

## Corridor Advisory Group and Task Force Meeting #3

February 17, 2010

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### Agenda

- Study Process
- Problem Statement
- Technical Analysis Findings – Part One
- Next Steps

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# Study Process : Environmental Impact Statement






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## Study Process : Phase 1 Study / EIS Process



### Study Process

Stakeholder Involvement and Agency Input



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## Study Process: Data Collection

Stakeholder Involvement and Agency Input

### Data Collection

- Initiate stakeholder involvement and scoping
- Data collection
- Stakeholder Problem Statement
- Existing transportation system conditions analyses

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## Study Process: Purpose and Need

Stakeholder Involvement and Agency Input

### Purpose & Need

- Facilitate and incorporate stakeholder input
- Review and incorporate technical analyses findings
- Prepare Purpose & Need Statement

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## Study Process: Alternatives Development and Evaluation

**Stakeholder Involvement and Agency Input**

**Initial Alternatives Development & Evaluation**

- Establish transportation performance criteria
- Identify range of transportation technologies
- Develop initial alternatives
- Compare transportation benefits of alternatives – eliminate underperforming alternatives

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## Study Process: Alternatives Development and Evaluation

**Stakeholder Involvement and Agency Input**

**Alternatives Development Carried Forward**

- Identify existing environmental constraints and opportunities
- Assemble multi modal alternatives
- Refine transportation features
- Assess right-of-way & environmental impacts – eliminate higher impact alternatives

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## Study Process: Alternatives Development and Evaluation

**Stakeholder Involvement and Agency Input**

### Finalist Alternatives

- Refine transportation features
- Refine right of way footprint
- Perform detailed environmental review
- Develop cost estimates
- Evaluate performance, impacts and costs
- Develop detailed mitigation plans
- Prepare and circulate Draft EIS – host public hearing
- Address all DEIS comments

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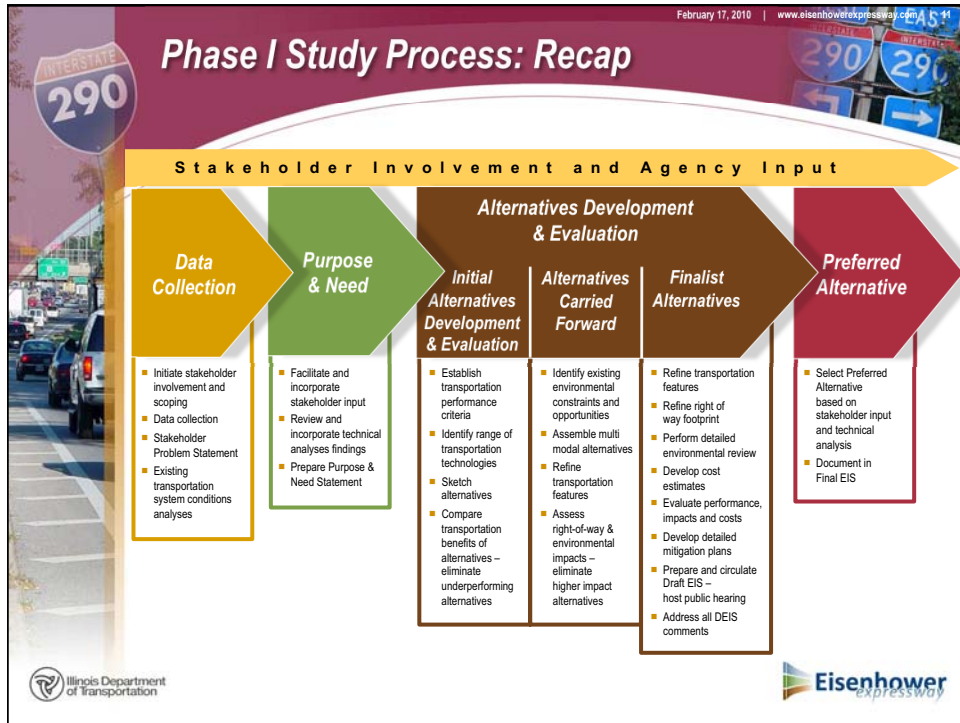
## Study Process: Preferred Alternative

**Stakeholder Involvement and Agency Input**

### Preferred Alternative

- Select Preferred Alternative based on stakeholder input and technical analysis
- Document in Final EIS

