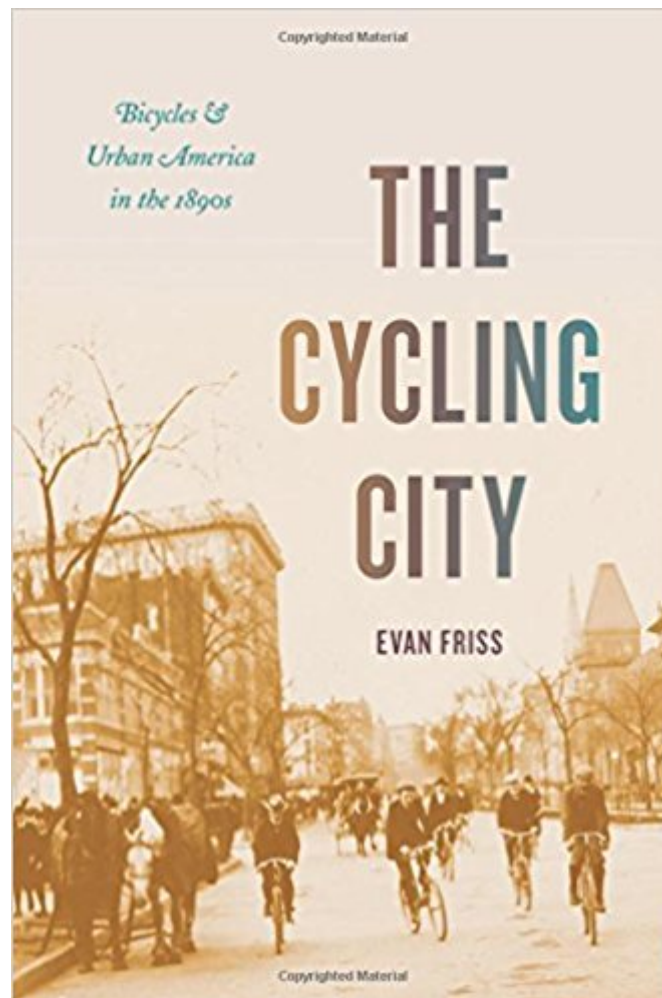




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# The Cycling City: Bicycles And Urban America In The 1890s (Historical Studies Of Urban America)



## Synopsis

Cycling has experienced a renaissance in the United States, as cities around the country promote the bicycle as an alternative means of transportation. In the process, debates about the nature of bicycles—where they belong, how they should be ridden, how cities should or should not accommodate them—have played out in the media, on city streets, and in city halls. Very few people recognize, however, that these questions are more than a century old. *The Cycling City* is a sharp history of the bicycle's rise and fall in the late nineteenth century. In the 1890s, American cities were home to more cyclists, more cycling infrastructure, more bicycle friendly legislation, and a richer cycling culture than anywhere else in the world. Evan Friss unearths the hidden history of the cycling city, demonstrating that diverse groups of cyclists managed to remap cities with new roads, paths, and laws, challenge social conventions, and even dream up a new urban ideal inspired by the bicycle. When cities were chaotic and filthy, bicycle advocates imagined an improved landscape in which pollution was negligible, transportation was silent and rapid, leisure spaces were democratic, and the divisions between city and country were blurred. Friss argues that when the utopian vision of a cycling city faded by the turn of the century, its death paved the way for today's car-centric cities—and ended the prospect of a true American cycling city ever being built.

## Book Information

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## Customer Reviews

Friss has a good story to tell. In the late nineteenth century, bicycles were not just a sweet

