

WINTER MELTDOWN



FEBRUARY 25

At the Empty Bottle

A BENEFIT FOR WEST TOWN BIKES

FEATURING:

BLACK BEAR COMBO • THE VELCRO LEWIS GROUP • RABBIT RABBIT

AND THE ULTIMATE BICYCLE QUIZ! TO DECIDE THE ULTIMATE KNOW-IT-ALLS OF CHICAGO'S BICYCLE COMMUNITY!

PLUS! TONS OF RAFFLE PRIZES FROM LOCAL BIKE SHOPS AND COMPANIES!

10 BUCKS AT DOOR. QUIZ STARTS AT 9PM. DOORS OPEN AT 8PM.

BEER SPECIALS FROM NEW BELGIUM BREWERY!

poster by rossfelten.com

The Derailleur

An unofficial publication of Chicago Critical Mass

February 2011



Chicago Cycle Swap is *finally* here!



Load up on gear and know-how at the Chicago Cycle Swap **tomorrow** (February 26, 2011) from 10 a.m. to 6 p.m. at the Pulaski Park Field House at 1419 W. Blackhawk St.

At the inaugural bike swap last year, this event brought together more than 30 vendors and nearly 500 attendees for

a day of deals, food, beer, demos, and presentations. Join us this year in a larger space for a bigger, better Chicago Cycle Swap!

- More than 30 bike shops, merchants, non-profits, and individuals offering great deals.
- Demos and presentations about cargo bikes, winter bike commuting, and more.
- Food, beer, soda, and coffee by Goose Island.

Admission is \$10 (cash only). **Save on admission with a \$5 off coupon. Print as many as you and your friends need!** Kids 12 and under get in free.

Membership deal: For just \$20, you can get into the swap and get a one-year Active Transportation Alliance membership, which includes the Chicagoland Bike Map (a \$10 value!) and full benefits.

Want to sell or "swap" a bike in our corral? Pay admission plus \$5 per bike (limit three).

Proceeds from the Chicago Cycle Swap benefit the non-profit Active Transportation Alliance and Chicago Bike Winter.

(Information from activetrans.org/swap/; coupon on inside cover printed from activetrans.org/sites/default/files/CCC11_Save5_0.pdf)

How many of you still have "Critical Mass Polka" and "Polka Face" stuck in your head from last month's after party at Lincoln Square Lanes with The Polkaholics (and guest John Greenfield)? I know I do! Tonight, let's ride over to Empty Bottle for Winter Meltdown! This West Town Bikes fundraiser kicks off at 8 p.m. See the back cover for more details. Last month's Deraileur briefly covered the difference between baklava and balaclavas. On the subject of balaclavas, Critical Masser Christie writes, "'Horchata' by Vampire Weekend is perhaps the first song I have heard that talks about balaclavas (granted, it is to say that he would look psychotic in one, though there are worse ways to look)...It made me think of Bike Winter, which I fully intend to get back in on the action this year." Thanks, Christie! I've run the lyrics and a pattern for making your own balaclava in the centerfold. I blame all the extra swear words included in this issue (see "Stop Drinking the Car Companies' Kool-Aid" and "I give bikers a bad name") on recently watching the entire "Deadwood" series. If the swearing in that show doesn't rub off on you, you're a saint. Happy Friday! xoxo willow

The Deraileur, February 2011. The Deraileur (thederaileur.blogspot.com) is an unofficial publication of Chicago Critical Mass (chicagocriticalmass.org) made possible with donations of paper and cash from riders like you. Chicago Critical Mass is a free, fun bike parade which begins around 5:30 p.m. at Daley Plaza on the last Friday of every month. This issue was created by willow naeco (TheDeraileur@gmail.com) and printed by Lee Diamond of Big Shoulders Realty (bigshouldersrealty.com). **Thank you:** Alex Wilson, Becki Retzlaff, Bob Maher, Bob Matter, Brian Morrissey, Christie, Dan Korn, Elliot Bennett, Gin Kilgore, h', Jane Healy, Johnny Payphone, Joseph Zmuda, Kevin Monahan, Laura Agapay, Lowell Nelson, Marco Rayos, Mr. Bike, Rochelle Lodder, Shawn Greene, T.C. O'Rourke, Todd Gee, Tommy, and the other usual suspects (you know who you are). **Credits:** Cyclist: eyemead.com; Road Rager: associatedcontent.com; heart scribble3: bluekdesign.com/photos/bluekdesign/374758813; Bicycle love: fedira (Lauren F. Friedman) flickr.com/photos/lauren/4425193052; poetry snowflake: simnet.is/gardarj/korn.htm; flower bike: Jane Healy's collection; flowers: OCAL: clker.com/clipart-2546.html; sun: blogs.orlandosentinel.com; winter scene: dragonartz.net; notebook: commons.wikimedia.org/wiki/File:Moleskine_ruled_notebook,_inside_view.jpg; route map: Alex Wilson.



GREAT DEALS • BIKES, PARTS & GEAR • BIKE FRIENDS
BEER • DEMOS & PRESENTATIONS • FUN!

*Present this coupon at
the door to save \$5!*

10 a.m. - 6 p.m., SATURDAY, FEB. 26, 2011
PULASKI PARK FIELD HOUSE
1419 W. BLACKHAWK ST., CHICAGO

PROCEEDS BENEFIT:



CATERING BY:



www.activetrans.org/swap

UPCOMING EVENTS



Slow Witch Plays Boulevard Bikes Winter Happy Hour March 3, 2011 6-8 p.m. & **Andrew Taylor Plays Boulevard Bikes Winter Happy Hour** March 10, 2011 6-8 p.m. at Boulevard Bikes (2535 N. Kedzie) Angela Mullenhour is Slow Witch (solo acoustic): myspace.com/sybris. Andrew Taylor: myspace.com/anjotay. Join us for a free in-store performance and happy hour. Come dig the music while hanging out with your neighborhood mechanics and other bike buddies. Boulevard will have some beverages and snacks on hand; feel free to BYOB as well.



Tour of Irving Park March 5, 2011 from 1 p.m. to 6 p.m. at Horner Park (2741 W. Montrose Ave.) 773-255-6347 Chicago Community Area #16 sits seven miles NW of downtown Chicago and is rich with some of the oldest surviving construction in the city. This bike history and architectural tour of Irving Park lasts roughly 4 to 5 hours, 15 to 17 miles at a casual pace. Rides cost \$10. Those that participate in the free pre-ride can earn half off the fee, and those that also volunteer as ride marshals can ride for free.



14th Chicago Bike Winter Art Show Opening March 11, 2011 from 6 p.m. to 11 p.m. at Chicago Urban Art Society (2229 S. Halsted St.) Co-curators Steven Lane and Stuart Hall are totally psyched to announce the 14th Chicago Bike Winter Art Show will be in partnership with the Chicago Urban Art Society. The Chicago Urban Art Society is a new multi-use art and cultural center located at 2229 S. Halsted. This year's show is at the tail end of Bike Winter, March 11 until April 1st, with a big party featuring live music and a fashion show after the Critical Mass ride Friday, March 25.



FBC Full Moon Fiasco March 19, 2011 Meet up at Gannon's Pub (4264 N. Lincoln Ave.) at 8 p.m.; ride at 9 p.m. 773-425-6937 The FBC doesn't exist in any official capacity, and is open to anyone at any experience level. What we do is drink beer and ride bikes, the flagship ride being the Full Moon Fiasco every month. Open to anyone with pedals, we ride every full moon whether snow, sleet, rain, flood, or just cold as shit. Though sometimes late, we never cancel a ride. There will also be a few miscellaneous rides and an URBAN CENTRUY [sic] is in the planning stages. (fbccchicago.blogspot.com)



Tour of Avondale March 20, 2011 from 1 p.m. to 6 p.m. at Brands Park (3259 N. Elston) 773-255-6347 Chicago Community Area #21 sits 6 miles NW of the Loop. Avondale was annexed to Chicago in 1889 and grew rapidly as city improvements such as paved roads, electric street car lines and the Logan Elevated line contributed to a population that swelled to almost 50,000 by 1930. Join us for a leisurely 4 to 5 hour narrated bicycle tour of Avondale. Rides cost \$10. Those that participate in the free pre-ride can earn half off the fee, and those that also volunteer as ride marshals can ride for free.



Crash Support Group March 23, 2011 from 6:30 p.m. to 8 p.m. at Active Transportation Alliance (9 W. Hubbard, Suite 402) The Crash Support Group is for bicyclists and pedestrians recovering from traffic crashes. Share your story at the Crash Support Group Meeting every 4th Wednesday of the month. Meetings are free, confidential, professionally facilitated, and open to the public. For more information or directions, e-mail crashsupport@activetrans.org or call 312-427-3325 x 293

All of these events and many, many more can be found at thechainlink.org/events or bikewinter.org.