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## EIS Content

### Environmental Impact Statement

Governed by: 23 CFR, Part 771 (U.S. administrative law code)  
 Website: <http://www.fhwa.dot.gov/HEP/23cfr771.htm>

**Chapter One – Purpose and Need**

- Transportation problems that the project should address
- Existing and 2030 (2040) no build conditions assessed
- Establishes basis for initial alternatives evaluation

**Chapter Two – Affected Environment**

- Inventory of existing environmental conditions
- Documents existing environmental conditions and constraints

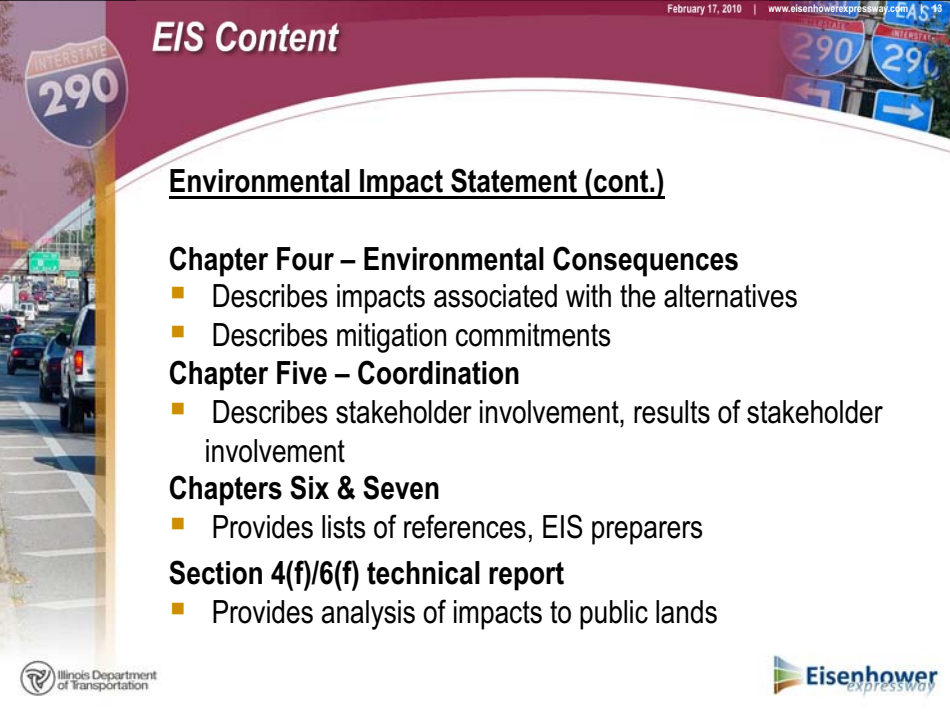
**Chapter Three – Alternatives**

- Describes alternatives development and evaluation process
- Describes reasoning for eliminating alternatives, selecting a preferred alternative

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## EIS Content



**Environmental Impact Statement (cont.)**

**Chapter Four – Environmental Consequences**

- Describes impacts associated with the alternatives
- Describes mitigation commitments

