

Ride a Bike!

A message from a cyclist - Mayor Richard M. Daley

Bicycling is a great way to get around campus and around town. It's healthy, economical, environmentally friendly and a wonderful way to discover Chicago. From locking your bike to fixing a flat tire, you'll find all sorts of useful information inside this **Student Cycling in Chicago** booklet. Riding a bike as a student can lead to a life-long transportation choice that's good for you, your community and the environment. I invite you to review this booklet and discover for yourself why Chicago is a great city for bicycling.



Richard M. Daley
Mayor



STUDENT CYCLING IN CHICAGO
www.ChicagoBikes.org



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Buying a Bike

If your bike budget is small consider buying a used bike. Used bikes can be found at thrift shops and yard sales for cheap. WorkingBikesCooperative has a used bike sale on weekends. Go to www.workingbikes.org for more information. If you plan to buy a used bike make sure it's in good working order. A used bike that needs work may be more costly to fix than buying a new bike and might be dangerous to ride. Having a used bike tuned-up may be an affordable and reliable solution.

When buying a bike wear clothes like the ones you plan to bike in regularly and take a test ride like the riding you'll do around school and the city. Also consider these things:

- What kind of riding you plan to do and what type of bike is best suited for you.
- The cost of the bike.
- The cost of a lock, lights, helmet and other accessories like a rack and fenders.
- Whether you can exchange parts for better fit or use.
- Guarantees and warranties on the purchase.
- Bike shop quality and service.



Go to www.bikelib.org/data/dealers/bs-4.html for a list of Chicago-area bicycle shops.



Types of Bikes



	Mountain	Cruiser	Cross (Hybrid)	Road
TIRES				
HANDLEBARS				
POSITION				

Different types of bikes are good for different styles of riding. Consider what kind of riding you'll do most when choosing a bike.

Mountain Bikes have wide knobby tires and low gears for riding off road as well as an aggressive position for technical trail riding.

Cruisers have a laid-back upright position, wide, smooth tires and usually just a single speed for leisurely rides on streets and paths.

Cross or **Hybrids** are a mix between a mountain and road bike with semi-slick tires, wide gearing and an upright but active position. Cross bikes make excellent commuters for their versatile use.

Road Bikes have narrow slick tires, high gears and an aggressive position for fast speeds and racing on smooth clear pavement.



Bike Fit

Fit can influence whether or not you ride. Being uncomfortable can also affect how safely you ride. Making a few adjustments to your bike can make all the difference.

Bad Fit

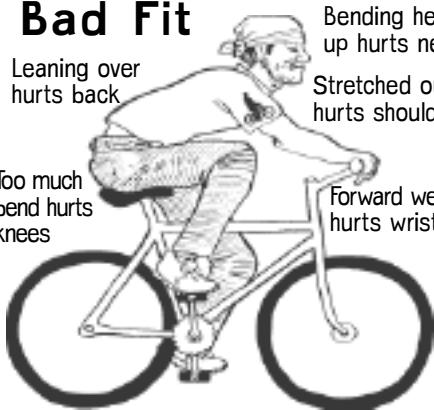
Leaning over hurts back

Bending head up hurts neck

Stretched out hurts shoulders

Too much bend hurts knees

Forward weight hurts wrists



Good Fit

An upright position with little stretch on back, shoulders and arms with most body weight on the saddle

A slight bend at the knee on down pedal stroke

Can look ahead, around and behind easily without straining neck

A comfortable reach to the handlebars with a slight bend at the elbow



Fit Adjustments

You can adjust your bike to make it fit you better.



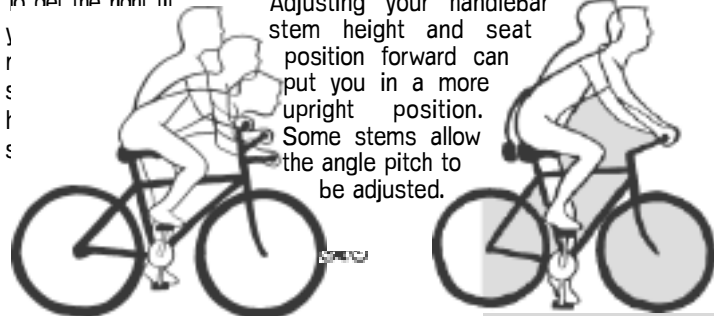
Make sure your frame fits. When standing over your bike you should have 1-3 inches of clearance between you and the top tube.

Raise your seat so your leg is extended with a slight bend at the knee on the down pedal. Don't raise past the maximum height position.

Adjust your seat forward or back and handlebar stem up or down to find a comfortable position.

Don't raise your stem past the maximum height position. Rotate handlebar's angle for a more comfortable wrist position.