means of romantic transportââDaisy, Daisy, give me your answer do,ââand all thatâbut a technological triumph creating fanatical followers and interest groups. The bicycle was more like a personal computer than like a love seat. . . . Friss is a demon researcher, and his book is full of revelatory facts.â • (Adam Gopnik New Yorker)âœAn interesting and readable discussion of the bicycleâs role in the US in the 1890s.â . . . Recommended.â • Â (Choice)âœFrissâs commendable book traces the rapid rise and equally precipitous decline of bicyclistsâ influence on urban form during the late nineteenth century. His interdisciplinary study makes welcome contributions to environmental, urban, and cycling history and draws our attention to the inextricable ties among all three, in modern as well as historical contexts. Equally important, the work underscores opportunities for in-depth investigation of local history across a broad geographic region, a process revolutionized by access to old newspapers via the internet.â • (Environmental History)âœFrissâs *The Cycling City* deserves recognition as the definitive account of the 1890s bicycle âboomâ in the United States. . . . The book presents a story that deserves a wide readership, one that would benefit both academic and popular readers. . . . Combining exceptional research and clear-eyed analysis, Friss has produced an accessible yet authoritative account.â • (Winterthur Portfolio)âœFriss rejects as overly simplistic the standard explanation that motor vehicles replaced bicycles as a mode of transportation once cyclists abandoned their machines for motor vehicles, demonstrating persuasively that the vogue for cycling had already ended by the time that automobile registrations and sales began increasing. . . . Urban and cultural historians will find much of interest in this fine study.â • (Journal of American History)âœThe *Cycling City* tells the story of an ephemeral cityâhalf imagined, half realâa city of bicycles. Powering these new machines with their own muscles, Americans of the 1890s found that they could travel farther and faster than their legs alone would take them, in directions no streetcar tracks ran, through the city and into the countryside. Though sometimes ridiculous in their utopian pronouncements and their fashion choices, they understood the bicycleâs potential, and Friss has done important work in recovering their insights and their voices.â • (Zachary M. Schrag, George Mason University)âœAs cyclists fight their way back onto the streets of American citiesâtheyâve had a prominent place in European cities foreverâit is instructive and, yes, lots of fun, to travel back in time with Friss to the âcycling cityâ of the 1890s and the moment in time when the bicycle offered New Yorkâs wildly varied populations of natives and immigrants, men and women, boys and girls, the idly rich and working folk alike, a cheap, healthy, efficient, effective, noiseless, pollution-free, and, in good weather, fun way to get to work and, when work was done, get out of town. Powerfully argued, beautifully composed, timely, and with some great photos, *The*

Cycling City is history as it should be written.â • (David Nasaw, author of The Patriarch: The Remarkable Life and Turbulent Times of Joseph P. Kennedy)â œThe Cycling City is a deeply researched and insightful study of the rise and fall of the bicycle as a critical factor in American urban transportation history in the late nineteenth and early twentieth century. At a time when the popularity of the bicycle is again sweeping the American city it would be wise for its proponents to ponder the lessons contained herein.â • (Joel A. Tarr, Carnegie Mellon University)â œReaders interested in bicycles, transportation history, and American urban development patterns will find this well-written and engaging book full of fascinating details and suggestive insights about the new urban possibilities that accompanied the 1890s bike craze.â • (Indiana Magazine of History)

Evan Friss is assistant professor of history at James Madison University. He lives in Virginia with his wife and two sons.

Friss writes about a cycling era most of us didn't know about, at least I didn't. The bicycle assumed essentially its current form and achieved sudden and huge success in the 1890s. Friss says that the immense popularity resulted in change (traffic signs, statutes dealing with speed, which side of the road to cycle on and so on) that set up much of the future for automobiles--he also says it was not automobiles or public transit that ended the era, but rather the vagaries of public taste, because the craze ended a decade before cars became so common. The bicycle inspired visions of a city with quiet transportation, blurred distinction between city and countryside, green space and pleasant cycling routes. By 1900, American companies produced a million bikes a year (the population of 70 million was far more rural, with bikes largely urban). It wasn't cheap transport at first; the cost of bikes was far more than most laborers could afford. Overall production in the 1890s decade was somewhere between 5 and 8 million. Bicycle shops were everywhere, with a lively trade in used bicycles--the infrastructure developed rather quickly. There were cycling magazines, a powerful national lobbying group, the League of American Wheelmen. Most cyclists were adults and perhaps 3/4 male, but Friss notes that sizable numbers of women took to cycling despite wide disapproval. There were cycling clubs everywhere, including clubs for Chinese, African Americans, Germans, Poles, even Japanese. The book is well-written, nicely illustrated and well-organized. The first chapter describes the rise of cycling and the machines themselves. Chapter 2 describes the cyclists--who, where, why. Chapters 3 and 4 look at the "rules of the road" including lobbying for good asphalted roads and bike paths, and a little on how municipalities responded. Chapter 5 discusses paths not taken--a bit difficult to describe in a brief review. Chapter 6 looks at one major

justification for cycling, health and recreation. Chapter 7 examines bike commuters. Chapter 8 discusses--and does so in a fascinating way--"wheelwomen." Chapter 9 looks at the "crash," why the craze suddenly ended. Bicycling in the US had a good head start on Europe, but somehow interest ended and the bicycle became a common European phenomenon. Friss notes that there have been short eras of American interest in cycling, in the Depression years as cheap transportation and in the environmental era of the 60s and 70s, and again recently.

A great read and an important history! Who knew there were more bikes per capita in many US cities in the decade of the 1890's that there are today? This book opens a window into life urban American life in the 1890's and will interest cyclists, urban planners and anyone who wants to get an idea of what city life was like then. Great illustrations and photos. Answers many questions about the demise of cycling after the cycling decade of the 1890's and sheds much light on the possibilities of reintegrating into urban life today. Friss examines the class and sex distinctions in the early cycling in a manner that reveals a lot about what it was like to live in the era.

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