. Some probably remain as village sidewalks; others may exist as beds of cinders beneath the shoulders of still-narrow rural roads. Still others are more evident - the Scottsville Path for example – which links that village to Rochester about nine miles to the northeast and especially popular, to the point of rivaling the Coney Island paths in Brooklyn **(see Fig. 4a).** The path opened in 1896 and followed the berm side of the Genesee Valley Canal most of the way. Resident Isaac W. Salyerds, a deputy sheriff and subsequently a representative to the New York State Assembly, pushed the project to conclusion. Sunday rides to Scottsville, followed by dinner at the Cargill Hotel, soon became so fashionable for Rochester's wheelmen and wheelwomen that the Monroe County Atlas of 1902 charted the route. Although that hotel is gone, traces of the canal survive, and the old towpath has become part of a lengthy greenway **(see Fig. 4b).**[16]



Figs. 4a and 4b. Rochester engineered one of the state's most extensive networks of sidepaths, including the popular Scottsville Path, which followed the berm bank of the Genesee Valley Canal leading to Rochester. Today, the former towpath is part of an extensive greenway used by cyclists. [Courtesy: Rochester City Historian]

Park and Parkway Paths.

Wheelways constructed by park commissions were generally designed for recreational bicycling, although some parkway paths also hint at avenues for alternative transportation. In either case, cyclists contributed to the history of park planning when paths were considered as part of original park designs, or adapted to existing plans.

One of the earliest examples of the former is an 1886 plan for a bicycle path along Doan Brookway in Cleveland by landscape architect Ernest Bowditch, a path that linked Wade and Gordon parks **(see Fig. 5).** The idea for the path probably originated with park commissioner Jeptha Wade, whose grandson was a member of the Cleveland Bicycle Club. Yet Bowditch deserves credit for creating a design that incorporates two travel ways into a single corridor, separating them but also minimizing visual intrusions to the setting. Unfortunately, Cleveland's park system developed slowly and by the time bid documents were prepared for construction of the path in 1896, cyclists opted for riding along the carriage drive, and park commissioners withdrew the project. Curiously, Bowditch continued to show an expanded path on plans dated 1897.[17]

Probably the most important example of a nineteenth-century bicycle path designed as an integral part of a park plan from its inception is that for Iroquois Park in Louisville by John Charles Olmsted in 1897. Yet Olmsted agreed to the path only because the area was heavily forested and the path could be concealed along the park's edges, and he cautioned park commissioners about constant requests to include paths for fast bicyclists and horses. From Southern Concourse, cyclists could turn immediately onto the bicycle path, which twists and turns along the park's perimeter, sometimes hidden among tree-lined borders, sometimes moving closer to the circuit drive to create occasional junctions, occasionally offering glimpses of secluded glades, and even penetrating the park's interior a little more boldly in one or two locations – but always between the principal carriage drive and park boundaries, discreetly removed

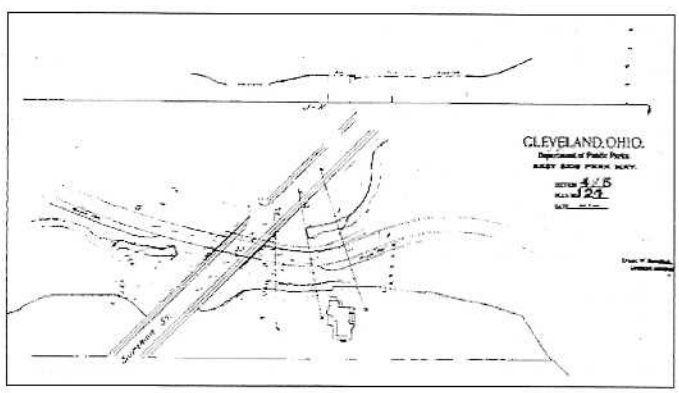


Fig. 5. The plan for Cleveland's East Side Park Way, by Ernest Bowditch, dated 7 Dec. 1886, shows a bicycle path adjoining the western side of the parkway's central drive and leading toward Gordon Park on Lake Erie to the north, or left side of the plan. When the city finally prepared bids for construction of the path during 1896, cyclists opted to use the park drives instead, and the project ended. [Courtesy: Cleveland Public Library Digital Gallery]

from the park's principal features.[18]