To get the right fit



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Helmets

Always wear a bicycle helmet to reduce the risk of permanent injury or death from a crash.

To make sure your helmet fits right, put it on and then use the **“eyes/ears/mouth” test**. **Eyes:** When you look up you should see the front rim. If not, your helmet won't protect your forehead. **Ears:** The side straps should come to a “V” just below each ear. **Mouth:** When you open your mouth wide, you should feel the helmet push down on your head. If your helmet doesn't pass the test, adjust the straps or add bigger pads to get the right fit.

Ventilation- Good air flow comes from long, wide vents that channel air through the helmet to keep you cool.

Cost- You can spend well over \$100 for the latest space age helmet, but a good safety-rated helmet goes for around \$30.

Replace your helmet if it becomes damaged in an accident. Also replace a helmet every two years. The foam inside becomes hard and stale and will not absorb shock as well as it should.



yes



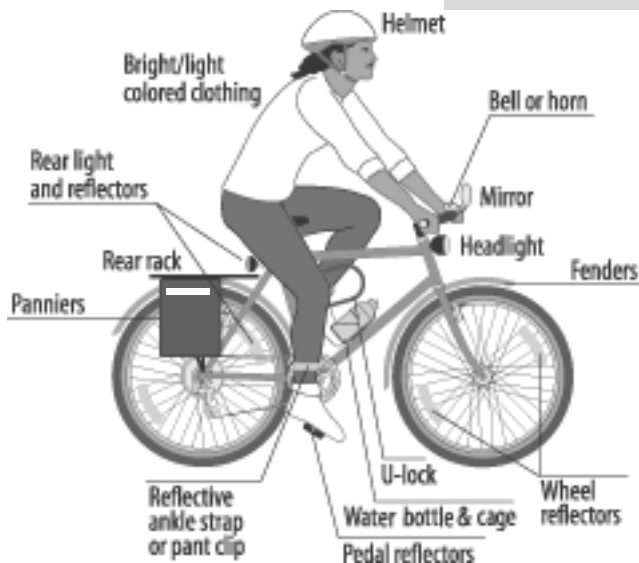
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Accessories



Make your bike better transportation by adding some inexpensive accessories. A rack allows you to carry things like books or groceries more easily. Add a crate or basket to make it even easier. Fenders will keep you and your bike clean and dry in messy conditions. A water bottle and cage are a must for long rides as well as lights and reflectors for riding at night. Check out this city smart biker and see how she's accessorized her bike to make it good transportation for any trip.





Carrying Things

Carrying your stuff doesn't have to be a pain in the back.
It's easy to carry things on your bike if you add a...
rack + a pannier, a crate or a basket!



**Bungee
cords**
keep things
securely in
place

A heavy backpack can strain your neck and shoulders, making it difficult to balance and control your bike. Carrying things in hand is dangerous and makes it hard to brake and shift.

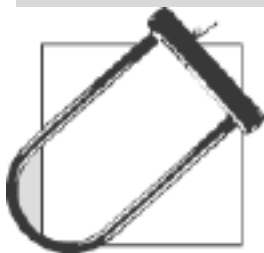
You can move a lot with a **trailer**. An art project, a club notebook sale, even your apartment!



Locking Your Bike



Always lock your bike, even if you're just leaving it for a moment. **Always use a high quality U-lock**. U-locks are strong and better ones come with theft warranties. **Always lock through the frame and at least one wheel**. Add a cable to lock both wheels. **Always lock to something secure** like a bike rack, parking meter or firmly affixed sign pole. Beware of locking to "sucker poles" that are loosely bolted down and can easily be removed. **Remove detachable items** like lights, bags and quick release parts from your bike and take them with you. Consider replacing quick release parts with ones that bolt on for greater convenience and security. **Lock your bike close by** and keep it in view as much as possible. Lock near entrances and well-lit, secure areas. Lock your bike inside if space is available. Lock your bike when keeping it in a garage or other unattended indoor area.



Always lock the frame and one wheel to the bike rack.



For long-term parking, lock the frame and both wheels to the rack. For greater security, use both a U-lock and a cable.



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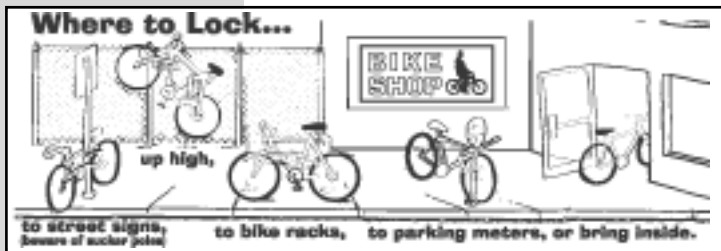




Locking Your Bike



Lock your bike in high visibility areas. Thieves don't like to work where they can be easily seen. Keep an eye out for people showing interest in your bike. Consider switching your locking spot frequently to prevent a marking your bike for a later time.