Chicago Bike Shop Database

The goal of the Chicago Bike Shop Database is to maintain up-to-date information about all bike shops in Chicagoland (all areas covered by the Chicagoland Bicycle Map). The database was inspired by a summer 2004 bike shop tour during which Chicago cyclists John G. and Steve M. visited every bike shop in Chicago – by bike – in one weekend. The data they collected and the pictures they took appear on the site. Visit chicagobikeshops.info for a complete list of shops, a map of shops via Google Maps, to read (and add your own!) customer reviews and feedback about shops in the database, and to learn how to add a shop that is missing. Sample listings:

McDonald's Cycle Center



McDonald's CC

239 E. Randolph St.,
Chicago (150N/239E)
312-729-1000
chicagobikestation.com
Hours: Winter Mon-Fri
6:30a-6:30p, Sat/Sun
Closed; Spring & Fall

Mon-Fri 6:30a-7p, Sat/Sun 10a-6p; Summer Mon-Fri
6:30a-8p, Sat/Sun 8a-8p.

Overall Rating: 3.4/5 as of 02/21/11. Sells used bikes? No. Sells used parts? No. Offers Active Transportation Alliance discount? No. Offers rentals? Yes. Description: Secure Bicycle Parking; Lockers, Showers and Towel Service; Bicycle Rental; Bicycle Repair Shop; Guided Bicycle Tours; Bicycle Camp; I-GO Car Sharing. Recent feedback: "I had a bad experience when I took my bike in they completely covered it in grease. There wasn't a spot not marked up with greasy fingerprints. This of course isn't a big deal if the bike has been broken in and all – but my bike was brand new. Everything else wiped off but the tape had to be completely replaced. After seeing the bike, my partner asked if I thought they did it out of malice, because the bike was so shiny and new...still not sure. It was beyond egregious. They did do decent work so I felt they didn't deserve a 1. Although, they did do work not asked for or approved, which caused further problems – so the 2 is earned." – Stan "This was the last place I expected to find a really good mechanic...Encouraged me to restore rather than replace some worn out parts." – Tom "I stopped by looking for a rental since my bike was being fixed. Folks at the front desk were rude and could have cared less if I was even standing there. I inquired about a couple parts hoping they

might have some stuff lying around and the guy gave me a blank stare stating they only rent bikes and they have a small repair shop. I also asked if they knew of another place and they told me to try the phone book...Thanks, very helpful. I do hear the mechanic is pretty good, but you might want have your people up front be a little more friendly." – Jason

Art's Cycling & Fitness



artscycling.com

6212 W. Cermak Rd.,
Berwyn (2200S/6212W)
708-788-0943
artscycling.com
Hours: Mon/Thu 11a-7p,
Tues/Wed/Fri 11a-6p, Sat
10:30a-5p, Sun Closed.

Overall Rating: 5/5 as of 02/21/11. Sells used bikes? No. Sells used parts? No. Offers Active Transportation Alliance discount? No. Offers rentals? No. Description: Barry Kerstein, proprietor, son of founder. Store founded in 1946. Brands sold: Trek (road, mountain, comfort, hybrid, cruisers, tandems, kids, parts/accessories, Gary Fisher Collection), Haro, GT, Schwinn (comfort, hybrid, cruisers, fixie/road, mountain, kids), Lowrider, Mongoose (freestyle, flatland, dirt jumping, trails/street, BMX racing), and the service of law enforcement bikes for over 15 years. Sells accessories including bags, lights, computers, complete family helmets, baby carriers, racks, locks. Also stocks Lowrider parts. Repairs on all makes and models. Recent feedback: "Been looking to buy a bike after years without. I came into Art's without much clue of what I wanted and Barry spent a FULL HOUR with me explaining bikes, adjusting them for me and letting me ride them around the back. Fabulous!" – BikeLess4Now

CRITICAL LISTSERVS

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Next ride: Friday, February 25

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Enter your Chicago Critical Mass username.

Password: *

Enter the password that accompanies your username.

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***CCM* Midnight Marauders Porn Ride**
Join the Midnight Marauders Feb. 20th, for our second annual Porn adult entertainment. We...

***CCM* Bike Ride for Miguel Del Valle this Saturday**
As the February 22nd election draws near bicyclists are coming tog Valles presence...

***CCM* worse than the tyranny of car culture**
There are parallels between Critical Mass and the Egyptian revolt transportation against the...

***CCM* ATTN: Near-Westside, Bike & Transit talk with**
Please join us for an evening with Ald. Walter Burnett...

The Chicago Critical Mass listserv and web site are great ways to get more involved with Critical Mass. A sample of the sort of thing that has been discussed on the CCM list begins on the next page. If you want to participate in discussions or simply lurk and chuckle on your own, consider joining the listserv. Sign up to the listserv by entering your e-mail address in the Join box at chicagocriticalmass.org. The Chicago Critical Mass web site allows anyone to upload map proposals, flyers, zines, etc. at the flyer exchange. You can also write about your previous Mass experiences in the Ride Report section. For example, Jane Healy wrote in the January 2011 Ride Report section: We got lots of happy honks from cars and trucks, a good smattering of smiles and waves from the restaurants we passed as well as the pedestrians we saw. The highlight of the ride was when some cager shouted out, "Get outta the road, ya Hippies!"

Subscribing to Bikewinter

Subscribe to Bikewinter by filling out the following form.

This is a closed list, which means your subscription will be held for approval. You will be notified that the list of members is not available to non-members.

Your email address:

Your name (optional):

You may enter a privacy password below. This provides only mild security, but should prevent others from seeing, not use a valuable password as it will occasionally be emailed back to you in clear text.

If you choose not to enter a password, one will be automatically generated for you, and it will be sent to you once you subscribe. You can always request a mail back of your password when you edit your personal options.

Pick a password:

Reenter password to confirm:

Which language do you prefer to display your messages? English (USA)

Would you like to receive list mail batched in a daily digest? ☐ No ☐ Yes

- [\[Bikewinter\] another 12 inches j.a. tackett](#)
- [\[Bikewinter\] ATTN: Near-Westside, Bike & Trans](#)
- [\[Bikewinter\] ATTN: Near-Westside, Bike & Trans](#)
- [\[Bikewinter\] Best. Bike Winter. Day. Ever. Todd G](#)
- [\[Bikewinter\] Best. Bike Winter. Day. Ever. aaron b](#)
- [\[Bikewinter\] Best. Bike Winter. Day. Ever. Robert.](#)
- [\[Bikewinter\] bikewinter sticker j.a. tackett](#)
- [\[Bikewinter\] bikewinter sticker Gin Kilgore](#)
- [\[Bikewinter\] bikewinter sticker Jamie Elenbaas](#)
- [\[Bikewinter\] cheerful word-spreading David Pertuz](#)
- [\[Bikewinter\] Feb 26 Chicago Cycle Swap-- call for v](#)
- [\[Bikewinter\] Feb 26 Chicago Cycle Swap-- call for v](#)
- [\[Bikewinter\] Franklin Park Herald Journal: Winter de](#)

The Bike Winter listserv is generally a little less abrasive than the CCM listserv. Posts tend to stay on-topic and are relatively tame. The list is a great place to ask questions about how to dress properly for winter cycling, or, if you've found something that works for you, to share your winter cycling success stories. Join the listserv by completing the sign-up form at hafe.org/cgi-bin/mailman/listinfo/bikewinter. The newly redesigned Bike Winter web site (bikewinter.org) features a blog written by first-time winter cyclist Holly Rhode. Drop Holly a line of congratulations or encouragement in the comment section of her blog. If you have photos of your winter cycling adventures to share, post them to the BW group discussion "New Bike Winter Site-- call for images--" at thechainlink.org/group/bikewinter/forum. If you're up for nitpicking, you can look for errors on the redesigned Bike Winter site and report them to Gin at gin_kilgore@yahoo.com.

FROM THE [*CCM*] VAULT:

Stop Drinking the Car Companies' Kool-Aid

This is a whittled-down and reorganized CCM listserv thread from 2007 (groups.yahoo.com/group/chicago_critical_mass/message/3284) which deserves a revisit.

Todd opens the thread: So the Jackass Michael J. Madigan, Speaker of the (state) House, has called for a new highway to be built in Chicago. Please take a second and call Mr. Madigan. And, if you know anyone who lives in the Jackass's district, MAKE SURE they call him too. A new highway thru our city? What kind of crack is he smokin'? Call him (right now) and find out.