The well-known Coney Island paths of 1895 and 1896, each of which officially opened with celebratory parades, are significant examples of paths adapted to an existing plan for a Park Way offered to Brooklyn by Frederick Law Olmsted and Calvert Vaux in 1868. Olmsted provided an identical plan for Buffalo that same year, and eventually Buffalo's park commissioners developed a similar bicycle path along Lincoln Parkway. The Coney Island paths were popular and successful, and influenced park commissions in a number of other cities. More importantly, part of the 1895 path on the westerly mall survives, and can also be traced to the high-wheel era because in 1889 Charles H. Luscomb, who served as both a park commissioner and president of the League of American Wheelmen that year, gave permission for cyclists to use a roughly-surfaced pedestrian way between the carriage drive and the westerly service road. Thus, the first Coney Island bicycle path originated during the high-wheel era as a sidepath, at least along some portions of its eventual length.[19]

Among plans influenced by the Brooklyn paths, those for parkways in Essex County, New Jersey, developed by engineer John Bogart and landscape architect Nathan Barrett, in partnership, are noteworthy. The model plan of 1897 is for East Orange, but the designers proposed an entire system of parkways serving Newark, the Oranges, and outlying communities, unique in the context of parkway plans that included bicycle paths from inception. Unfortunately, the park commissioners were concerned about costs and hired the Olmsted firm to review the plans, leading to the elimination of the bicycle paths.[20]

During their discussions with Bogart and Barrett, park commissioners pointed to the work of the Metropolitan Park Commission in Massachusetts, suggesting that the challenges facing that body were similar to those in Essex County. The two designers disagreed and noted that the metropolitan organization had been entrusted only with rural and suburban projects beyond the boundaries of Boston. Moreover, Boston had for a long time been developing its own park system, overseen by a separate, much older commission. By contrast, Essex County's varying population densities challenged planners to design a park system that served both heavily populated urban centers and more remote, lightly populated regions. The two men addressed that concern in their 1897 report by calling for a study and general scheme for park and parkway improvements for the entire county. One wonders, too, whether the two landscape architects farsightedly viewed the bicycle as an efficient way to draw the county's remote regions more closely together.[21]

In Buffalo, Boston and Louisville's other parks, the Olmsted firm also opposed proposals for separate bicycle paths, reasoning that pleasure grounds were places for tranquil contemplation of scenery, and that roads marred the landscape and were justified only as a necessary means of access to soothing scenery. Also, the often fast pace of bicyclists was inconsistent with the restful goals of picturesque park planning.

Yet the Olmsteds may not have grasped the nature of cycling in all its many facets, and thus didn't apply their considerable skills to the design of scenic parkways for different modes of travel moving at different speeds, bicycles among them, each clearly defined and separated but each carefully integrated into a single travel-way. In his work for Boston's Metropolitan Park Commission, John Olmsted eventually recognized the need to provide a means of access to outlying parks for workers who could not travel by carriage, and he designed parkways that incorporated a corridor for trolleys, without undue sacrifice to scenery. A similar wheelway for bicycles would be comparatively easy.

Path Traces.

Returning briefly to the larger quest, identifying surviving remnants of old wheelways, we can point to the Broad Ripple Path on the former towpath of the White River Canal in Indianapolis **(see Fig. 6);** the path on the Williamsburg Bridge, which opened in 1903 and owes its origins to a long and bitter but unsuccessful battle for a path on the Brooklyn Bridge; a Croton Aqueduct path in Van Cortlandt Park, a small segment of an inspired dream for a path along the aqueduct's entire length in 1895 but dashed to pieces by the adjoining property owners; and a more successful example as a spur to Conduit Road leading to the Great Falls on the Potomac, completed by 1899.[22]