“Uglify” your bike to make it less attractive to thieves and more personalized to you! Cover the bike frame with electrical tape or old inner tubes. This makes your bike look ugly but actually protects your bike's finish. Add stickers of your favorite band, cause or banana! Reflective tape can cover brand names and make you more visible. Make sure not to cover any moving parts or interfere with cables. Consider riding a used “beater bike” that's unattractive and no great loss if stolen.



Register Your Bike

and identify ownership



WHERE SERIAL NUMBER MAY BE FOUND

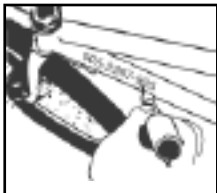
COMPLETE THE DATA BELOW

MAKE	_____
MODEL	_____
COLOR	_____
YEAR	_____
WHEEL SIZE	_____
FRAME SIZE	_____
NO. OF SPEEDS	_____
SERIAL NO.	_____
DATE OF REGISTRATION	_____

BICYCLE REGISTRATION CARD
CHICAGO POLICE DEPARTMENT

Register your bike with the Chicago Police Department and campus security. A stolen bike is much more likely to be returned if it's registered. You can pick up a Chicago Police Department registration form at most bike shops or register online at: www.ChicagoBikes.org

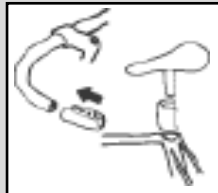
Keep a record of your bike's make, model and serial number.
If your bike is stolen report it to police by calling 311. Tell them when and where it was stolen, the make, model and its serial number and a call back number you can be reached at. They'll call you with a report number to be used with insurance claims. They'll call again if your bike is recovered.
Mark your bike to show ownership if stolen and recovered.



Engrave your name or an I.D. number on your bike.



Insert an info card into your tire that identifies you as the owner.



Insert an info card into your handlebar or seatpost.



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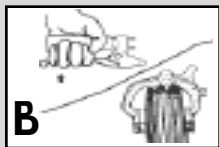
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Bike Maintenance



A



B



C

Quick



**C
h
e
c
k**

Maintaining your bike in good working condition is as easy as an **ABC Quick Check**.

- check the **A**ir in tires for pressure by leaning all your weight on the bike and seeing if the tires bulge. If so, fill to recommended pressure printed on the side of the tire. Bikes roll faster and flat less with tires filled to pressure.

- check the **B**rakes by pulling the levers and rocking on the wheels. If the brakes are working right the wheels should skid when bike is pushed.

- check that the **C**hain moves quietly and smoothly when back pedaling. Lube chain regularly to keep running well. Wipe off excess lube from outside of chain with a rag. Excess lube attracts dirt.

- check that any **Quick** release parts are tightly secured. Levers curved in towards the bike are locked. Levers curved away are unlocked and are in danger of coming off while riding.

- **C**heck your bike by giving the wheels a spin (to check for rubbing) and give bike a bounce (to listen for loose rattling parts).

Do the ABC Quick Check before each ride. Regular maintenance prevents breakdowns and keeps you riding safely.





HOW DO YOU FIX A FLAT TIRE?

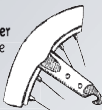
From Mr. Bike's *Urban Bikers' Tricks & Tips*—at bookstores everywhere

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Remove

1 Lay your bike on its side or stand it upside down.

2 Use a tire lever to pry the tire over the rim.



3 Leave the lever between the tire and rim so it doesn't pop back in. If you don't have another lever, insert a flat stick.

4 A few inches away, pry out more of the tire. Pry around the tire until you've pried out the entire side.

5 Reach under the tire and pull out the inner tube. Work around the tire until you've pulled the whole tube out.



6 To get the valve out of the rim, hold the tire away from the valve with your thumb. Use your other hand to pull out the valve.



Find

7 Pump air into the tube until it's stretched tight. If you can't find the hole by listening, lightly grab the tube with a circle made by your thumb and fingers. Run your hand around the tube until you feel a stream of air.



8 If you hear but can't see the hole, rub saliva over it. If it'll bubble over the hole. If the hole's too big to patch (bigger than a pinhole) or it's right next to the valve stem, you must remove the wheel and replace the tube.



9 Mark the hole with pen, pencil, stone, or chalk. Draw an asterisk, using the hole as the middle.



www.askmrbike.com

Patch

10 Deflate the tube by pushing in the valve stem.



11 Using sandpaper or a metal sanding pad, roughen the tube around the hole in an area about as big as a quarter.



12 Squeeze a little glue out of the container. Using the container's nozzle, smear the glue over the roughened area.



13 Taking care not to touch the glue, hold the tube against the tire to find where the puncture occurred. Look closely at the tire's outside, and run your fingers along the underside. Remove any debris.