**Chapter Five – Coordination**

- Describes stakeholder involvement, results of stakeholder involvement

**Chapters Six & Seven**

- Provides lists of references, EIS preparers

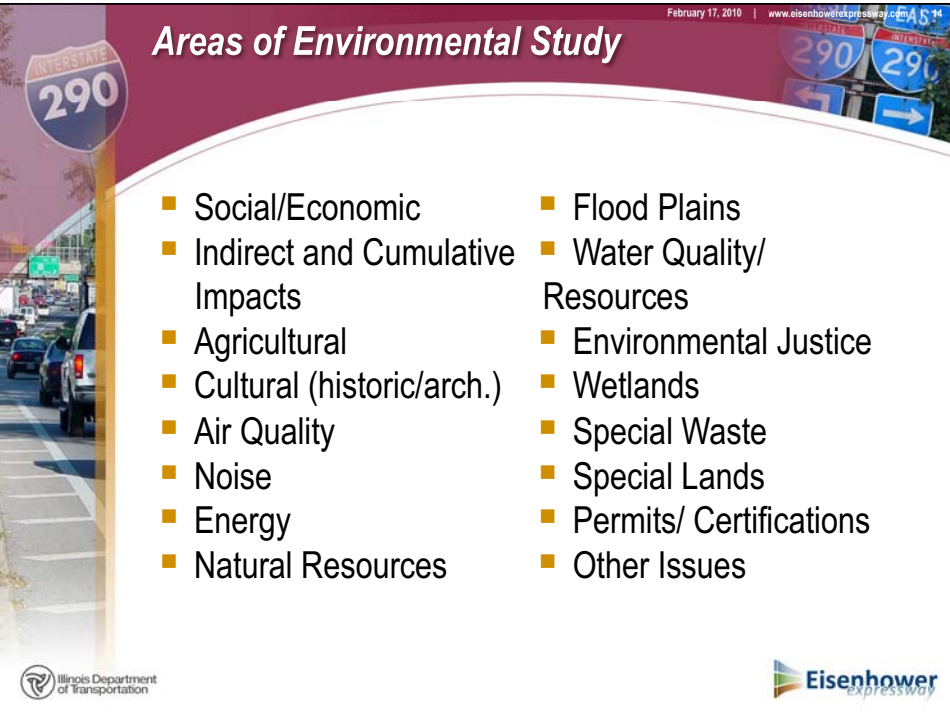
**Section 4(f)/6(f) technical report**

- Provides analysis of impacts to public lands

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## Areas of Environmental Study



- Social/Economic
- Indirect and Cumulative Impacts
- Agricultural
- Cultural (historic/arch.)
- Air Quality
- Noise
- Energy
- Natural Resources
- Flood Plains
- Water Quality/ Resources
- Environmental Justice
- Wetlands
- Special Waste
- Special Lands
- Permits/ Certifications
- Other Issues

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## Environmental Sequencing

“Federal agencies shall...avoid or minimize any possible adverse effects of their actions on the quality of the human environment” – 40 CFR 1500.2(f)

Sequencing of environmental mitigation involves:

- **Avoiding** the impact altogether.
- If avoidance is not feasible, **Minimize** the impact by limiting the degree or magnitude of the action and its implementation.
- **Mitigating** for the impact by replacing or providing substitute resources or environments.

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## Areas of Environmental Study – Air Quality

- USEPA establishes Standards
- Analyze air quality at region and project levels
- Requires design traffic and defined alignment
- CMAP performs regional conformity analysis for Regional Transportation Plan and Transportation Improvement Program
  - Ozone
  - PM<sub>2.5</sub> (fine particulate matter)
- Project Specific conformity analysis may include:
  - Carbon monoxide (CO)
  - Hotspot analysis for PM<sub>2.5</sub>
  - Mobile Source Air Toxins (MSAT)

See Clean Air Act P.L. 101-549 (U.S. Code Title 42, Chapter 85)

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## Areas of Environmental Study – Noise

- FHWA establishes standards
- For reconstruction, 67 decibels residential, 72 decibels commercial (or approaching these for worst case scenarios)
- Requires design traffic and defined alignment
- Field measurements, model simulations
- Determine impacts, assess reasonableness of mitigation
- Local acceptance

IDOT Traffic Noise Assessment Manual: <http://www.dot.il.gov/environment/HTNAManual.pdf>

Also see Code of Federal Regulations (23 CFR 772)

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## Other Key Phase I Studies and Reports

**Existing Transportation System Performance Report**

- Part One – Physical inventory
- Part Two – Traffic Operations, capacity, and safety

**Design Report**


- Summarizes environmental studies and public involvement
- Includes analysis of design alternatives and cost estimates
- Includes engineering details such as Interchange Design Studies, typical sections, plan & profile, and other elements
- Provides documentation of agency coordination, design exceptions, and other project decisions

**Location Drainage Study**


- Surveys and analyzes existing drainage system
- Identifies drainage requirements of proposed project


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## *Problem Statement*

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## *Problem Statement*

### Summary and Disposition of Problem Statement Comments


- A collection of stakeholder opinions
- One of the inputs to Purpose & Need

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## Revised Problem Statement




“The I-290 study area is a multimodal corridor with a complex network of roadway, public transit, freight railroad, and non-motorized facilities and services **that is a critical component of the regional transportation system**. Improved mobility, modal options, **connectivity (north-south and east-west)**, and integration of transportation and land use are desired to support **urban reinvestment, socio-economic goals, access to jobs, and physical community cohesion economic development and enhance the quality of life**. Study area roadway related issues include traffic congestion on the Eisenhower Expressway and arterial roads, infrastructure condition, safety, truck traffic, and the resultant noise and air pollution. Public transit related issues include lack of modal choices, connectivity, **reverse commute options**, access, speed of service, and infrastructure condition. Improved connectivity, accessibility, safety, and suitability of pedestrian and bicycle facilities are study area non-motorized transportation related issues.”