Fig. 6. Indianapolis cyclists completed two bicycle paths in time for the League of American Wheelmen's national meet in 1898. Both the Millersville Path and the Broad Ripple Path extended to the north of the city, but only the Broad Ripple Path, opened on the former towpath of the White River Canal and depicted on this post card c. 1905, survives. [Author's collection]

Endnotes

1 In *Wilkes Barre Record*, see: "A Five-Year-Old Bicycle Club," (6 June 1885), p.4; "Kingston," (1 May, 1886): p.4; and "Wyoming Wheel Notes," (22 July 1886), p.4. See also "League Clubs," *L.A.W. Bulletin* 5 (16 Sept. 1887), p.163. For Binghamton, see "The Binghamton Cinder Path," *L.A.W. Bulletin* 5 (23 Dec. 1887): p.351. For Northampton, see "Another Cycle Road," *L.A.W. Bulletin* 6 (20 Jan. 1888): p.31; and in *Bicycling World and L.A.W. Bulletin*, see "Wheelmen of Western Massachusetts" (2 March 1888), p.285; "Wheelmen of Northampton...," 16 (March 16 1888): p.327; "News and Comment," 17 (22 June 1888), p.166; "Some Holyoke parties...," (13 July 1888), p.216; and "When the cinder path...," 17 (20 July 1888), p.235. In *Wheel and Cycling Trade Review*, see "Paths for Wheelmen," 1 (2 March 1888), p.12; and "The subscription paper...," 1 (4 May 1888), p.204.

2 Charles A. Ridgway, "A Practical Bicycle Club and It's Practical Work," *L.A.W. Bulletin and Good Roads* 15 (15 Nov. 1895), p.22.

3 Hugh P. Donlon, *Amsterdam, NY. Annals of a Mill Town in the Mohawk Valley* (Schenectady, NY: Benchmark Printing, 1980), p.181; *Amsterdam City Directory* (1897-98), p.125; *L.A.W. Bulletin and Good Roads* 27 (4 Feb. 1898), p.118; and *Amsterdam Daily Democrat* (5 April 1899), p.7.

4 Chapter 62, *Laws of New Jersey* (1896), pp.100-01; Chapter 68, *Laws of New York* (1896), vol. 2, p.90; and Chapter 343, *Laws of New York* (1897), vol. 2, pp.314-15 (Chautauqua County).

5 "The Wheelway League," *The Saturday Utica Globe* (19 June 1897), p.8; John J. Town, "League Wheelways," *L.A.W. Bulletin and Good Roads* 22 (29 Nov. 1895), pp.21-23; and "The Cyclists of Utica," *Wheel and Cycling Trade Review* 16 (27 June 1895), p.40. In *Rome Citizen*, see "Sidepath League," (26 July 1893), p.1; "The Sidepath League" (9 April 1897), p.1; and "Rome Sidepath League" (7 May 1897), p.1. For the proposed legislation, see "A Bill for the Construction of Cycle Paths," *Wheel and Cycling Trade Review* 13 (23 March 1894), p.34. For information about Porter, see Edgar Murlin, ed., *New York Red Book* (Albany: James B. Lyon, 1897), pp.510-11. See also "Lee Center," *Rome Citizen* (7 Aug. 1896), p.8; "Verona Sidepath League," *Rome Citizen* (23 April 1897), p.1; "To Build the Vernon Path," *Utica Herald Dispatch* (12 June 1900), p.5; and "Seneca Turnpike Sidepath," *Utica Daily Press* (26 July 1900), p.6; "Nearly 170 Miles of Path," *Utica Sunday Journal* (22 July 1900), p.12; "Along the Sidepath," *Waterville Times* (9 March 1900), p.5; and "Season of 1902. Sidepath Commission Preparing for Their Work," *Rome Citizen* (28 Feb. 1902), p.4.