14 Remove the foil back from a patch. Place the patch onto the glued area. Press for a minute.

Replace

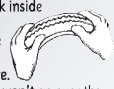
15 Put the valve into its rim hole. On the side of the tire sticking over the rim, hold the tire back with your thumb. Push the valve in, and pull it through on the other side.



16 Pump a little air into the tube to give it shape. Work the tube into the tire, all the way around. Don't let the tube get twisted.



17 Using your thumbs, push the tire back inside the rim. Don't pinch the tube between the rim and the tire. If the last part won't go over the rim, use a tire lever to pry it.



18 Push the valve most of the way into the tire. Ensure the tire sits in the rim evenly. Then pull the valve back out.



Cut out and keep in your wallet or patch kit.





Bicycle Laws

Bicyclists are subject to the same laws as other users of the road. It's your responsibility to know and respect the rules of the road.

Some laws are specific to bicyclists - bicycles are not allowed on certain roads such as expressways and Lake Shore Drive. In Chicago bicyclists over 11 years old are not allowed to ride on the sidewalk. For the Chicago Municipal Code regarding bicycles go to www.biketraffic.org/municode.html. Below are some Illinois bicycle laws. Read the fine print and know your rights as a cyclist.

Illinois Bicycle Laws

[Bracketed numbers are Vehicle Code 625 ILCS]

Bicycle Status- Traffic laws apply to persons riding bicycles. Bicyclists riding on a highway are granted all of the rights and are subject to all of the duties applicable to the driver of a vehicle, with certain exceptions. [5/11-1502]

Lane Positioning- When riding on roadways and bicycle paths at less than normal traffic speed ride as close as practicable to the right-hand curb or edge of roadway except

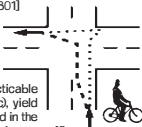
1. When overtaking and passing another bicycle or vehicle proceeding in the same direction, or
2. When preparing for a left turn, or
3. When reasonably necessary to avoid fixed or moving objects, parked or moving vehicles, bicycles, motorized pedal cycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. A "substandard width lane" means a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.
4. When riding on a one-way highway with two or more marked traffic lanes. Here, bicyclists may ride as near the left-hand curb or edge of such roadway as practicable. [5/11-1505]

Left Turns- Bicyclists may choose between a vehicular-style left turn or a pedestrian-style left turn [5/11-1510]. For vehicular-style left turns, proceed as if driving a vehicle, moving to the left lane or the left side of a single lane. prior to the intersection. [5/11-801]

For pedestrian-style left-turns, riding near the right side of the roadway cross the intersecting roadway, stop (as much as practicable out of the way of traffic), yield to any traffic and proceed in the new direction while obeying any official traffic control device or police officer [5/11-1510]

Riding 2 Abreast- Riding 2 abreast is permitted as long as the normal and reasonable movement of traffic is not impeded. Riding more than 2 abreast is prohibited except on paths or parts of roadways set aside for the exclusive use of bicycles [5/11-1505 1]

Hand Signals- Bicyclists are required to give the same turn signals as motorists. [5/11-804] Signal not less than the last 100 feet before the turn and while the bicycle is stopped waiting to turn. Signals need not be given continuously if



the hand is needed in the control or operation of the bicycle. [5/11-1511]

Lights and Other Equipment on Bicycles- For night riding, a front lamp with a white light visible from at least 500 feet to the front and a red reflector on the rear visible from 100 feet to 600 feet are required. A rear light visible from 500 feet may be used in addition to the red reflector. Equipment required on new bicycles sold includes pedal reflectors, side reflectors, and an essentially colorless front facing reflector. [5/11-1507]

Use of Sidewalks- Local ordinance may prohibit bicyclists from using sidewalks. Where permitted, bicyclists must yield to pedestrians and give audible signals before passing pedestrians. Bicyclists using sidewalks have all the rights and duties of pedestrians. [5/11-1512]

Two or More on a Bike- Bicycles shall not be used to carry more persons at one time than the number for which it was designed and equipped, except that an adult rider may carry a child securely attached to his person in a back pack or sling. [5/11-1501]

For more info on Illinois Bicycle Laws contact:
League of Illinois Bicyclists
630-987-0583

LIB@BikeLIB.org · www.BikeLIB.org



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Cut out and keep in your wallet or patch kit.