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## Revised Problem Statement (cont.)





“The existing built environment presents significant challenges in improving the corridor’s transportation elements. Sustainable solutions to transportation problems need to be developed, while avoiding, **and** minimizing, **and mitigating** impacts to the surrounding environment. These solutions need to be cost-effective and may require substantial funding. The solutions also need to be coordinated with all modes, promote economic development, and be integrated with community land use plans. Stakeholder participation in arriving at workable and effective solutions is a fundamental part of the process.”

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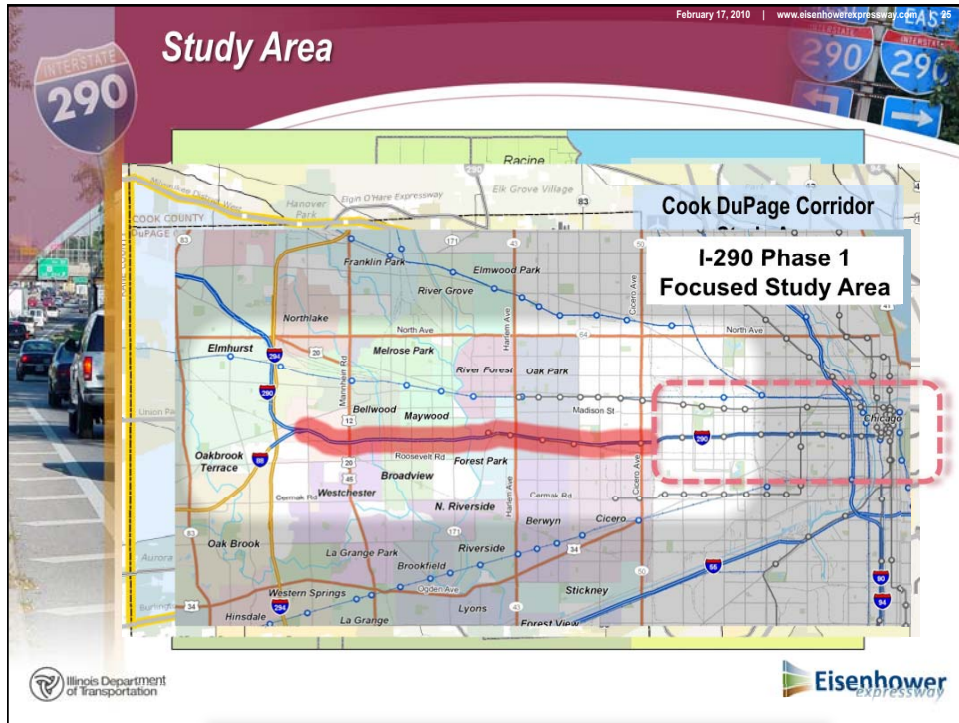