6 Potter, *Cycle Paths*, pp.33-35; "Bicycle Riders Were Users of Primitive Wheels," in untitled scrapbook of newspaper clippings, undated and without source, date, or page numbers, but probably the *Hazleton Plain Speaker*, at approx. p.21; available at the Hazleton Historical Society. See also "In Re Incorporation of the Associated Wheelmen of Hazleton and Vicinity," dated 20 Aug.

1897, recorded 22 Sept. 1897, in vol. 4, Luzerne County Charter Book: p.581, Luzerne County Registry of Deeds, Wilkes Barre. In *Hazleton Plain Speaker*, see Cycle Path Work Begins," (28 April 1898), p.4; "Cycle Path Notes," (7 May 1898), p.4; and "Associated Wheelmen Notes," (21 May 1898), p.4. Interview with Robert Skulsky, Executive Director of the Greater Hazleton Area Civic Partnership, 7 and 8 March 2012. Mr. Skulsky grew up in Hazleton and recalls using the existing path during the 1950s, but a survey is needed to determine whether the old and existing paths coincide.

7 Charles T. Raymond," *Sidepaths* 4 (Feb. 1901), p.72; and C.T. Raymond, "Side Paths," Good *Roads* 6 (Nov. 1894), p.263.

8 Chapter 68, *Laws of New York* (1896), vol. 2: 90 (Niagara County); Chapter 45, *Laws of New York* (1898), vol. 1, pp.95-96 (Cattaraugus County); Chapter 71, *Laws of New York* (1898), pp.131-132 (Monroe County); Chapter 224, *Laws of New York* (1898), pp.597-600 (Albany County); Chapter 277, *Laws of New York* (1898), pp.860-862 (Columbia County); Chapter 152, *Laws of New York* (1899), vol. 1, pp.301-305 (Ellsworth Sidepath Law); Chapter 194, *Laws of New York* (1899), vol. 1, pp.357-359 (Monroe County); and Chapter 428, *Laws of New York* (1899), vol. 2, pp.893-898 (Albany County). The Monroe County laws of 1898 and 1899 were repealed by Chapter 640, *Laws of New York* (1900), vol. 2, pp.1393-1398. For the 1903 legislation, see Chapter 465, *Laws of New York* (1903), vol. 2, pp.1076. See also Chapter 235, *Laws of New York* (1907), vol. 1, pp.440-43.

9 "Charles T. Raymond," *Sidepaths* 4 (February, 1901), p.72; C.T. Raymond, "Side Paths," *Good Roads* 6 (November, 1894), p.263; and Potter, *Cycle Paths*, pp.9-12.

10 Editors of the *New York Daily Tribune* (23 Sept. 1900), p.10, estimated that commissions constructed 1,300 miles of paths during just the twelve months between Sept. 1899 and Sept. 1900. In 1901, the N.Y. Division of the L.A.W. prepared a map of the state's sidepaths, and that map verifies the extent of the state's sidepaths. A forthcoming book by the author of this paper, *Old Wheelways. Traces of Bicycle History on the Land* (MIT Press, 2015), contains a town-by-town documentation of sidepaths from newspaper and journal accounts, suggesting that the estimate of 2,000 miles is conservative.

11 "Sidepaths Abandoned," *Syracuse Post Standard* (14 May 1906), p.9, discussing Cortland County paths kept open for workmen in local factories.

12 Cline Rogers, *Sidepaths-Monroe County. 1899*, Office of the City Historian, Rochester Public Library.

13 "No Longer Needed," *Suffolk County News* (25 Jan. 25 1907), p.1. For other states, see for example Act No. 35, *Laws of the General Assembly of the Commonwealth of Pennsylvania* (1899), pp.36-37; House Bill No. 605, *General and Local Acts, State of Ohio.* (1900), vol. 94, pp.138-141; Chapter 757, *Acts and Resolves, Rhode Island General Assembly* (1900), pp.58-62; and Chapter 180, *Public Acts Passed by the General Assembly of the State of Connecticut* (1901), pp.1384-85.