Traffic Basics

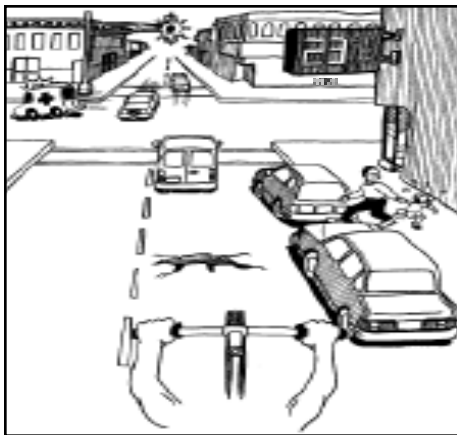
Riding Predictably is the best way to ride safely on city streets. Respect the law and follow traffic rules to be predictable to other users of the road.

Be Confident and show it when riding. Learn good handling skills and don't hesitate while riding in traffic.

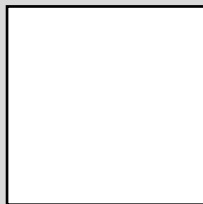
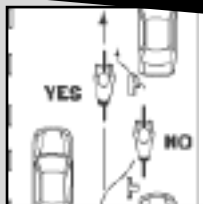
Be Courteous to other users of the road.

Communicate your actions with hand signals, eye contact and sound when needed.

Be Aware of your surroundings and road conditions by constantly scanning the area and regularly looking behind you for traffic.



Hold your line when riding in traffic. Don't weave in and out of parked cars, intersections or turn lanes. Ride a straight line in your travel lane.





Riding in Traffic

Here's an overview of many of the situations found while bicycling in city traffic and how to react.

Remember, the key to safe city cycling is riding predictably and respecting the rules of the road.

Take the traffic lane if road conditions are unsafe to ride on.

In groups ride side by side and stay close, but leave enough room to maneuver safely.

Ride on the left side of the bike lane to be more visible, avoid road debris and avoid the "door zone".

Pass right turning vehicles on the left.

Pass stopped buses on the left.

Watch for exiting bus riders.



Use the lane for your direction of travel. Ride in the turn lane if you are turning. Ride on the right side of the through lane if going straight through an intersection.

Announce obstacles to fellow riders.

Ride outside the "door zone"

Always yield to pedestrians

Pull ahead of traffic at stops, into driver's view and away from exhaust.

Cross train tracks at a right angle.

Don't weave in and out of parked cars. Don't ride on the sidewalk, it's dangerous and illegal!

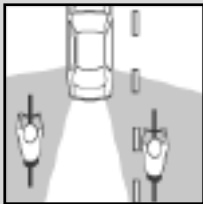




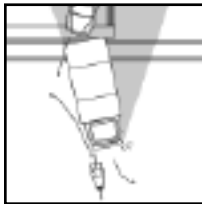
Riding in Traffic

Pull in front of traffic when waiting at intersections. This allows you to be seen by stopped motorists and out of cars' exhaust. Make eye contact with stopped drivers and check their signals. Stay to the left of right-turning vehicles. Position yourself between the stop bar and the pedestrian crossing. Always yield to pedestrians.

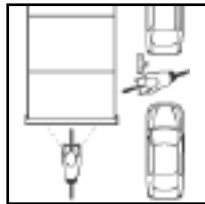
Beware of a vehicle's blind spots when riding behind or passing. If you can't see drivers they probably don't see you.



Beware of oncoming vehicles blocking your view. Other traffic may be oncoming that you can't see. Wait for a clear view to proceed.



Beware of following vehicles so closely you can't see road conditions, cyclists, pedestrians or traffic.

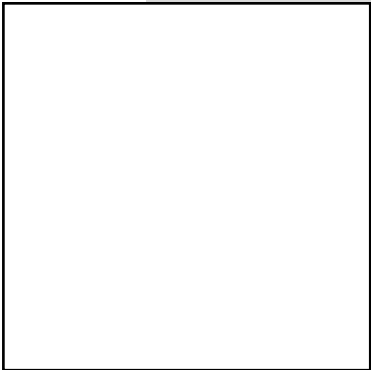


Riding in Traffic



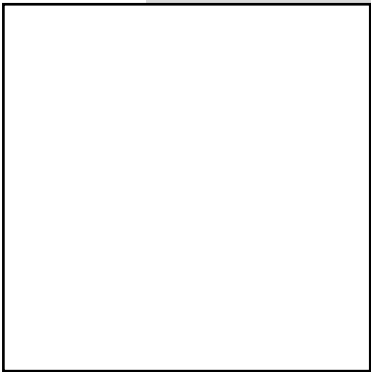
Never ride against traffic.

It's against the law and it's dangerous. If you **think** you're safer because you can see cars coming you are **wrong!** 20% of car-bike collisions result from cyclists riding the wrong way. Oncoming cars aren't looking for you and turning vehicles can't see you. Riding with traffic allows motorists to gradually overtake and pass bicyclists.



Don't get squeezed out

by buses picking up and dropping off passengers. Bikes and buses often share the same space and play a game of "leapfrog" with each other in traffic. Make sure to pass stopped buses on the left after checking behind to see if it's clear. Give the bus plenty of room when you pass and again when it passes you. Don't pass a bus to make a right turn.