Tom Whalen responds: For starters, if you ARE going to call the Speaker's office, please don't ask him "what crack he's smokin'." At least if you want to be taken seriously. If you want to continue to be labeled the "idiots on the bikes" then go ahead as you please. But that's a poor representation of who our community is and, honestly, makes you sound like an idiot. Having worked for Aldermen before, you'll get laughed at by the office staff who answers your call. Secondly, I think it's a wise idea for city administrators to find ways to alleviate traffic congestion. Getting out of your car is only ONE way to relieve the traffic crunch within Chicago. It's not feasible for everyone, unfortunately. Until two years ago, I had to drive in my car every day because public transportation would not take me to my final destination efficiently or effectively. This extension is primarily focused on alleviating truck traffic on The Kennedy. That's a great

idea! I was actually discussing the idea with my wife on Friday while stuck on The Kennedy of implementing "no truck times" (as they do in some European cities) where from...7-9 a.m. and 4-6:30 p.m. semi-trucks would not be allowed on The Kennedy or Dan Ryan through downtown. I was thinking the exchange with The Edens through 95th St. Think of the stress reduction that would have on the highway's throughput capacity. It's not going to happen, but it's another idea to explore. I'm a city planner. You can't just call people "jackasses" and say "they're on crack" because you don't agree with their plans. He has a whole sector of constituents to consider OTHER than you and your particular agenda. Dealing with traffic congestion is a major problem for this city; getting people [on] their bikes is one way, creating a better highway system is another that needs serious consideration. Not to mention the benefits of it being a tollway since that will enable a "pay for itself" scenario which would prevent the city and county from diverting needed taxes for a new highway. The city of Chicago has done a really good job of making this a bike-friendly city, especially compared to some its U.S. counterparts. Sure, Seattle and Portland are a lot better, and parts of Europe, but we are blessed with the bike lanes and paths we have...I can safely bike from my home at Addison and Damen downtown every morning with not so much as a passing thought for my personal safety. How many New Yorkers or Los Angelesans can say that? Look, I understand your thoughts and position, but there are a lot more constructive ways to

DRESSING FOR COLD & WET

From Mr Bike's *Urban Bikers' Tricks & Tips*, a 250-page paperback, at bookstores & mrbike.com

Start with a sweatshirt or jacket. When colder, add t-shirts, light sweaters, long underwear, and tights. Light layers let you remove outer clothes if you warm up. When very cold, many don't need much insulation on torsos and legs—but need more on ears, hands, and feet where blood flows less.

Ski goggles: less likely to fog.

A balaclava or hooded sweatshirt covers head, neck and ears and fits under helmet.

Wool scarf, cotton turtleneck, or neck gaiter keeps icy air from blasting down your shirt.

Mittens or "lobster" gloves keep fingers together to keep them warmer.

Waterproof (rubber or synthetic) boots.

Plastic or rubber shoe covers.

Waterproof jacket or (to sweat less) loose or vented jacket, waterproof poncho, or cyclist's rain cape (attaches to thumbs and thighs to prevent billowing).

Fenders keep you and your bike cleaner and drier.

When cold but dry, wear loose-fitting, average-weight pants like jeans.

When colder use long underwear or two pairs of tights. In wet, wear synthetic underwear with one or two pairs of tights. Dark colors hide grime.

Dressing in layers for cold weather

BASE LAYER

Wear fabric that wicks moisture away like polypropylene, polyester, nylon or silk—not cotton.



MIDDLE LAYER

Wear an insulating/wicking layer like wool or fleece that holds heat. Overlap clothes at the neck, wrist, waist and ankle to seal out wind.



OUTER LAYER

Use water-resistant and wind-resistant materials like nylon to keep you warm and dry in wet conditions.



putting on my goggles has kept me on my bike and out of my car!

01/28/10 Elliot writes: I have a 24-mile RT commute that I have been doing all winter. I have experimented with quite a few setups. I have tried Serious neoprene masks, I have tried growing a beard, I have tried bandanas, etc.

I am currently using the WS Gorilla Balaclava from Outdoor Research (outdoorresearch.com). The removable face piece is great for adjustments and getting a proper fit. It also fits well under a helmet. The windstopper makes it very warm.

I then partner it with these goggles: rei.com/product/744424



The goggles have clear lenses that allow me to ride day or night, and they are designed to fit over glasses, so I can wear sunglasses for sunny days or prescription glasses if needed.

I have found this combination to be the only one yet that has not fogged during my rides. The goggles form a seal along the windstopper face piece which directs all of my breath out the front of the mask instead of up into the goggles. I love it! Anyway, that is my 10 cents.

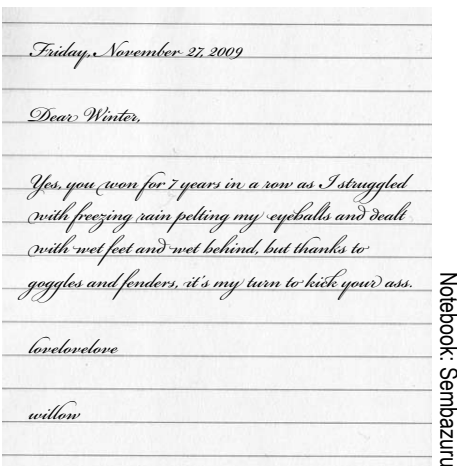
03/11/10 Lowell writes: If you are one who enjoys the benefits of ski goggles for winter

biking (or skiing for that matter), let me pass along something that I learned from years of skiing.

Most goggles have open cell foam that forms a tight, comfortable seal between the goggle frame and your face and nose. Many use a thin sheet of the same foam to make a filter to allow air to circulate behind the lens and at the same time keep snow out. After a few seasons, this foam usually begins to deteriorate even if you only wear them once or twice a season.

About 20 years ago I began to store my goggles in airtight (zip lock) bags when not in use. Since I began doing that, the foam on them doesn't deteriorate. So don't just hang your goggles on a hook or throw them in a drawer for the summer, seal them up in one, or better still, two bags and they will last much longer.

02/01/11 Jane writes: The snow outside is like little bullets hitting your eyes. Make sure to bring eyeglasses, sunglasses, or goggles for the a.m. commute.



get your point across than that. It's the kind of approach I took at 16 when I was trying to get people to stop buying gas at Shell (oh, DO NOT buy gas from Shell, please). But you need to display some more maturity and consciousness than that; otherwise we will all continually be marginalized by politicians and the media as nut job wackos. Which I am NOT.

h' to Tom: "Don't ask him 'what crack he's smokin'.'" That's great advice, Tom! Thanks for looking out for our interests. Some additional tips for those who plan to make a call: •Don't mention that you're a cyclist at all. It mixes the message, and makes Tom look bad as well. Try not to mention lugs or spokes or whether your fixie has a brake or not – it will very likely expose you as a cyclist. •Try not to use profanity in the course of your call. If you cannot abide by this, you may consider having a parent or older relative make the call for you. •Try not to insult the person you're talking to. Some examples of things not to call the person on the other end include "stupid cager", "faceless corporate suck-up", "crooked politician", "ignoramus". Perhaps others can add to this list. Tip: Print this list in large type and keep it next to the phone and glance at it during your call. •Speak in whole sentences if possible. Say "please" and "thank you". I know you kids are tired of hearing this, but you catch more flies with honey! •Refrain from threats during your call. Often we don't realize when we're being threatening or aggressive – phrases such as "I know where you live", "I'd better not catch you in a dark alley", and "I'll put a U-lock through your windshield" have the potential to come across the wrong way and hinder your effectiveness. Besides, mentioning

the U-lock makes Tom look bad again! •Make sure you identify yourself as a constituent. If you are not willing to do this, a made-up name still sounds better than "I'm not telling you who I am, you fascist!" I hope some of this is helpful to you adorable little rebels. Yours, -h'

Ron: What has name calling ever accomplished other than aggravate everyone? Your anger would be put to better use by organizing some form of CIVIL organized protest. I know the phrase "catch more bees with honey" has gotten old (no offense) but it still is true. Being polite and courteous makes the other person feel much more inclined to help and everyone gets what they want. The article about the 9% increase in traffic for every 10% increase in lane capacity makes a lot of sense, so rationally speaking if we were to remove or condense some highways it would piss off a lot of people, but in the long run more people would trade in their cars, for the then current, better transit options. A new highway is a bad idea no matter how you look at it, but the only way to combat it is to remain civil and create a larger awareness for the issue (I had no idea about this project until I got the e-mail). I feel that if we had a larger support base we would be much more effective in our push for NO NEW HIGHWAYS.

Todd: Well, it's better to call and call him a jackass than not to call. Have YOU (not anyone in particular – this is a question for the whole list) called yet? And, I'm sorry, but anyone who proposes that we build another highway in the city when 1) we're at war over cheap oil, 2) many, many families will be uprooted and neighborhoods destroyed mostly to

service those who would just drive thru, 3) we have a childhood asthma rate 10x higher than the nation average, 4) we're in the midst of a growing obesity crisis, 5) there's good evidence that we're fueling serious climate change with our energy consumption habits, 6) there's such good arguments to be made that Car Culture degrades human culture and causes us to feel separated from our neighbors, 7) our city/state/nation is in a horrible budget situation and highways are FRICKIN' expensive, and 8) there's lots of evidence that building highways doesn't decrease congestion in the long run anyway, is either grossly out of touch with reality or working some sort of angle for personal gain. There's a time for being nice and asking nice. Fine. But, there's also time for calling an apple an apple and anyone who proposes a new highway in the city needs to be met with outrage. Being nice is for when you disagree with a fee hike or the color of the new paint on the capitol dome or whatever. This is a little more severe and I think an upset constituent questioning the mental competence of their legislator is completely called for. So there!

