

My Copy - With Phone Numbers

May 13, 1975

M E M O

TO: ALL DEPARTMENTS

FROM: WAKE COUNTY BUILDING AND GROUNDS SUPERINTENDENT

At no time will bicycles be allowed in the Wake County Courthouse Building. The building is subject to be damaged by them, also they are hazardous to people in the building.

N. R. Morgan

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If ignored the bicycle will not go away. It chained to any and all removable objects in the courthouse. This will not be done for reasons of safety, or preference it will be because the bicycle has been given no other alternative. We hope you will consider this. There are other alternatives and better alternatives. Please do not wish you or anyone else the best of luck in these alternatives is the best judgement of all.

May 14, 1975

Mr. Nathan R. Morgan  
Supt., County Buildings & Grounds  
Room 704, County Courthouse

Dear Mr. Morgan:

We the undersigned bicycle commuters and potential bicycle commuters agree to abide by the requirement of your memorandum of May 13, 1975. Yet there are a number of disparities which we wish to bring to your attention, since we feel that they should be recognized, addressed, and resolved to the best advantage of all involved parties.

In North Carolina the bicycle is legally recognized as a vehicle, and the Department of Transportation has established a Bicycle Committee to advise the Secretary of Transportation on bicycle issues. In Raleigh there is a Bicycle Commission whose mandate is to advocate the use of the bicycle as an alternative mode of transportation, as well as develop bikeway plans and advise the City Council on bicycle issues. In short, the bicycle is being promoted as a means of lessening our traffic congestion, conserving our dwindling fuel supplies, improving the quality of our urban environment, and maintaining the physical fitness of our citizens. Even so, at this writing the county's response to the needs of the bicyclist is negative and disjointed.

The bicycle, as compared to the automobile, is a fragile machine; it is easily vandalized and easily stolen. (Nationally, \$6.5 million worth of bicycles were reported stolen in 1974.) Since the state has yet to establish a bicycle registration program, there is almost no hope for recovering a stolen bicycle which in today's market will have cost about two hundred dollars. This tends to explain why bicyclists try to secure their vehicles where they will be protected. And if you have ever ridden a bicycle with a wet seat you would understand why the bicyclist prefers to keep his vehicle indoors. Even so, at this writing, the county's response to the needs of the bicyclist is incomplete.

If ignored the bicycle will not go away. You will find it chained to any and all immovable objects in the vicinity of the courthouse. This will not be done for reasons of aesthetics, safety, or preference; it will be because the bicyclist has been given no other alternative. We hope you will agree that there are other alternatives and better alternatives, and we offer to meet with you or anyone else who is prepared to explore these alternatives in the best interest of all involved parties.

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