Use Hand Signals to communicate your movements. You can also use hand signals to point out road obstacles, show commands and express thanks for receiving the right of way. **Make Noise** by shouting out to get drivers' attention or to warn others of your position. **Never wear headphones when cycling.** Hearing traffic can be nearly as important as seeing it. Hearing an emergency vehicle, an accelerating car engine or a horn honk from an alley alerts you of a car's position.

Turn left from the left turn lane. First look behind you for a gap in traffic. When traffic allows, signal left and change lanes into the left-turn lane. If there's more than one turn lane use the one farthest to the right. Move into the intersection when clear and wait for a gap in oncoming traffic. When a gap appears, finish the turn onto the right side of your new lane. Watch for pedestrians in the crosswalk when turning.

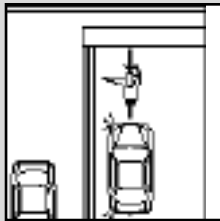


Turning



Turn left from the center of the lane if there's no turn lane. Leave room for vehicles going straight to pass on the right.

Use the **box left turn** if you can't merge left before you reach an intersection. Use caution, look for turning vehicles and always yield to pedestrians when using the box left turn.



1. Stay in the right lane and ride across the intersection on the left side of (not in) the crosswalk.

3. If there's no room behind the stop line, stop on the intersection side of the crosswalk and align yourself with traffic. Always yield to pedestrians.

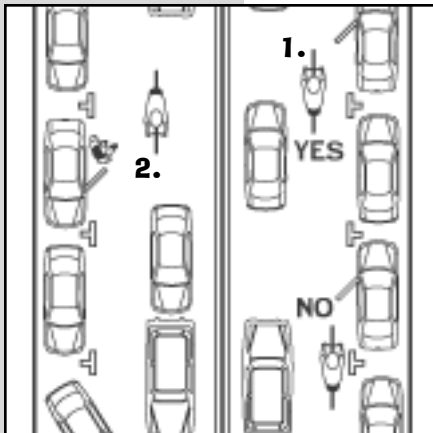
2. Check whether there's room in the traffic lane to the right of the crosswalk. If so go there and align yourself with traffic.

4. When the light changes, move with traffic.





The “Door Zone”



The “**door zone**” is the 3-4 feet along the left side of a parked car where an opening door can hit and seriously injure a cyclist. When riding in a bike lane ride on the left side of the lane. Ride at least 3 feet away from parked cars on the street **(1)**. Take the full lane if there’s no room to safely pass open car doors and to avoid exiting passengers **(2)**.

Look inside parked cars and their side rearview mirrors when passing and move outside the “door zone” if you see exiting passengers. Watch behind you for traffic when moving out of the “door zone” and into the full lane. A bike mirror helps you see behind to know if cars are approaching.





Streets for Cycling

Don't know where to bicycle in Chicago? Check the **Chicago Bike Map**. Hundreds of streets were considered and thousands of miles ridden to select the most convenient and appropriate routes. Many of the recommended routes will help you get around situations unfriendly to bicycling (such as expressways). While routes throughout Chicago are identified, some areas of the city have fewer choices than others. To get a copy of the **Chicago Bike Map** call the Chicago Department of Transportation Bicycle Program at 312-742-2453 or visit our website at www.ChicagoBikes.org.



Riding in Groups

Riding a bike isn't only a great way to get around on your own, but can be a great time with friends too! Remember a few things when riding with a group. **Be responsible for yourself. Be aware of your position** and the position of those around you. **Announce obstacles to fellow riders.** When appropriate, ride side by side and take the lane. Stay close as a group when maneuvering through intersections. For more info about group rides and a schedule of rides in Chicago check out the **Chicago Cycling Club** at www.chicagocyclingclub.org or call their information hotline at 773-509-8093.



Ride two across the lane and move as a group.



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What to Do in a Crash

Stay down

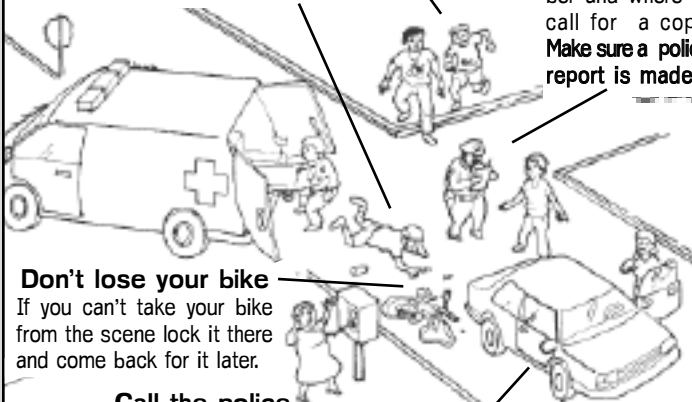
Don't move unless your safety is in danger. Prevent further injury and draw attention to the scene by staying down until police arrive.