14 In "The Sidepath Not Taken," *Journal of Policy History 25* (Oct. 2013), p.557, James Longhurst opines that the failure of the sidepath campaign was primarily one of social class and secondarily one of timing, arguing that rural America regarded cyclists as urban elites whose activity was not sufficiently representative of a public good to justify public tax, thereby preventing a sufficiently strong infrastructure for building and maintaining bicycle paths. However, in 1903 Charles Raymond convinced New York's legislature to enable county supervisors to draw from public appropriations for sidepath construction, a law that undermines Longhurst's arguments about the reasons for the sidepath campaign's failure, whether it was a failure, and also the public's perception of cycling as elite and lacking public value. See Chapter 465, *Laws of New York (1903)*, vol. 2, p.1076.

15 "Proceedings of the Board of Supervisors," *Elmira Daily Gazette and Free Press* (26 Dec. 1903), p.3.

16 In *Rochester Democrat and Chronicle*, see "The Opening of the Scottsville Path," (3 Sept. 1896), p.10; and "No Change in the Scottsville Path," (18 June 1899), p.16. In *L.A.W. Bulletin and Good Roads*, see "Sidepaths In and About Rochester," 24 (2 Oct. 1896), p.465; and W.H. Learned, "Rochester, N.Y. Sidepaths," 29 (10 March 1899), p.343. See also *Atlas of Monroe County, New York* (Philadelphia: J.M. Lathrop & Co., 1902), Plate 17 (Chili, NY), and Plate 26 (Scottsville, NY); and Carl F. Schmidt, *History of the Town of Wheatland, Scottsville, Mumford, Garbutt, Belcoda, Beulah, and Wheatland Center* (Rochester, NY: published by the author, 1953), pp.116-17

17 Bowditch, plan titled *Cleveland, Ohio. Department of Public Parks. East Side Park Way. Section 4 and 5, Plan No. 121, 7 Dec., 1886*; and plan titled *East Side Parkway Superior Street Bridge, Section 4 and 6 - Plan 173*, 12 Nov., 1897, Cleveland Public Library. See also Cleveland Board of Park Commissioners, *Second Annual Report* (1894), pp.91-92; and *Fourth Annual Report*, pp.27-30; and Park Board Plans," *Cleveland Plain Dealer* (12 Jan. 12, 1894), p.8. See also "Jeptha Homer Wade" and "Jeptha Homer Wade, II," in Van Tassel, *Cleveland History*, p.1021. Kron lists J.H. Wade, Jr. as a member of the Cleveland Bicycle Club and a subscriber to *Ten Thousand Miles*, p.762 and p.784.

18 F.L. and J.C. Olmsted, Landscape Architects, *General Plan for Iroquois Park. Board of Park Commissioners of the City of Louisville, KY* (1 Dec. 1897), Project 1266, National Park Service, Frederick Law Olmsted National Historic Site.

19 "From the City of Churches," *The Wheel* 11 (28 Jan. 1887), p.197; "Brooklyn Notes," *Wheel and Recreation* 12 (23 Sept. 1887), p.843; "A Side Path to Coney Island," *Wheel and Cycling Trade Review* 11 (28 April 1893), p.44; "A Straight Run to the Sea," *New York Times* (26 Aug. 1894), p.24; and "Path Fund Completed," *Wheel and Cycling Trade Review* 14 (28 Dec. 1894), p.34. See also "The Big Cycle Parade," *New York Times* (8 April 1895), p.15.

20 John Bogart and Nathan Barrett, "Landscape Architects' Report," (22 Dec. 1897), in Essex County Board of Park Commissioners, *Second Annual Report* (1897), pp.26-41; and Olmsted Brothers, "Landscape Architect Report," (14 Dec. 1899), in Essex County Board of Park Commissioners, *Fourth Annual Report* (1898-1899), pp.82-83.

21 Bogart and Barrett, "Landscape Architects' Report."

22 In *Scientific American*, see "Floor System of the New East River Bridge," 84 (15 June 1901), p.374; and "Approach to the New East River Bridge," 89 (18 July 1903), p.46. In *Washington Evening Star*, see "The Great Falls Cycle Path," (1 July 1899), p.9.