Eric to Tom: People here might be interested to know what your commute was so we understand your point. "Think of the stress reduction that would have on the highway's throughput capacity. It's not going to happen, but it's another idea to explore." So you're encouraging more vehicles to easily come downtown. OK, I can see that, and understand the need. How do you feel about a tax for vehicles entering certain parts of the Loop? This is done in many cities, as well, and is effective.

Tom to Eric: "How do you feel about a tax for vehicles entering certain parts of the Loop? This is done in many cities, as well, and is effective." I think it's a fucking GREAT idea! In honesty, I'm ashamed to live in a country where we don't encourage this. Especially in a city with a prolific train system servicing the inner-ring suburbs. Not to mention how far west and north the lines extend (admittedly, I know NOTHING about the south side and far southern suburbs). Without a doubt there should be a tax on cars entering the downtown area between the hours of 6 a.m. and 6 p.m. And that area would probably be Roosevelt to Ashland to Division. You could set it up like London's where the tax is different given what part you're entering, but yes, it's something worth serious consideration. (Think of the money it would generate off tourists alone. They're already getting whacked with specifically targeted hotel, car rental, and parking taxes, why not add another \$2-5 on top of it?) We should also [be] charging higher toll fees during rush hour and/or giving incentives to carpoolers. We should have carpool lanes, especially during rush hour and actually have police ENFORCING the rules, rather than speeding along the shoulder to avoid traffic. My commute was Roscoe/LSD to 63rd and Harlem. My public transportation option was: Brown Line to Orange Line to Western bus to Harlem bus to 63rd. Or some variation of taking the Red Line south and getting a connecting bus all the way out to Harlem. While this would have greatly increased my free reading time, it would have also necessitated at least a 90-120 minute commute.

Well-known brands include Oakley, Smith, Bolle, Dragon, etc. I wouldn't worry about the brand too much. Warning: There is some truth to you get what you pay for in goggles. Generally, the cheaper ones are cheaply made. If you are a careful person, you can probably go with a cheap brand. If you are hard on your gear, spend a bit more.

FWIW, I've had goggle lenses that cracked in extreme cold and others that weren't fog-proof. But I have a great pair that I got a couple of years ago from Sierra Trading Post for about \$20.

You can score some good deals on last year's inventory if you shop around. I'd expect that you'd have to shell out at least \$30 now. Good sources for cheap ski goggles:

- Amazon.com
- Campmor
- eBay
- REI
- Skis.com
- Sierra Trading Post
- T.J. Maxx and Marshalls

Friday, November 28, 2003

Dear Diary,

November 21 was the first day of snow and it was so much fun riding my bike to work! I have to get some goggles because it stings to have snow/sleet pelt you in the eyes.

Love

Willow



Marco Rayos

Though not winter-weather appropriate, I love these D.I.Y. Goggles by Marco Rayos. He writes: I made these out of bike parts after my frames broke for my glasses. These are prescription goggles.

Remember to store AND CARRY them in a soft, old sweat sock or small flannel bag. If the lenses are truly anti-fog, they'll scratch easily without protection.

12/29/09 Lowell writes: I just started wearing goggles last winter for biking and they keep the face warmer and snow, salt, etc. out of the eyes. With the appearance of the glowing orb this morning, the top of the goggle frame worked perfectly to block the sun as I rode to the southeast.

01/05/10 Jane writes: With the significant cold weather we've had so far this winter, I've found goggles to be a lifesaver. Something about the cold/wind freezes my eyeglasses to my face. There have been many days this year when

CRITICAL GEAR: GOGGLES

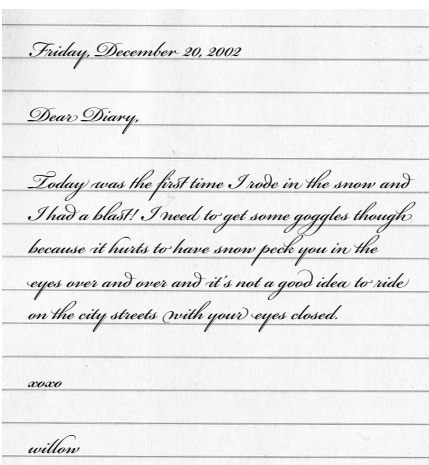
Jane Healy, Lowell Nelson, and Elliot Bennett on the awesomeness of goggles. Information is from the Bike Winter listserv archives (hafd.org/cgi-bin/mailman/listinfo/bikewinter), the Cycling Sisters web site (cyclingsisters.org/node/55), and The Chainlink's discussion forum (thechainlink.org/forum).

You can often get ski goggles very cheaply at the end of winter or at discount stores.

10/16/08 Jane writes: Favorite bad weather accessory? Goggles with yellow lenses that fit over my glasses.

10/23/09 Jane writes: Look for the kind that fit over glasses (called OTG) and that have anti-fog action (pretty much all of them if they are true ski goggles). Amber lenses are generally the best for cyclists since you can wear them at night as well as during the day.

A strap that can be easily clipped on and off is a plus, especially for when you are wearing gloves with a helmet on. (Some goggles have to be pulled on over your head...this is a mega pain in the @ss for cyclists.)



05/14/06 Jane writes: Dealing with wind and windblown snow can be tough. In addition to the balaclava and face mask options, consider using a pair of ski goggles.

Ski goggles can be a godsend for cyclists. They protect much of your face and are designed to be fog-proof. Amber lenses are best for low-light conditions as they improve contrast.

Be sure whatever pair you buy fits your face when your helmet is on (most do, as competitive skiers wear ski helmets). If you wear glasses, be sure you buy a ski goggle that is designed to fit over them.



Many people use Cat Crap to prevent their glasses and/or goggles from fogging up.

Ben: Just a thought, (I'm not a Highway Luvr or anything), but if this proposed road took thousands of automobiles off the roads that I like to cycle on and put them on a route where I do not ride my bike, that doesn't sound so awful to me. If folks weren't displaced during the construction of said tollway and building an RTA rail option along the same corridor would be so expensive that it may never happen, then what's wrong with getting cars off the streets and onto a road where they have to pay to drive? Can you possibly imagine a bike lane along Cicero? Or can you imagine a bunch of irate cyclists calling Madigan/rep/s/mayor and staging protests and being "successful" in the end and having no tollway built and having the new CTA rail line fall through and then dealing with the ever-increasing gridlock on the streets that we do ride? Maybe think about that before you call any of these jackasses and voice your opinion.

Dan to Tom and Ben: Building new highways does not alleviate traffic congestion; it only makes it worse in the long run. Please take a couple of minutes to look at this two-page report (even if you don't read all the rest of my ramblings): sierraclub.org/transportation [I believe the report Dan is making reference to is at tinyurl.com/TravelChoose] The report is a little old, but what it says is still true. It talks about induced traffic, also known as induced demand. Basically, what it says is, if you build it, they will come. Traffic will increase to fill the space allotted. Think about it for a minute. What kinds of cities have tried to just keep building more roads to prevent traffic congestion, and how has it worked out for them? Houston, Los Angeles, and Atlanta

come to mind. So does Detroit, which actually did manage to alleviate traffic congestion, but only because it now has plenty of freeways, and not much else, at least in wide swaths. Now think about cities that have made building mass/public transit infrastructure a priority, like Portland, San Francisco, or many cities in Europe. Which of these cities do we want Chicago to look like? Getting out of your car is not only ONE way to relieve the traffic crunch within Chicago, it's the ONLY way. Instead of "no truck times," we should have "Trucks Only" times on the highways. After all, those trucks bring us city-dwellers the food we need to eat. All those cars only bring us smog, noise, road rage, and more cars. The problem is that there are too many cars in the city, and building more roads is not going to solve it. Instead, let's try removing some of the car-specific infrastructure we already have. Maybe start with Lake Shore Drive: foreverfreeandclear.org After all, LSD is for cars only, and trucks are banned, so it doesn't help bring any goods or services into the city. It's merely a drain on our economy, and a blight on our lakefront. We already know that, in other cities that have removed highways and other car-specific infrastructure, the traffic has simply disappeared. This is called traffic evaporation, the converse of induced demand. If you take away space for cars, and make driving less convenient, people will use alternatives. If you cater to cars, you'll only get more cars. If you think that building new roads in a different part of the city is going to reduce the number of cars in your neighborhood, you're wrong. And even if that were true, you're just shifting the problem somewhere else. (And, I might add, in a rather selfish way,

which is why you got such strong reactions. Remember what list you're on, and don't bring a dog to a cat fight.) We all have to breathe the smog, though. At any rate, if you are a cyclist in the city, and you want to have an easier time of riding your bike without getting caught up in automotive traffic jams, the last thing you should want is a new highway. If nothing else, you probably won't be able to cross it easily. If you're lucky, you'll be able to dismount your bike and walk across with pedestrians. If you're unlucky, you won't even be able to cross at all without going way out of your way. Try getting from Buckingham Fountain to the lakefront, since the city closed off the Queen's Landing crosswalk last summer. When you say, "I had to drive in my car every day because public transportation would not take me to my final destination efficiently or effectively," you're talking about automobile dependency. The solution is not to make driving more convenient, it's to make the alternatives more convenient. We need to work to give people more options for everyday transportation. Building highways takes away all options, except one. Whether the road is a tollway or a freeway is irrelevant; it will still encourage people to drive, and the tolls and taxes won't possibly cover the long-term costs imposed on the city by all those cars. And I'm not just talking about catering to bikes. I'm not even talking about just building more mass transit either. The roots of automobile dependency are in the way we build our cities and our suburbs. We need to stop building more sprawl, more highways, and more parking lots, and replace future road-building with investments in urban renewal, infill infrastructure, and dense, walkable