Get witness info

Get witness' name, address and phone number.

Get police info

Get officer's name, badge number, the police report number and where to call for a copy. **Make sure a police report is made.**



Don't lose your bike

If you can't take your bike from the scene lock it there and come back for it later.

Call the police

Have someone call for the police and ambulance. Report driver and vehicle information if accident is a hit and run.

Get motorist info

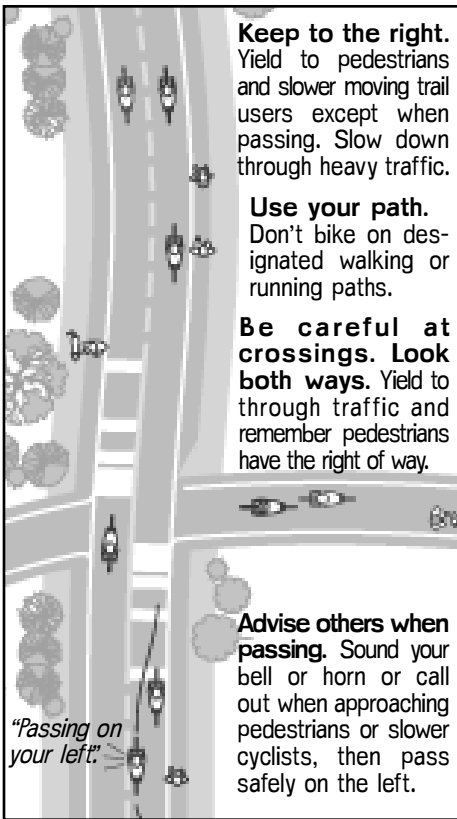
Get name, address, phone number, driver's license and plate, car description, and insurance info from every vehicle driver involved.

Stay calm

After a crash you get very excited. You may not notice an injury and aggravate it further. You may also suffer from shock because of excitement. Try to stay calm and focus on the situation. Get treated by paramedics and go to the hospital if necessary. Have someone else gather information for you if you are unable. Have emergency contact information in your wallet or printed inside your helmet.



Off Street Cycling



Keep to the right.

Yield to pedestrians and slower moving trail users except when passing. Slow down through heavy traffic.

Use your path.

Don't bike on designated walking or running paths.

Be careful at crossings. Look both ways.

Yield to through traffic and remember pedestrians have the right of way.

Advise others when passing.

Sound your bell or horn or call out when approaching pedestrians or slower cyclists, then pass safely on the left.



Biking on Campus is a great way to get to classes and elsewhere around school. Most schools have shared use paths for cyclists and others. Obey posted signs, yield to pedestrians and be aware of any special path rules your school may have.



STUDENT CYCLING IN CHICAGO

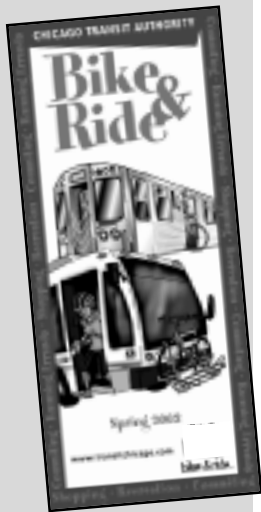
www.ChicagoBikes.org



25



Bikes on Transit



To make cycling even more convenient, the Chicago Transit Authority (CTA) welcomes bicycles on trains and buses through the year-round **CTA Bike & Ride** program.

You can bring your bike on CTA trains week-days except during rush hour (7-9am and 4-6pm) and any time during weekends and holidays (except July 3rd). You can also put your bike on the front of a CTA bus bicycle carrying rack anytime. There's no extra charge for taking your bike with you on the CTA. Taking your bike on the CTA can allow you to make longer trips that you may not be able to do with your bike or the CTA alone. For more info about bikes on the CTA call **888-YOUR-CTA** or go to **www.transitchicago.com** and check out the CTA's ***Bike & Ride*** brochure. You can also pick it up at any CTA station.

Stand near either end of the train car holding your bike securely. Do not block exits.

When sitting, place your foot near the wheel to prevent bike from rolling. Don't block the aisle and be aware of the space your bike occupies.

Use wheel-chair space if unoccupied. Move if space is needed.



You can also take your bike on all Pace suburban buses. For trip-planning, route, fare and schedule information call **847-364-PACE** or visit **www.pacebus.com**. For travel and trip planning on CTA, Pace and Metra call RTA information at **836-7000**. Currently, only folding bicycles in a carrying bag or case are allowed on Metra commuter trains.