*Problem Statement – Wrap-Up*



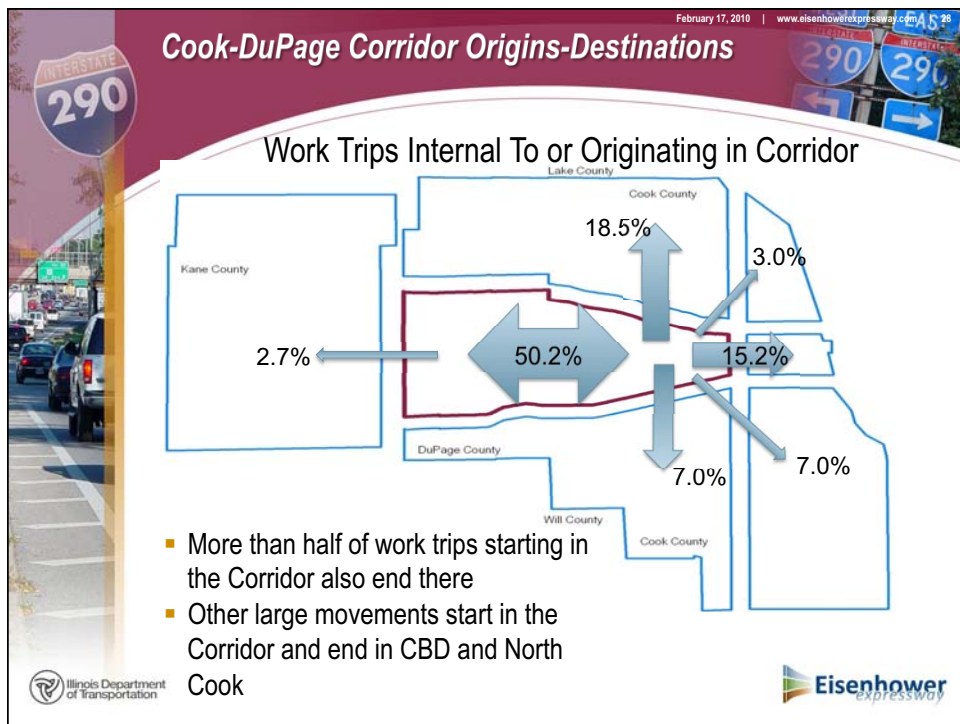
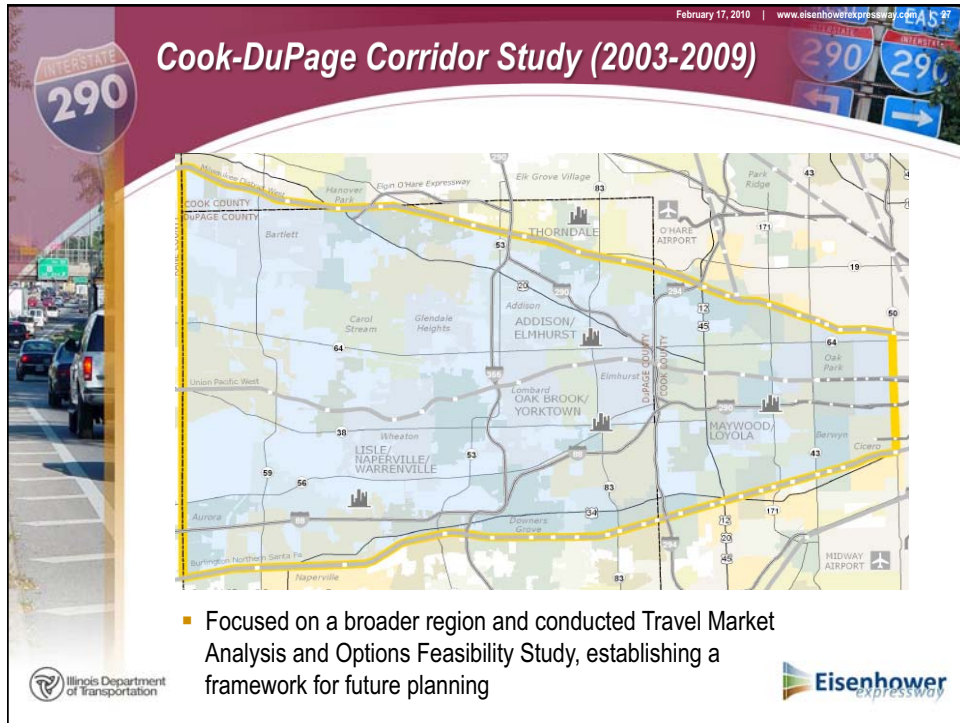
*Technical Analysis Findings – Part One*