communities, as well as improved mass transit. We need to make it possible for kids to walk or ride a bike to school again. Or at least to prevent so many of them from dying in car crashes. However, that won't be possible as long as people, even and especially those who consider themselves environmentalists or cycling or transit advocates, continue to focus on ways to make it easier to drive cars, instead of ways to make them less necessary. And even if riding a bike or taking the train may take a little longer than driving, we need to sit back and enjoy the ride. Why are we always in such a hurry anyway? Ultimately, we need to realize that we don't need to have so much hypermobility in our everyday lives, and that the ideal of suburbia, with single-family homes, mega-malls, and huge front lawns for everyone, is simply unsustainable. But even if we accept the fact that the car-crazed suburbs are going to be around for a while, we don't need to have so many damn cars in the city. So, no, just because someone wants to build a new highway, that doesn't mean that they're on crack. But they are giving in to a more insidious form of addiction. So many people are so conditioned to automobile hegemony that they can't even imagine any other way. This ingrained culture of automobiles doesn't just come about by accident: it's very carefully perpetuated and promoted by the single largest advertiser in the world, the automobile industry. That's why it's so easy for those of us who try to make these kinds of points to be "marginalized by politicians and the media as nut job wackos." But we need to do whatever we can to fight through this massive wall of propaganda to get these kinds of ideas out there. The first step is for those of us in

CRITICAL GOOD: BE THE MATCH®

Be The Match offers people the unique opportunity to help a patient by donating bone marrow or umbilical cord blood. Thousands of patients with leukemia and other life-threatening diseases depend on the Be The Match Registry to find a match. A patient's doctor can search the Be The Match Registry and other registries worldwide to access nearly 16.5 million donors and nearly 550,000 cord blood units. The more people who join our Be The Match community, the more patients we will help – together. Patients need donors who are a genetic match. Even with a registry of millions, many patients cannot find a match. Donors with diverse racial or ethnic backgrounds are especially needed. Learn the facts about bone marrow donation to help you make an informed decision about joining the Be The Match Registry.

MYTH: All bone marrow donations involve surgery.

FACT: The majority of donations do not involve surgery. Today, the patient's doctor most often requests a peripheral blood stem cell (PBSC) donation, which is non-surgical. The second way of donating is marrow donation, which is a surgical procedure. In each case, donors typically go home the same day they donate.

MYTH: Donating is painful and involves a long recovery. **FACT:** There can be uncomfortable but short-lived side effects of donating PBSC. Due to taking a drug called filgrastim for five days leading up to donation, PBSC donors may have headaches, joint or muscle aches, or fatigue. PBSC donors are typically back to their normal routine in one to two days. Those donating marrow receive general or regional anesthesia, so they feel no pain during donation. Marrow donors can expect to feel some soreness in their lower back for one to two weeks afterward. Most marrow donors are back to their normal activities in two to seven days.

MYTH: Donating is dangerous and weakens the donor. **FACT:** Though no medical procedure is without risk, there are rarely any long-term side effects. Be The Match carefully pre-screens all donors to ensure they are healthy and the procedure is safe for them. We also provide support and

information every step of the way. Because only five percent or less of a donor's marrow is needed to save the patient's life, the donor's immune system stays strong and the cells replace themselves within four to six weeks.

MYTH: In bone marrow donation, pieces of bone are removed from the donor. **FACT:** No pieces of bone are taken during marrow donation. Only the liquid marrow found inside the pelvic bone is needed to save the patient's life.

MYTH: Donors have to pay to donate. **FACT:** Donors never pay to donate. We reimburse travel costs and may reimburse other costs on a case-by-case basis. When you join the Be The Match Registry, you become part of every patient's search for a bone marrow donor. You could be the one to save a life.

It's easy to join the Be The Match Registry:

1. Confirm you meet basic registry guidelines.

Please check the boxes below to confirm you meet Be The Match Registry guidelines. You need to meet all the guidelines and check all the boxes to go on to the next step.

- ☐ **Age:** I am between the ages of 18 and 60.
- ☐ **Health:** I am in overall good health and meet [medical guidelines](#).
- ☐ **Commitment:** I am willing to donate to any patient in need and I understand the donation process — for more information, see [Understanding Your Commitment](#).
- ☐ **I live in the United States or Puerto Rico:** If you live outside the United States or Puerto Rico, please contact a [donor center](#) in the country where you live.
- ☐ **I am not in the U.S. military:** Yes, [I am in the U.S. military](#).
- ☐ **I have not already joined:** Be The Match Registry is the new name for the National Marrow Donor Program® (NMDP) Registry. Whether you joined the NMDP Registry or Be The Match Registry, in person or online, you are part of the same registry. If you have already given a blood sample or cheek cell sample to be tested for the registry, you do not need to join again. If you're not sure whether you've already joined, you can call us at 1 (800) MARROW-2 (1-800-627-7692).

2. Complete the online form and order your registration kit. When you join, please also consider making a financial contribution.

3. Follow the instructions in your kit to collect a swab of cheek cells and return the kit.

Join now at marrow.org/JOIN



kiva.org

Critical KIVA

loans that change lives: kiva.org/team/chicagocriticalmass

EVELYN GABUTE, ARTS (CALOOCAN CITY, PHILIPPINES)

\$575 Loan Funded 03/16/10

\$575 Paid Back 08/15/10

Evelyn Gabute, 55, is making sure that her family has adequate provision for their daily needs. She is married to Angelito Gabute, a violin maker, and they are blessed with a child. She makes sure that she helps her husband earn so that their family can have a better life. She has been managing her own string-instrument shop for the last sixteen years. With your help, Evelyn would like to obtain a PHP 26,000 loan. This amount will be used as a source of added capital for

her expanding business by buying equipment and raw materials needed to continue production of their violins and guitars. Evelyn dreams that her business will continue to grow so that she can continue to provide

for her child's education. She also wants to continue helping other people like herself.

With your help, Evelyn would like to obtain a PHP 26,000 loan. This amount will be used as a source of added capital for her expanding business by buying equipment and raw materials needed to continue production of their violins and guitars. Evelyn dreams that her business will continue to grow so that she can continue to provide for her child's education. She also wants to continue helping other people like herself.

HOW DOES KIVA WORK?

1) Lenders like you browse profiles of entrepreneurs in need and choose someone to lend to. When you lend, Kiva collects your funds and then passes them along to one of their microfinance partners.

2) Kiva's microfinance partners distribute your loan funds to the selected entrepreneur. Often, Kiva's partners also provide training and other assistance to maximize the entrepreneur's chances of success.

3) Over time, the entrepreneur repays their loan. Repayment and other updates are posted on Kiva and e-mailed to you.

4) When you get your money back, you can re-lend to someone else in need, donate your funds to Kiva to cover operational expenses, or withdraw your funds.

Chicago Critical Mass Kiva Team: 14 members, 323 loans, \$8,500.00 loaned.



Kiva Lending Team: Chicago Critical Mass

Summary • Loans • Members • View Messages • Goals ^{beta} • Edit Members • Edit Team Info



Location: Chicago, IL
Category: Common Interest
Team URL: <http://www.kiva.org/team/chicagocriticalmass>
We loan because: we want to.
About us: Chicago Critical Mass is a monthly celebration of the bicycle. Riders of all kinds meet at Daley Plaza at rush hour and take over the streets on their bicycles. It is a huge parade on human-powered wheels that happens rain, shine, sleet, snow simply because we love to ride bicycles and want to show the world how much fun it is to ride a bike.
Check out: <http://chicagocriticalmass.org/>
Team Since: Nov 10, 2008

the CM community to stop drinking the car companies' Kool-Aid. Let's make the world a better place to NOT drive. Thanks for reading. Dan.autoshowshutdown.org

Bob to Ben: "I'm not a Highway Luvr or anything..." But it doesn't work that way. The roads you like to cycle on might have fewer cars – for a short period of time. This lack of traffic would encourage more people to drive that route – as well as any new route built. The net result: an increase in overall automobile usage – cars using the new road and cars attracted to the old roads.

Greg to Ben: Urban highways don't alleviate traffic, they create traffic.

Anne: And they destroy neighborhoods. Highways have already destroyed enough neighborhoods in and around Chicago.

Pete to Ben: "I'm not a Highway Luvr or anything..." This route where you don't ride is about a mile from my house. I don't want to live near yet another expressway. They're loud, smell bad, bad for your health, create traffic in the surrounding areas (from on/off ramps), and are an unnatural barrier b/w communities. In short, highways suck, generally. If you'd like to volunteer your front yard for building an interstate through, be my guest, but please don't volunteer mine.

