



Chicago needs: a real citywide recycling program (see: Toronto); garbage cans, & people to put stuff in them instead of on the ground; a fast, reliable, & safe public transit system; a moratorium on free public parking; people who drive less, & drive more slowly & calmly; more car-sharing, less car-owning; people who buy locally & independently first, organically second, corporately last or not at all; people who dumpster-dive & alley-pick, shop thrift or buy used before considering new; less lawn (yawn), more vegetables, perennial plants & flowers; more guerilla gardening of abandoned/

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What Chicago needs is softer pavement (& less of it).

-Jan Weinstein

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On Urban Planning: Large-scale planning got humans to the moon, for better or for worse. It took precise coordination of the activities of a million frontline workers to accomplish the task in ten years. Planning, done intelligently & ethically, is what steers science to solve real-world problems, whether material or economic... Intelligent urban planning has a collective purpose & implies dialectic accountability with the public. Chicago-and other cities-can use more of this scarce commodity in pursuing its civic responsibilities.

-Jim Limber

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Enforce traffic laws. CPD: wake the fuck up.

-Eric Pancer

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We need more bridges to be retrofitted to accommodate bicycles, like Wells, Cortland & Harrison are. We need more pedestrian crossings to be reinstalled, like Buckingham Fountain/Queens Landing, & several corners on Michigan Avenue.

-Kathy Schubert

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Please don't take this the wrong way but what Chicago needs is people who actually do things rather than put together lists of things that "should" happen. The list is a great start, however!

-RAZ

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This city definitely needs more on-street handicap parking (& enforcement of existing handicap spots). The enforcement alone would probably net more revenue than the loss of metered parking. I don't know how realistic it would be to increase CTA accessibility for someone in my shoe. (Alright, I will say that there should be a long-term plan to make all El stations ADA-accessible.)

-Darren Pakravan

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Green spaces are vital for both the emotional & physical health of the members of urban environments. I love Mayor Daley's use of "micro-parks" for reclaiming land from abandoned gas stations & the like, as well as the use of trees & green roofs to reduce the asphalt "heat island" effect. Creative thinking can go a long way toward making this city more livable, but we need more. I'd like to see Chicago expand the lakefront path from the northern limit of the city all the way to the Indiana border.

-Jane Healy

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On Green parking lots & increased population density: Personally, I think the figures show that ecological sustainability has been far exceeded on a global basis & that we humans are now consuming our future. As for Chicago as a metropolitan area, enough is enough!

-Jim Limber

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neglected spaces; more clotheslines; parents to champion & fund their neighborhood schools; kids who go to their neighborhood schools, & walk there together; gardening & real food at neighborhood schools; young people who are willing to leave the city & become farmers; adults teaching kids how to make & do practical things; a local-only Chicago-Olympics; more outdoor ice rinks/swimming pools west of Western; a farmers market in every neighborhood; a children's museum in every neighborhood; &, oh yeah, more bikes!

-Lisa Phillips

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Can't the suburban sprawlers tighten up their economies to localize in terms of jobs & commerce so transit requirements for these resources could be reduced?

-Jim Limber

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Chicago needs more corner taverns purveying draught lagers & ales. On average, Chicago loses one tavern every ten days, requiring residents to travel farther for fresh tap beer while encouraging drunk driving among the motoring public. In addition, the disappearing public house rips apart communities with the elimination of social space & contributes to the decline of neighborliness.

-Keith Gambrinus

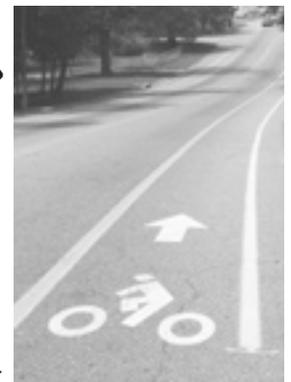
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What Chicago needs?

More bike lanes  
(and cyclists)  
on the South Side!

-Maureen Kelleher

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Chicago needs fewer cars. That's it—simple. So many of the things I find awful about the city—the noise, the bad air, the danger in walking the streets, the dearth of green spaces—all can be traced back to the fact that there are too many cars around. It's a good place to start.

—Todd Gee

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We need to change this city, such that a momentary lapse in judgement while trying to get from one place to another is not punishable by death.

—h'

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I'd like to see the central business district (or central area) circulator actually get built. Getting some of these buses off Michigan Avenue means we could slow Michigan Avenue down to the point of it probably being safe to cross.

—Eric Pancer

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Congestion taxes could beautify the city by getting cars out of downtown, decreasing emissions & providing money to keep the roads clean, clear & pothole-free. Getting rid of antiquated street-side parking would open up a second lane of street space for bicycles. Parking garages should be allocated & built within every few blocks with courtesy cars available for those unable to make the walk. Flat parking lots would be the starting point for parking garages, & by building UP, rooftop green spaces could be established to further beautify the city.

—Alexis Finch

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On mass transit: More & better is better, but let's promote a "rails & trails" approach to infrastructure upgrade... save the rails & enhance the right-of-way land for bikes & peds. The same concept has potential in Chicago in some railways. Rails are a hard-won asset in the U.S. & likely would be restored in the future because the efficiency of rail transportation is very high...Trolleys in the form of electric buses could technically be implemented by, for example, use of inductive, non-contact recharging stations at bus stops to incrementally energize the buses along their route.

—Jim Limber

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On parking enforcement: In hot commercial areas, parking enforcement is sometimes left to the police because they are more selective in decisions that favor exceptions for businesses. This is a political challenge, not an operational one. I think the same is true of invasive sidewalk cafe extensions that excessively cut down the pedestrian right-of-way. What's the price of this added for-profit real estate?

—Jim Limber

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Chicago needs more potholes. Cyclists initiated smooth road campaigns back in the 1890s resulting in the concretification of Chicago's open space. It's time for us to pay our karmic debt for this mistake & launch a new campaign to aid Mother Nature in depaving our City. The idea is simple & cost effective—instead of installing speed bumps to slow down dangerous automobile traffic, allow potholes to work their magic on our roadways as a first step in depaving Chicago. Bikes will be nimble enough to avoid potholes during the interim while all roadways are allowed to crumble & are eventually converted to narrow bike paths.

—Michael Burton

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Stop closing sidewalks; if you must close a sidewalk for construction, take out a lane of traffic instead of forcing pedestrians to turn back, or walk in the street.

—Eric Pancer



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