

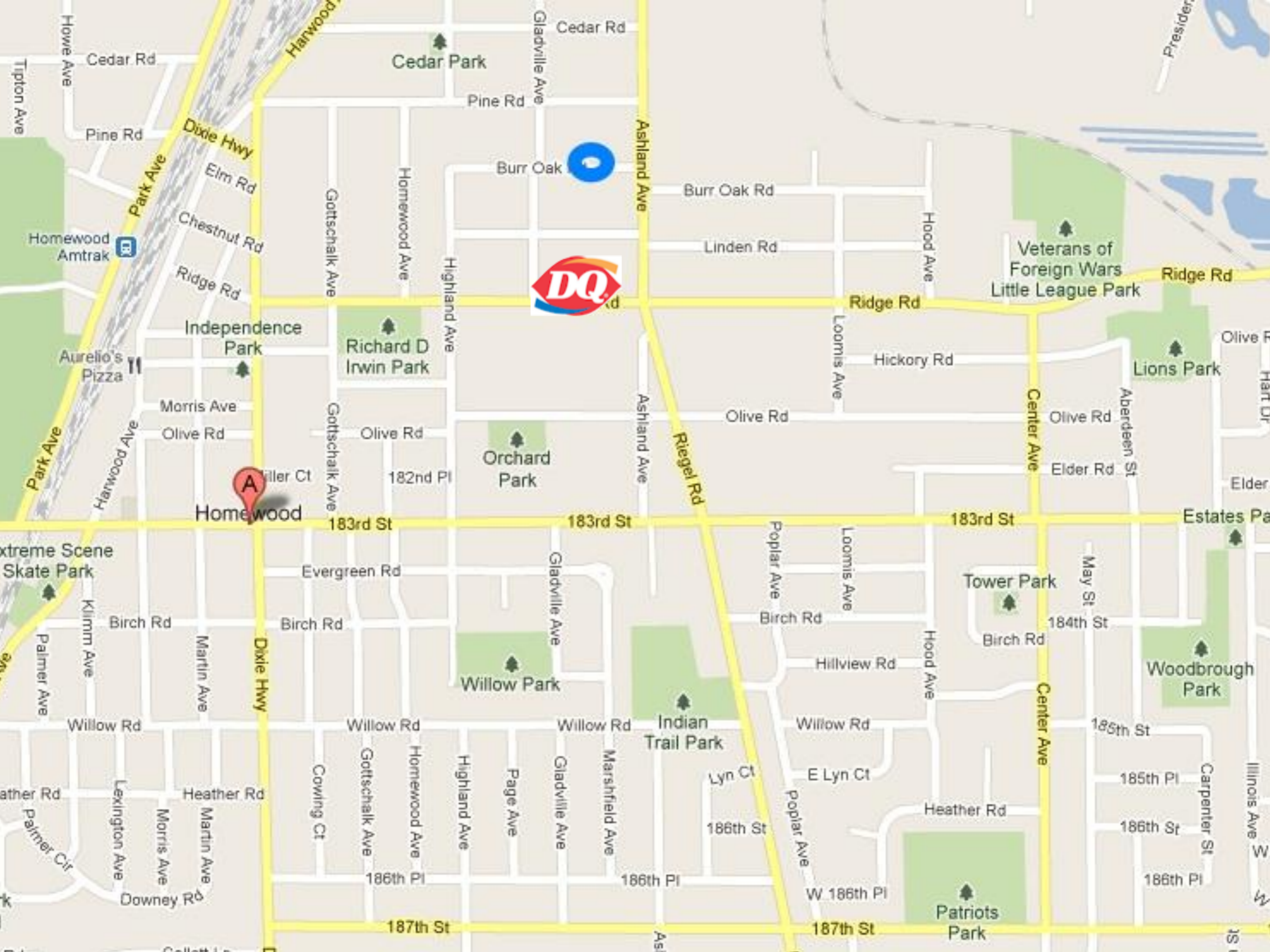


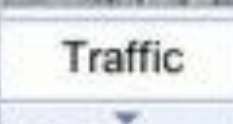
TRAILS FOR
ILLINOIS



TRIPLE BOTTOM LINE







6

W 159th St

6

6

6

159th St

6

6

6

Bremontowne Mini Mail Shopping Center

Goodwill

The Home Depot

Starbucks

Budget Truck Rental

Portillo's Hot Dogs

43

Hobby Lobby

Park Center Plaza Shopping Center

Tinley Park Shopping Center

Veterans Park

Centennial Lakes

159th Pl

159th Pl

160th St

160th St

160th Pl

160th Pl

161st St

161st St

161st St

161st Pl

161st Pl

162nd St

162nd St

162nd Pl

162nd Pl

163rd St

163rd St

163rd St

163rd Pl

163rd Pl

Nottingham Dr

Nottingham Dr

Olcott Ave

Lake Villa Ave

S Harlem Ave

S Harlem Ave

43

43

S Harlem Ave

Centennial Dr

Plymouth Ct

Bremontowne Rd



NEW!
¡Nuevo!