Pank to Ben: STFU. I'm one of those people who'd be displaced, and I do not like being considered an okay sacrifice to make Chicago "better". Not only would it kick me out of my house but it would give incentive to people to

keep driving and polluting more. Also, since there would be "less" traffic on said roadways people would drive faster and crazier making it MORE dangerous for cyclists. On a side note, it wouldn't be a bunch of irate cyclists downing [the car companies' Kool-Aid]. The communities along the proposed route would be the ones to down [the car companies' Kool-Aid]. So we should focus on creating local opposition to the highway so that it doesn't kill my community.

Ron: If you've ever been to Miami what they have done is have a lane dedicated to busses and emergency vehicles along some major traffic routes. Could this be an option for some highways going into and out of Chicago? Of course along this bus lane there would have to be a bigger sidewalk to accommodate the increased pedestrian traffic (a good place to ride). Any ideas?

Eric to Ron: High Occupancy Vehicle (HOV) lanes are something IDOT is thinking about implementing. I believe that is part of the plan for capping The Ike through Oak Park (when it's widened and center exits are removed). Don't quote me though.

Ron: HOV lanes would be awesome, but what I was talking about would be new bus routes in a special dedicated lane on the right side of the road. This would be easier to implement on major streets and not highways but it could work. If we were to try getting the bus lane on the highways then it could work the same way the CTA Blue Line does on the I-90 toward O'Hare.

Todd: The fact is that we've removed most of the rail lines in the city already. I would personally support building new ones, but we gotta' use what we currently have and, for the time being, that's trucks. Moreover, even with increased usage of our current rail infrastructure, we still need some way of getting stuff from the rail depot to the beer and bike shops.

Carole: I have thought for a long while that the crosstown is needed. Funneling all the traffic, especially trucks, downtown, as our expressways do now, seems ridiculous and wasteful. Making the crosstown for trucks only is an even better idea. The negative is that the crosstown would make the expressway system bigger; but this is one proposal that would actually make it better, too.

Todd: Not attacking you personally Carole, but since Da Mayor seems to share your vision, I thought I'd reply. I'd hold that instead of a new highway for trucks only, how about using the highways we ALREADY have and work to reduce car traffic on those to make more room for the trucks. As Dan most eloquently put it, we need truck traffic in the city – it brings us our food, beer, and bike parts. What we don't need is more (ever more scarce) money and resources built building highways. And despite what the mayor says, a new highway, even if built on stilts WILL displace and ruin neighborhoods. Would YOU want to live under (or even near) a highway-on-stilts? I know I wouldn't. The chance that this plan sees the light of day is slim, but it's still important that we contact our representatives and let them hear that the answer to the question "Another

highway?" is a quick and resounding "NO!"

Taylor: With the end of the month rolling around, it occurs to me that as a semi-secret Windy City social organization that used to occasionally go on a so-called bike ride (and if you get that reference you may be a nerd, but you're my kind of nerd), our talk should turn from old debates and new highways back toward that whole Critical Mass thing. Any maps in the works? I'd suggest the proposed highway/transit route we've been discussing as a rough framework for a map, but with no offense intended to those of you that live around there it might just make for the worst. route. ever. The weather forecasts are pushing the possibility of sleet and whatnot back toward midnight, so it may not actually be too terrible out there. So, who's up for a little CM?

Robert: With the impending election, it would be fun to put together a route that passed as many aldermanic campaign headquarters as possible, ending at Major Delay's Fortress of Solitude. On a Friday night before an election you know they will be working the phone banks.

Ron: Sounds good to me as long as there isn't any icing on the road...Count me in.

T.C.: The arrogant warnings and lecturing tone combined with mediocre, head-in-the-sand viewpoints in this post are almost more than I can stand. But while it is devoid of any vision, whatsoever, I cannot claim this self-proclaimed "city planner" generated no good ideas. So, here's the reverse psychology letter I sent. Enjoy.

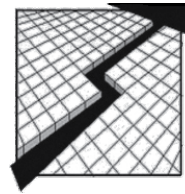
CRITICAL RESOURCES

At the January 2011 ride, Ace Mann from Working Bikes took photos of Chicago Critical Mass Polka Ride participants. Those photos have been uploaded to twitter.com/WORKINGBIKESorg (#CCM). You might find yourself there! Following Working Bikes on Twitter is a great way to keep up with the goings on at Working Bikes. Working Bikes, if you don't already know, is a not-for-profit

tax-exempt 501(c)3 organization which diverts bicycles from the waste stream in the greater Chicagoland area and surrounding states.

Working Bikes volunteers repair some of the bikes for local donation and sale to help fund the overseas shipment and donation of all the remaining bicycles. Learn more at workingbikes.org.

BREAK THE GRIDLOCK: Kidical Mass



I have always liked the saying, "We should not prepare our children for the world, we should prepare the world for our children." Becoming a parent has definitely given me more reason to advocate for a city that is less reliant on cars!

I want my son and my neighbors' children to be able to safely walk and bike to school without fear of a distracted driver blowing a red light. Of course we need to teach children to be careful, but more of our public spaces can and should accommodate the needs of our youngest travelers.

Last year, Todd Allen, a Break the Gridlock board member, helped start Kidical Mass rides in Chicago. These rides create a safe, supportive place for families to bike with their children – on the streets. They help



November 2010 Kidical Mass. (Gin Kilgore)

build community, coach kids on the ways of the road, and raise the visibility of the next generation of cyclists. They are also just a lot of fun for children, parents, and bystanders.

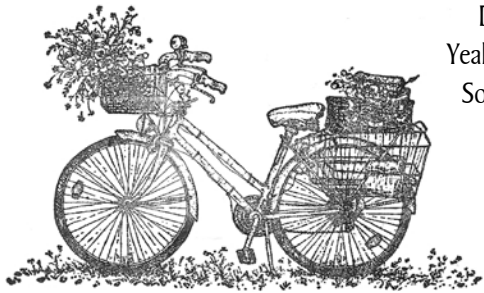
The Palmer Square rides have been happening all year, rain or shine, on the 2nd Saturday of the month. Other rides pick up on the warmer months. Visit thechainlink.org/group/kidicalmass for more information.

– Gin Kilgore

Enough with the 40-degree days already!

Gimme some sun, a thunderstorm, something warm.
Gimme a naked summer like the year I was born!
Don't feed me this lake-chilled windy old wind!
Don't cement the sky with grey matter, my friend.
Yeah, I'm talking to you, Mother of all things natural.
So please, get to work on your summer time mural.

— mk



I'm feeling a Spring fever rising in my head

I'm feeling a Spring fever rising in my head.
I'm dropping heavy gloves like pieces of lead.

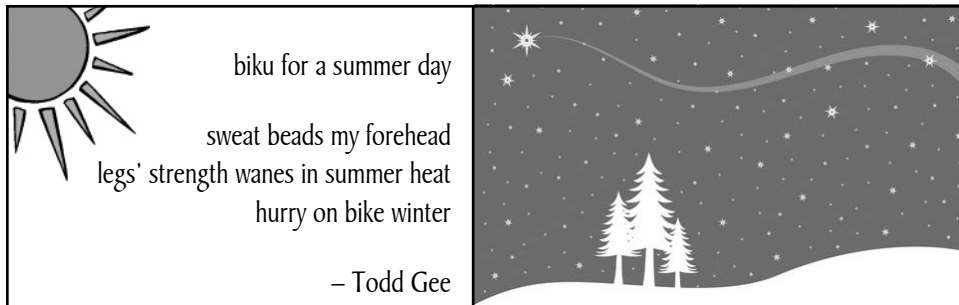
I'm busting out of tall boots and soggy socks.
I'm heaving hat and scarf into a big brown box.

I'm sacking a winter coat with a plastic bag.
I'm leaving long underwear on a tall crag.

I'm shaking salty urban silt off a bicycle.
I'm watching the water run off an icicle.

I'm shipping shovels to the back of a shed.
Oh, I'm feeling a Spring fever rising in my head.