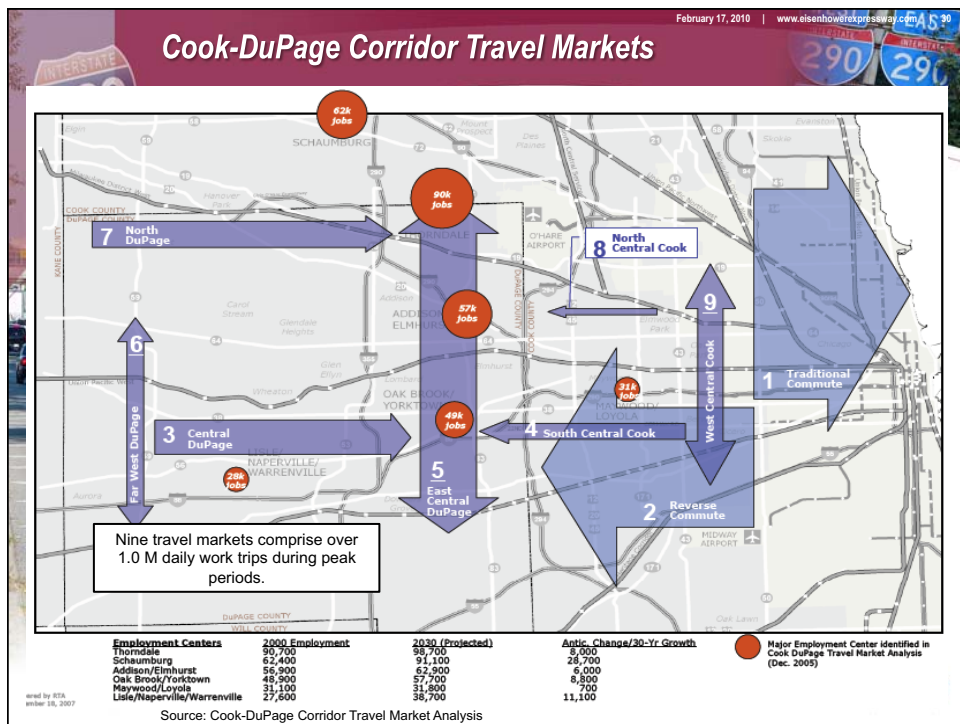
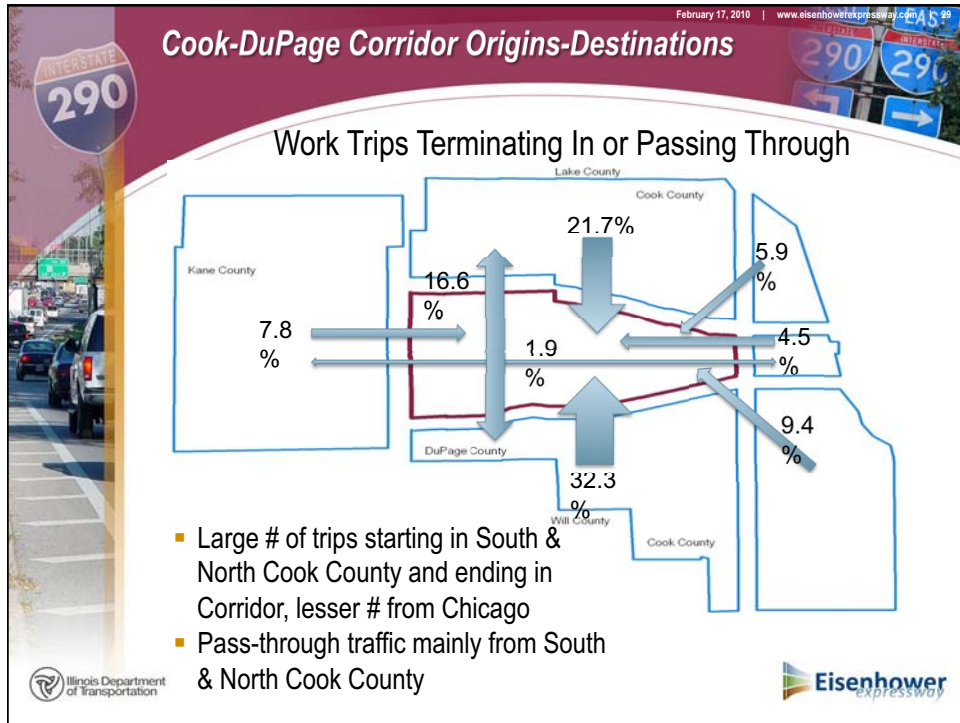