Bounty

Select-a-Size
Ajustable

One Sheet Keeps Cleaning
Una hoja limpia y limpia

PAPER TOWELS
TOALLAS DE PAPEL

5.1m²/55.4 SQ FT • 121 TWO-PLY SHEETS
HOJAS DOBLES • 27.9 cm X 15.2 cm (11 IN X 6 IN)



LENSCRAFTERS

GOOD CHANGE
AND
DEVELOPING



IT'S HAPPENING
NOW!

WWW.WERE SERIOUS.COM

Linking people to places along the Calumet-Sag Trail

The Calumet Region

The Calumet-Sag Trail will connect the corridor's communities to regional trail networks like the 500-mile Grand Illinois Trail, and to National Parks like the Illinois & Michigan Canal National Heritage Corridor and the Indiana Dunes National Lakeshore.

A waterway that works

The Calumet-Sag Trail follows a working waterway – you will keep pace with pleasure boaters, barges and women rowing crews while steel bridges carry trains and vehicles overhead. You're part of a corridor on the move.

It's a natural

Cook County Forest Preserves anchor the east and west ends of the trail. They include the ecologically unique Besoien and Whistler Woods, Cop Savers Holdings, a glacial esker that unlocks the geologic history of our region, and the bluffs and lakes of Palos Forest Preserve.

Value [and oxygen] added

The Greater Chicago Metropolitan Water Reclamation District saved taxpayers \$200 million in water treatment expenses by building five Sidestream Elevated Pore Aeration (SEPA) stations along the Cal-Sag. Man-made waterfalls mix 25 tons of oxygen into the waterway daily to break down pollutants and improve water quality – and create the backbone for the Calumet-Sag Trail.

Green and lean

Linking downtowns, parks, commuter trains, and bus routes, the Calumet-Sag Trail encourages healthy lifestyles and local development. Imagine park benches and observation decks, riverside exercise programs and family festivals. Trail users take residents to shopping, restaurants or to bicycle and roller blade rentals. The Calumet-Sag Trail will be the "Main Street" of our corridor.

A storied trail

The Calumet-Sag Trail connects the many legacies of the corridor: the Underground Railroad safe house of immigrant farmer Jon Tan, Robbins, the birth place of black aviation and WWI's heroic Tuskegee Airmen; and Native American populations giving way to French exploration, Irish Canal Diggers, and industrial progress.



Calumet-Sag Trail Fast Facts

- The first Calumet-Sag Trail segment opened in October 2008 in Palos Heights.
- The 26-mile Calumet-Sag Trail will take \$20 million to complete by 2012 – the cost of one expressway interchange.
- Eighty percent of the land required for the Calumet-Sag Trail is set aside by the Metropolitan Water Reclamation District for trail use.
- The trail's design and engineering are under way, and the search for construction funding has begun – visit calsagtrail.org to see how you can help.
- The trail will equal premier waterfront trail projects throughout the U.S. in length and significance.
- If the Calumet-Sag Trail were a health club, it would be a 4+ million square foot recreational and fitness facility that anyone can join for free!



Keep up with Calumet-Sag Trail developments and join the Friends of the Calumet-Sag Trail at www.calsagtrail.org

Places of interest along the trail corridor...

- Argonne National Laboratory
- Pulmar District (train town, architecture)
- Limestone quarries (stone found in buildings across region)
- Cop Savers Holdings Nature Preserve
- St. James of the Sag Church & Cemetery
- Public places: libraries, schools, parks, pools – park district facilities
- Confluence Site
- Lake Calumet
- Lake Katherine
- Marissa & boat launches
- Stony Creek
- Worth Historical Museum
- Saginawlake Slough
- Bachelor's Grove Cemetery
- The I&M Canal Trail
- Winifred Glen Forest Preserve
- Centennial Trail
- Palos Forest Preserve
- Triley Creek Trail
- Meier Taylor Trail
- Burnham Greenway
- Little Red School House
- Foy's Point
- Saginaw Environmental Learning Center
- Sag Quarries
- Joe Cook Golf Course