— mk



biku for a summer day

sweat beads my forehead
legs' strength wanes in summer heat
hurry on bike winter

— Todd Gee

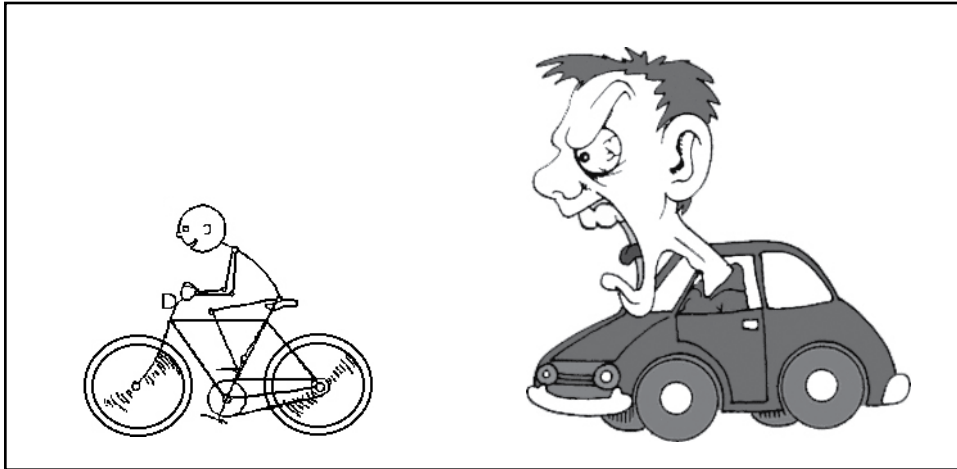
Michael J. Madigan
22nd District Office
6500 South Pulaski Road
Chicago, IL 60629
(773) 581-8000
(773) 581-9414 (fax)

Listen up, Jackass!!! I'm not sure what crack you're smoking, but I need to get me some of that shit. This cross town expressway scam is the BEST FUCKING IDEA I HAVE EVER FUCKING HEARD!!! It's about time we started putting some money into roads for cars. I as soooooo fucking tired of sitting in goddamn traffic. Would you believe it takes me over an hour to drive across the city in rush hour?? It's only like 50 miles!! I am an American and did my dad die an independent contractor in Iraq in vain?? Put it on the train tracks? TOTALLY GENIOUS!! Trains are waste everybody's time because you have to wait for them on every street they cross. Two birds with one stone!! Trains are so old and slow, because they were all made 100 years ago. Trucks are much faster. Maybe you could just buy one small section of the tracks in the middle, only 5' for a million bucks and you would swear to let them use it but then: BAM "turns out I changed my mind, suckers" and no more train. You can use that one for free. You can totally widen it out because all the people over there are just poor and Mexican. If you give them \$500 for their old house they'll be real happy and make a run for the border, because with \$500 in old mexico you can live like a king! I'm not racist, but is there anything we can do to keep those fucking towel head cab drivers off the new expressway?? It is a scientific fact those cocksuckers drive like shit. In fact, maybe we could have a "NATIVES ONLY" lane; cause pretty much everybody who wasn't born here drives like shit. Let them take the looser cruiser. An SUV only lane would be good too, because they are bigger and use more gas so it is bad for the environment for them to sit still. Duh!! Also, can you dickheads get off your lazy asses and do something about the price of motherfucking gasoline?? Also, question: if I were fucking a wheelchair chick, could I get one of those sweet ass tags for the crippled parking spots? What about if she was just old?? How old would she have to be?? Anyway, just wanted to say keep those highways coming because traffic is not going to get better without making more roads. (again: duh!) DO NOT fuck this one up because the mayor is totally powerful and will have your ass on a platter. Serious fact, maybe you should even name it something weak, so that when he kicks the bucket you can name it after him, everyone will think "Wow, I though it would be the 'lame dickhead name' express way forever, but Mayor Richard J. Daily is totally cool and powerful and I miss him and so I now like the name of this expressway." Again: don't fuck this up or I will come down there and stick my size 11 up your ass. ROCK THE CROSS TOWN EXPRESSWAY!!

Tom Wailing
1060 West Addison St.
Chicago, IL 60613-4397

I give bikers a bad name

Date: 2006-09-29, 1:29 AM EDT



To all the drivers who get so pissed off at all the cyclists on the road:

Leave them alone. Almost all of them are obeying the rules, trying to stay out of your way, trying to enjoy a nice ride, trying to get some exercise, just not using gas to get to work, school, grocery whatever. They're really not in your way. They're only stopping you from getting to the next red light two seconds earlier.

I'm the one you hate. And I like it.

I rarely stop at stop signs. I'll slow down and make sure the coast is CLEAR. I mean NO ONE coming. I'm not out to cause an accident. But I'll break the law and ride on through. I like it.

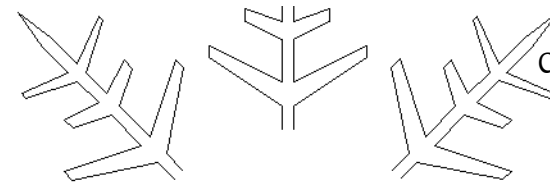
I do stop for red lights – when there is traffic. But I will go if the way is clear before the light

turns green. About 90% of the time I will ride through a red light. I like it.

When cars are stopped at a light I'll ride past you all, between lanes and get in front of the first car. It's illegal but I'm never going to get ticketed and I like it.

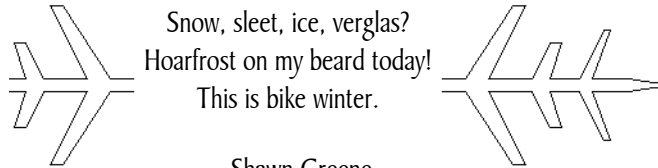
Excepting motorways, I ride on whatever the fuck road I want – bike lanes or no. If the right side of a lane is trashed (branches, trash, potholes) then I'll ride down the middle of the lane. I'm not moving over when you're behind me either. Hell, if you're going too slow, I'll even move into the left lane and pass you. I like it.

Drivers who yell "the rules" out their windows are hilarious. Faces all crimson with anger. Spittle flying. None of these asshats are people I have endangered. They're just idiots who get angry



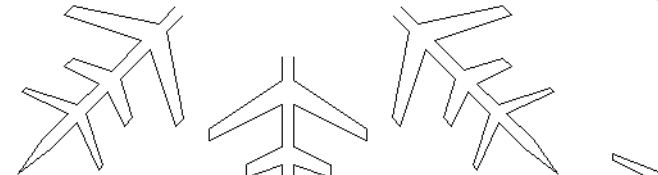
No coughing, sneezing,
Cramped seats, "Doors Closing!", El stares.
Quiet glide, cold fresh air.

– Brian Morrissey



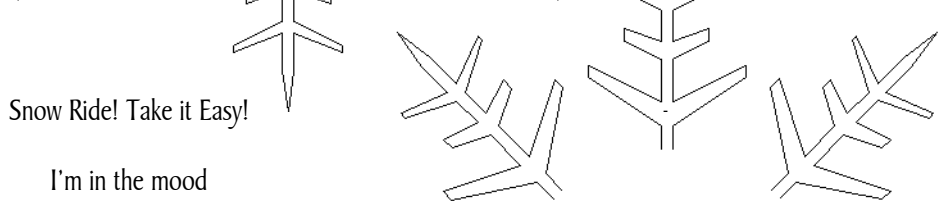
Snow, sleet, ice, verglas?
Hoarfrost on my beard today!
This is bike winter.

– Shawn Greene



hubby's big snow boots
over my sheepskin slippers
I bike with warm feet!

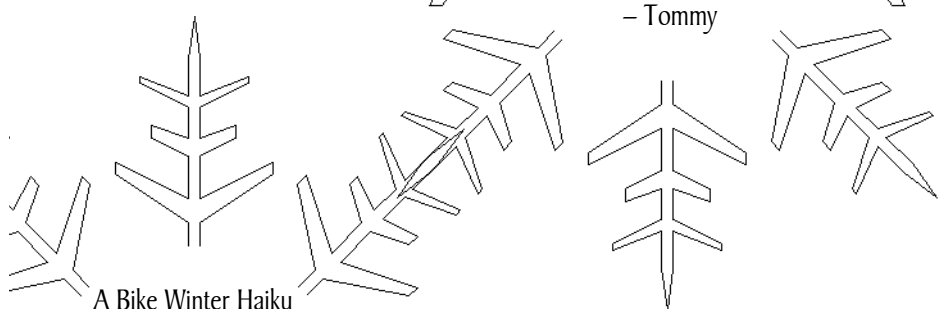
– Rochelle Lodder



Snow Ride! Take it Easy!

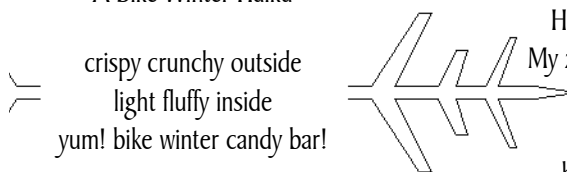
I'm in the mood
The weather is right
Head to the H-Bar
We can roll all night

– Todd Gee



Pedaling through rain
A driver passes and looks
We both think: "you're nuts."

– Tommy



A Bike Winter Haiku

crispy crunchy outside
light fluffy inside
yum! bike winter candy bar!

– Laura Agapay



Hurrying to Logan Square on my bicycle
My zipper came down, leaving me in a pickle
the hotter I'm gettin'
the more I'm a-sweatin'
but I arrived with a frozen crotchicle!

– Johnny Payphone

CRITICAL POETRY



Bicycle love: fedira

First Love, Second Love

First love, you are cold and frothy
Draught is best
I walk with you
I dance with you
I sit with you
I even once washed my hair with you
As friends moved far away, you could not travel
No beer on the el, they say
No beer while driving either

Next, I met my second love, you are fast and racy
Fixed is best
I ride you in the rain
I ride you in the snow
I ride you in the sunshine
I even knitted a warm and fuzzy seat cover for you
Now I can go as far as my legs can take me
Passing the drivers in their cages
Who would rather be drinking draught beer

Now, my two loves meet
Oh first love, you never tasted so good!
Oh second love, you were never so fast and racy!