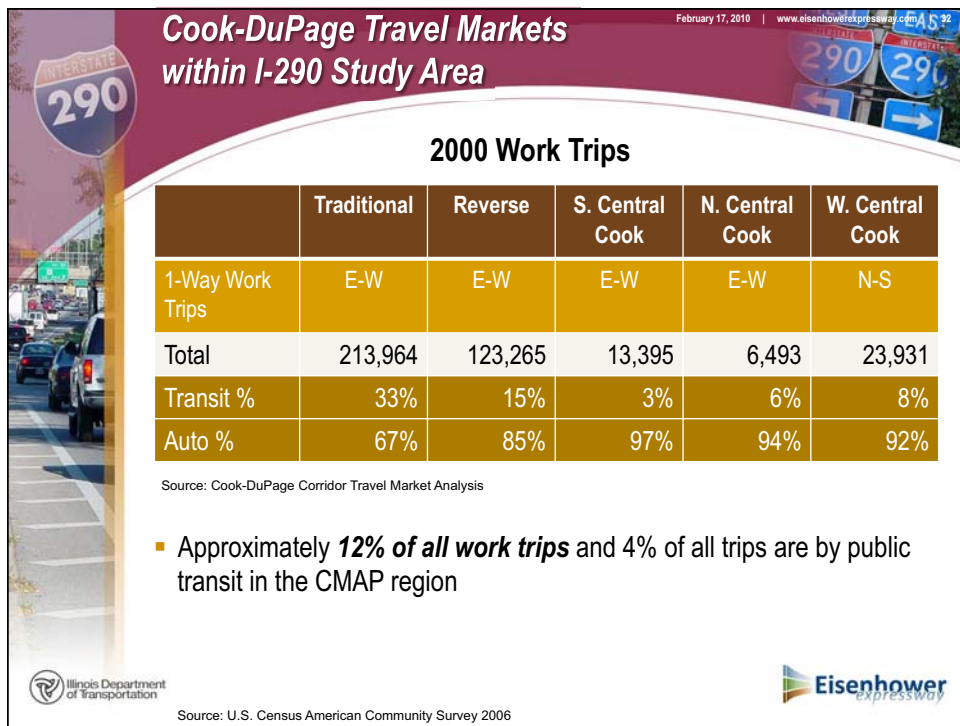
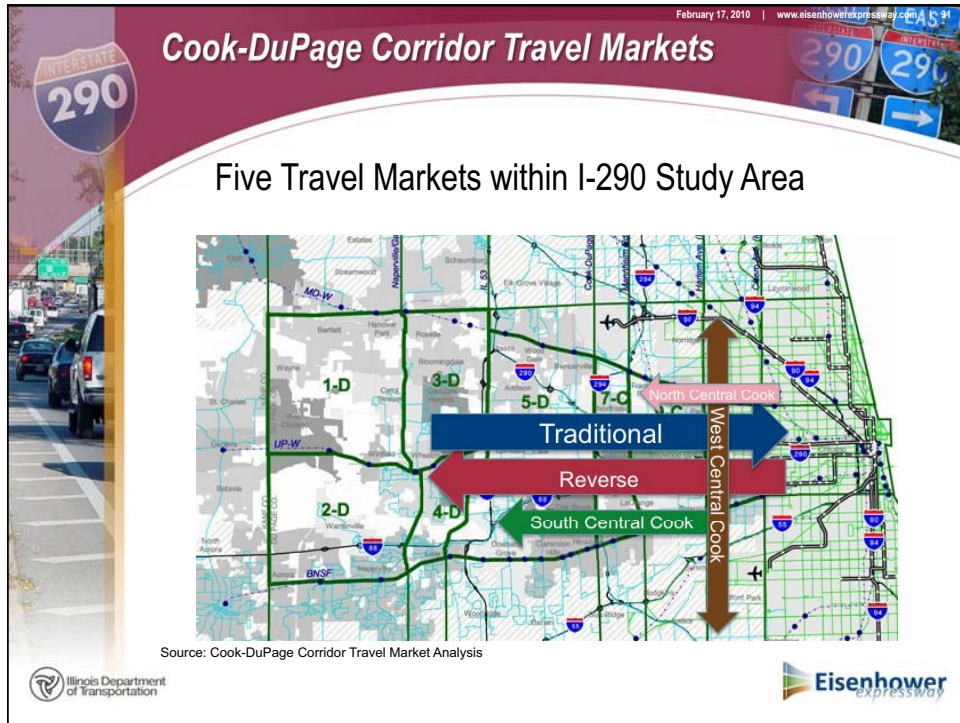


### 2030 Baseline Development

- The 2030 Baseline transportation network excludes 2030 Regional Transportation Plan (fiscally constrained and air quality conformed) projects in the study area.
  - Removal of the I-290 High Occupancy Vehicle Lane project
  - CTA Blue Line West Extension was not in the CMAP network
- CMAP developing 2030 Baseline population & employment forecasts consistent with the 2030 Baseline transportation network
- When CMAP 2040 Plan adopted, then I-290 study will be updated







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## Cook-DuPage Mobility Assessment

**Connectivity** – The connectivity of areas originating over 250 work trips/square mile with destination zones attracting over 250 work trips/square mile.

**Availability** – The availability of existing transportation facilities and transit services during the a.m. peak in the direction of the travel flow of each respective market.

**Frequency** - how often an option is available to make a desired trip; this only varies among the transit modes and is based on published transit service schedules.