You can take your bike across the state or across the country by bus, train and plane.

Greyhound Bus- bicycles must be packed in a carrying case or box, securely fastened and checked. An additional fee may be charged. Go to **www.greyhound.com** for more info.

Amtrak- has roll-on service on some lines or check as baggage on others. Go to **www.amtrak.com** for more info.

Bicycle accommodations vary between airlines. For recommended airlines visit the **League of American Bicyclists** at **www.bikeleague.org**

Bikes on CTA and Pace Buses

1. Alert bus driver of bike rack use, squeeze handle and lower rack. If bike rack is full wait for the next bus.
2. Place bike in empty space closest to the bus. The first bike in faces the curb, the second bike faces the street.
3. Secure the support arm over the front wheel. **Do not lock bike to rack.** Board bus and pay fare. Notify driver when leaving bus.

1 Pull rack down



2 Put bike on



3 Secure wheel





Riding at Night



The first rule of riding at night is to **BE SEEN!** Illinois law requires a front light and a rear reflector when riding at night. Add a rear light to be more easily seen. LED lights are cheap, bright and long lasting. Generators power lights from your own energy. High-power lighting systems are very visible and can light the darkest ways. Reflectors and reflective tape keep you and your bike in the spotlight.

Ride with extra caution at night. It's harder to see drivers and predict their moves. There are many tired drivers at night and some may be drunk. Be alert and know your way. Choose a route that you're familiar with.

Reflective tape on helmet

Reflective safety vest fits over clothing

Clip-on strobe light

Bright clothing

High-power lighting

Headlight

Rear light and reflectors

Reflective tape

Reflective side-wall tires

Reflective ankle strap



Riding in Bad Weather

You can bike in all weather year round with the right equipment. You'll be warm and dry biking while others wait in the cold for their car to warm up or bus to arrive. For more info visit **www.bikewinter.org**.

Ski goggles prevent tears from the cold.

A balaclava covers your head, neck and ears and fits under your helmet.

Ski or "lobster" gloves keep hands warm and allow use of brakes and shifters.

Shoe covers keep feet warm and dry.

Rain gear will keep you dry in wet weather. Look for a jacket that has arm and back vents to prevent overheating.

Fenders keep you and your bike clean and dry.

Water-proof boots keep your feet dry. Leave wiggle room to keep toes warm.

Dress in layers when dressing for cold weather.

Base Layer

Wear fabric that wicks moisture away like polypropylene, polyester, nylon or silk.



Middle Layer

Wear an insulating layer that will hold heat like wool or fleece. Two layers is often enough except for very cold weather.



Outer Layer

A weather proof outer layer will keep you warm and dry in wet conditions. Overlap clothes at the neck, wrist, waist and ankle.





Get Involved!

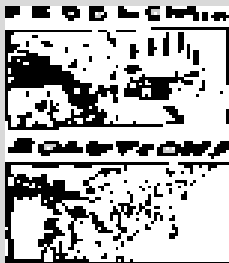
The City of Chicago has long supported and encouraged alternatives to the automobile, and bicycling is one of the most popular choices. Chicago has earned a national reputation for promoting bicycling through infrastructure investment, education and advocacy. The city is recognized as one of the most bike-friendly in the country – and continues to pursue ways to become even better.



Not only do bikes help improve air quality and ease traffic congestion, they help promote a healthy, active lifestyle. And they're a convenient and affordable way to get around. Riding a bicycle is not only good for you, it's good for your community.

College is a place where a lifetime's worth of decisions and actions are seeded. Beyond the education you gain in the classroom is the learning that happens by being in an environment of diverse people and ideas. Be active in that environment and get involved in shaping it. There's great opportunity on campus and in Chicago!

Start by finding out about bike and other clubs at school that have an interest in the environment and community. Encourage your friends, classmates and instructors to ride a bike for transportation and fun. **Learn more about bicycling in Chicago by visiting the Chicago Bike Program's web site at www.ChicagoBikes.org.** Get involved with some of the many bike groups in Chicago such as the Chicagoland Bicycle Federation. Join online at biketraffic.org. Visit the other websites in this booklet for more info and resources to get involved and make a difference!



Links & Resources



City of Chicago

Richard M. Daley, Mayor
Department of Transportation
Major Projects, Construction
30 N. La Salle St., Suite 400
Chicago, IL 60602
www.chicago.gov



650 S. Clark St. #300
Chicago IL 60605
312.427.3325
www.biketraffic.org

www.asianbikes.com



312.774.2474
www.chicagoparkdistrict.com



**Bicycle Helmet
Safety Institute**
www.bhsi.org



Chicago Transit Authority
1-888-YOUR-CTA
www.transitchicago.com



League of American Bicyclists
www.bikeleague.org