DECEMBER 8, 2003

TIM

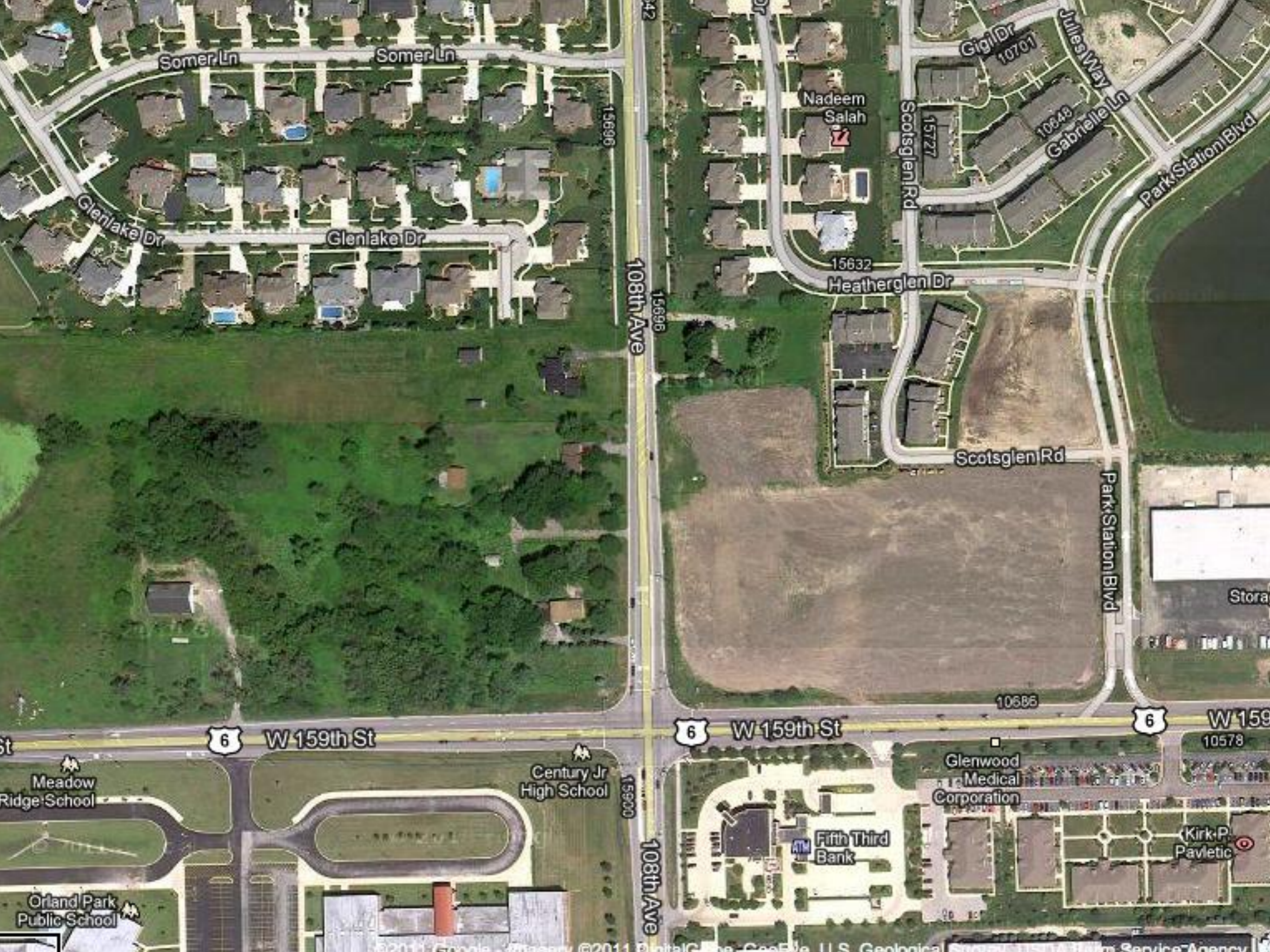
JACK
ACTS
HIS
AGE!

Hillary Carroll, 11,
has "adult-onset"
diabetes

DIABETES

ARE YOU
AT RISK?