– Becki Retzlaff
(the Rear Derailer September 30, 2005)

sunning in L.A.
reading ccm emails
must go ride my bike

– Bob Maher

I love Chicago
Bike Winter and friends warm me
fuck L.A. sunshine

– Bob Matter

city of big shoulders
island in a sea of corn
i don't yet miss you

– Bob Maher

County of Orange
conservatism's birthplace
no place for commies

– Bob Matter

when I "get away" with the shit I pull. It's really funny. You've got that special type of anger that driving creates. It makes me feel good that I'm on a bike. So go ahead – YELL! I like it.

Very rarely I'll come across a driver who will express his anger at my rule-breaking by driving dangerously around me and pulling stupid shit to scare me. I'm not scared. It does annoy me and I will catch up with you and I will come out on top. So go ahead – fuck with me on the road. My adrenaline is already high, the anger feels good, bring it on. I like it.

I have NEVER hit, or been hit by, a moving automobile (I did run into a parked car when I hit some ice once). I have NEVER caused any driver to slam on their brakes. Yes, I would know if I did. I'm very aware of EVERY car around me (hence, never been hit). These are good stats for the amount of cycling I have done. It makes me confident, but not over-confident. The scoreboard stays clear. I like it.

I will NOT slow you down. If I'm riding in town, then I am going as fast as you, faster than you, or cruising to a red light. If I have slipped up between stopped cars to get in front of you at a red light (and I wait for the green) I will accelerate through the intersection a lot faster than you no matter what kind of assmobile you have ('cept motorbikes). And then I'll even stay on the right so that you can easily pass me! I know I've just been a cunt and passed you all at the red, so if you've got enough road to catch up, I'll give you the room to pass! When you do catch up and pass me without having to change lanes I'm happy. I like it.

See I'm not really evil. I enjoy all the dipshits who think that they are law enforcement. I'll do my best to not impede you on your urgent mission to get to whereverthefuck. I will absolutely avoid causing an accident or scaring the shit out of you. But I will always choose to obey the traffic rules when it feels right. I use my brain. I don't care whether you like it or not. It works for me. I like it.



Out of town – this is a different scene. It's easy to stay on the right. I never ride two abreast. If it's a narrow road, I'll get

way over so you can safely pass. If it's a narrow road and you're waiting to pass (out of town, this actually happens a lot) and it looks like it could be a while, I'll even get off the road and stop! I don't care, I'm only racing myself. But WTF is going on? Once you get out of town, something like 99.999% of drivers are REALLY NICE! They pass with LOTS of room. They WAIT to pass, often fairly far behind. NO ONE honks. NO ONE yells. They just don't seem as angry as city drivers. I like riding in the country.

So, angry drivers, don't hate all cyclists, hate me. I won't actually cause you any trouble but if you're the easily angered type then I'll gladly annoy the shit out of you with the way I ride. Hate me – I like it.

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(This is not my thesis. It probaby have gramar and speeling mistaks.)

Horchata

In December, drinking horchata
I'd look psychotic in a balaclava
Winter's cold is 2 much 2 handle
Pincher crabs that pinch at your sandals

In December, drinking horchata
Look down your glasses at that Aranciata
With lips and teeth to ask how my day went
Boots and fists to pound on the pavement

Here comes a feeling you thought you'd forgotten
Chairs to sit and sidewalks to walk on

You'd remember drinking horchata
You'd still enjoy it with your foot on Masada

Winter's cold is 2 much 2 handle
Pincher crabs that pinch at your sandals

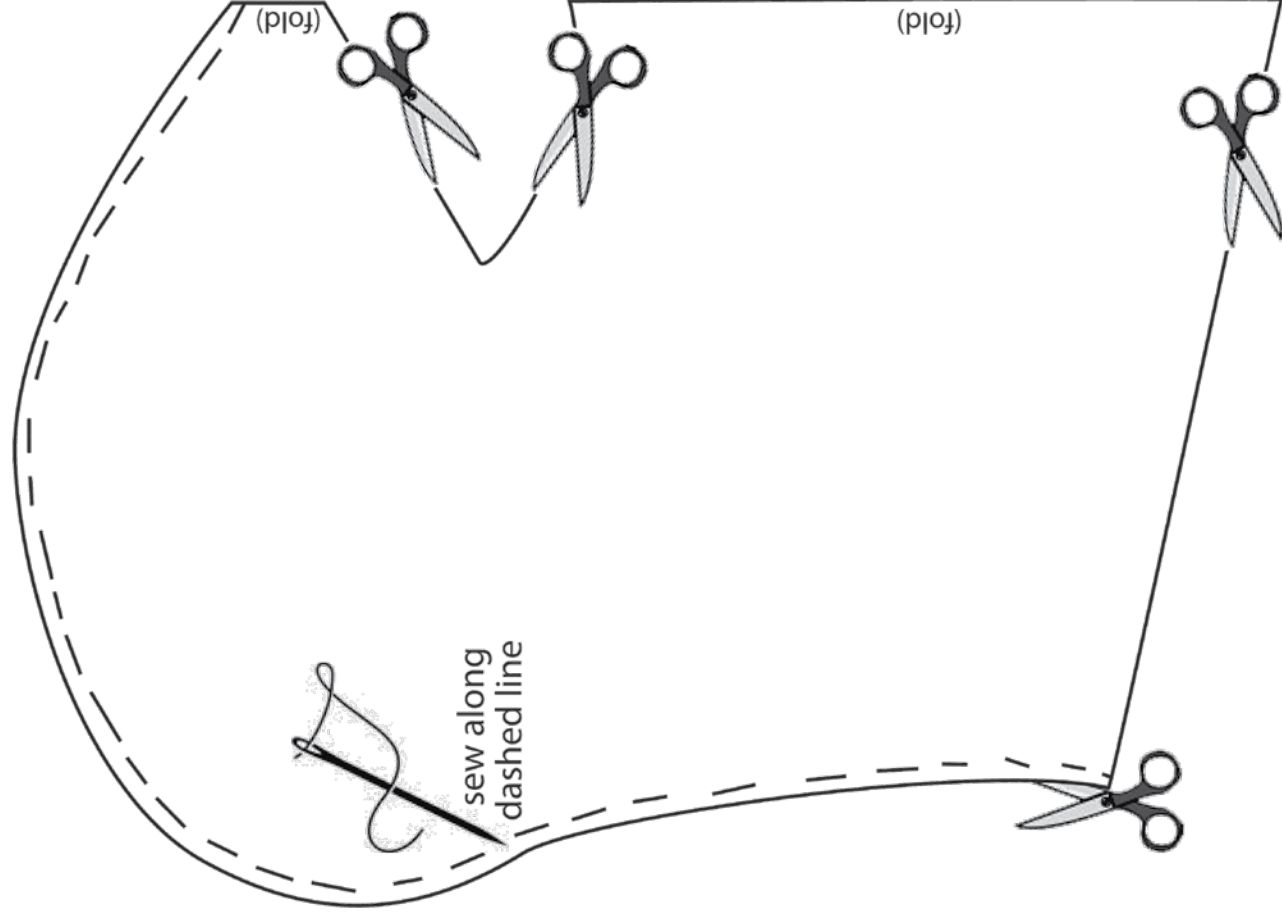
Here comes a feeling you thought you'd forgotten
Chairs to sit and sidewalks to walk on
Oh you had it but oh no you lost it
Looking back you shouldn't have fought it

In December, drinking horchata
I'd look psychotic in a balaclava

But winter's cold is 2 much 2 handle
Pincher crabs that pinch at your sandals
Years go by and hearts start to harden
Those palms and firs that grew in your garden
Are falling down and nearing the rosebeds
The roots are shooting up through the tool shed
Those lips and teeth that asked how my day went
Are shouting up through cracks in the pavement

Here comes a feeling you thought you'd forgotten
Chairs to sit and sidewalks to walk on
Oh you had it but oh no you lost it
You understood so you shouldn't have fought it

– Vampire Weekend (vampireweekend.com)



Make Your Own Balaclava!

Balaclavas (face masks) and gaiters (neck wraps) are easy to make:

1. Enlarge the pattern above to fit on a piece of 11"x17" paper.
2. Fold your pre-washed/pre-shrunk fleece in half.
3. Place the pattern on top of the fleece.
4. Match the fold of the fleece to the fold on the pattern.
5. Pin the pattern to the fleece and cut away where indicated.
6. Sew along the dashed line.
7. Enjoy your cuddly creation or give it away as a gift.

Helpful Tips: • Cut the face hole smaller than you think you'll need. You can always cut away more if you need to but you can't take back what you've already cut out. • Add or subtract 1/2" at a time to the pattern for larger or smaller heads. • Fleece scraps can be used to make gaiters.