- WHO'S GETTING IT
- WHY IT'S STRIKING SO MANY
- WHAT YOU CAN DO TO FIGHT IT



Somer Ln

Somer Ln

Glenlake Dr

Glenlake Dr

15696

108th Ave

15696

Nadeem Salah

Scotsglen Rd

Gigi Dr 10701

10648

Gabrielle Ln

Park Station Blvd

15632

Heatherglen Dr

Scotsglen Rd

Park Station Blvd

Storage

10686

6

W 159th St

6

W 159th St

6

W 159th St

10578

Meadow Ridge School

Century Jr High School

Glenwood Medical Corporation

Fifth Third Bank

Kirk P Pavletic

Orland Park Public School

TRIPLE BOTTOM LINE







rails-to-trails
conservancy

MY HEROES

GREG

LINDSEY

Humphrey Institute of Public
Affairs

University of Minnesota

GOOGLE HIM

$$\begin{aligned} T_i &= \beta_0 + \beta_{\mathbf{R}} \mathbf{R}_i + \beta_a A_i^{*L} \\ &= \beta_0 + \beta_{\mathbf{R}} \mathbf{R}_i + \beta_a \left\{ \sum_j \left[\sum_k L_{jk} O_{jk} \exp(-\gamma d_{ijk}) \right] \right\}^\alpha \end{aligned}$$

List of variables and definitions:

A_i	Hansen accessibility at origin i
A_i^*	Use-based accessibility to point features at origin i
A_i^{*L}	Use-based accessibility to linear features at origin i
α	Elasticity parameter in use-based accessibility measures
β_0	Constant term in regressions
$\beta_{\mathbf{R}}$	Vector of regression coefficients for respondent characteristics
β_a	Regression coefficient for accessibility
C_{ij}	Generalized cost of travel from origin i to destination j
$C_{ij}(s)$	Generalized cost of travel from origin i to location s along linear destination j
C_{ijk}	Generalized cost of travel from origin i to segment k on linear destination j
d_{ij}	Distance from origin i to destination j
d_{ijk}	Distance from origin i to segment k on linear destination j
$f(C_{ij})$	Function of generalized cost of travel
γ	Accessibility coefficient in negative-exponential cost function
κ	Spatial interaction model parameter
L_j	Length of linear destination j
L_{jk}	Length of segment k on linear destination j
O_j	Opportunities or attractiveness at destination j
$O_j(s)$	Opportunities or attractiveness as function of distance along linear destination j
O_{jk}	Opportunities or attractiveness of segment k on linear destination j
P_i	Population at origin i
\mathbf{R}_i	Vector of respondent characteristics for respondent i
s	Distance along linear destination
T_i	Trail use by respondent i , either whether used trail or number of times used trail
U_i	Use by persons at origin i of facility at destination j
U_{ij}	Use by persons at origin i of facility at destination j

bicyclinginfo.org/bikecost

Benefit-Cost Analysis of Bicycle Facilities

http://www.bicyclinginfo.org/bikecost/ bicyclinginfo economic benefits

TIP Google Voice Best Buy Neon The Motley Fool's Like a Pro Daily Southtown SWAN Library Search Read Later Apple TinyURL!

Benefit-Cost *analysis* of Bicycle Facilities

TOOL: start

BICYCLE ENCYCLOPEDIA: using this tool methodology glossary of terms primer on design



How much do bicycle facilities cost? Can we quantify their benefits? In what cases do estimates of benefits outweigh costs?

If your community is considering building a new bicycle facility, you can use this tool to estimate costs, the demand in terms of new cyclists, and measured economic benefits (e.g., time savings, increased livability, decreased health costs, a more enjoyable ride).

click to start the COSTS-DEMANDS-BENEFITS analysis tool *or* click to visit the bicycle encyclopedia

Sponsored by: <ul style="list-style-type: none">National Cooperative Highway Research ProgramMinnesota Department of TransportationMidwest Regional University Transportation Center	Researched by: <ul style="list-style-type: none">University of Minnesota<ul style="list-style-type: none">Active Communities / Transportation (ACT) Research GroupState and Local Policy Program (Humphrey Institute of Public Affairs)Department of Civil EngineeringPlanners CollaborativeUniversity of North Carolina Highway Safety Research CenterActive Living by Design
Web site created by: <ul style="list-style-type: none">University of North Carolina Highway Safety Research Center	For questions, comments, and suggestions:  <p>Active Communities / Transportation Research Group</p> <p>Questions, comments, and suggestions on the guidelines should be directed to: Active Communities / Transportation (ACT) Research Group</p>

You must have Javascript enabled to use this tool. We recommend using the latest versions of Firefox, Netscape, or Internet Explorer browsers.

Population
Connection
Invitation
Adventure

PCIA

Population

Build your trail where people are

Connection

Destinations and turnarounds

Invitation

Wayfinding and branding to expand users
and uses for your trail

Adventure

Surprise and delight people







OLD PLANK ROAD TRAIL



VILLAGE OF
HANOVER
HISTORIC DISTRICT

PCIA

(GESHUNHEIDT)



TRAILS FOR
ILLINOIS