**Efficiency** - how circuitous or direct the available options are, based on wait or transfer times, posted speed limits, and actual travel speeds and observed congestion by time of day (where available).

**Convenience** – The ease which the trip can be made, based on the number of required transit transfers and how proximate the service or facility access points are to trip origins and destinations.

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Source: Cook-DuPage Corridor Travel Market Analysis

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## Cook-DuPage Mobility Ratings

Service Characteristic	Traditional		Reverse		South Central Cook		North Central Cook		West Central Cook	
	T	H	T	H	T	H	T	H	T	H
Access Connectivity	●	●	●	●	●	●	●	●	●	●
Access Availability	●	●	●	●	●	●	●	●	●	●
Service Efficiency	●	●	●	●	●	●	●	●	●	●
Service Availability	●	●	●	●	●	●	●	●	●	●
Service Convenience	●	●	●	●	●	●	●	●	●	●
Mobility Ratings	14	13	8	13	11	14	12	14	12	14
<b>Total Mobility (10-30)</b>	<b>27</b>		<b>21</b>		<b>25</b>		<b>26</b>		<b>26</b>	



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Source: Cook DuPage Study Corridor Mobility Assessment, December 2005



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## Cook-DuPage Corridor Travel Markets: Key Findings

- **Transit Access to Major Employment Centers** – No transit options for nearly all inter-suburban and reverse commute trips to major employment destinations in the Corridor.
- **Service Quality of Bus Transit** – Unreasonably long travel times due to slow speeds, multiple transfers and CTA/Pace schedule differences.
- **Service Quality of Arterials** – High peak hour travel times due to inefficient stop-and-go traffic flow and congestion.
- **Service Quality of I-290** – Negative impact to auto, bus, commercial vehicle and regional pass-through traffic due to congestion.

 Source: Cook-DuPage Corridor Travel Market Analysis 

## Existing Transportation System Analysis

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## Existing Transportation System Performance Report

- Summarizes performance & conditions of *existing* transportation facilities
- Available data and information used
- Physical, operational, and safety conditions examined
- Deficiencies related to condition, design, operations, & safety identified
- No recommendations made

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## Existing Transportation System Performance Report

Major Elements of Report:

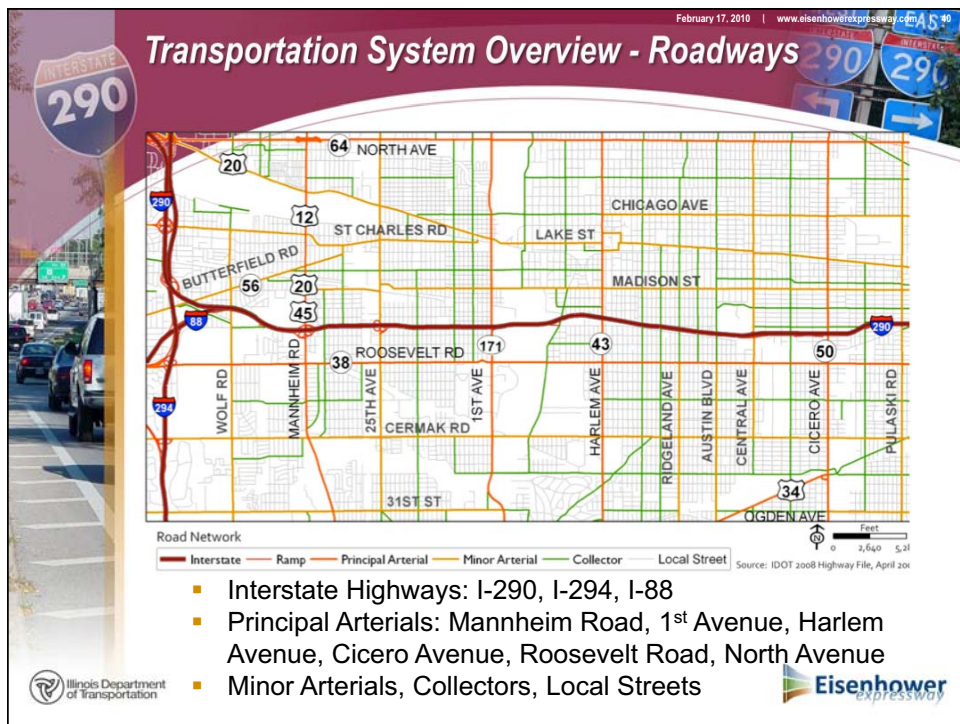
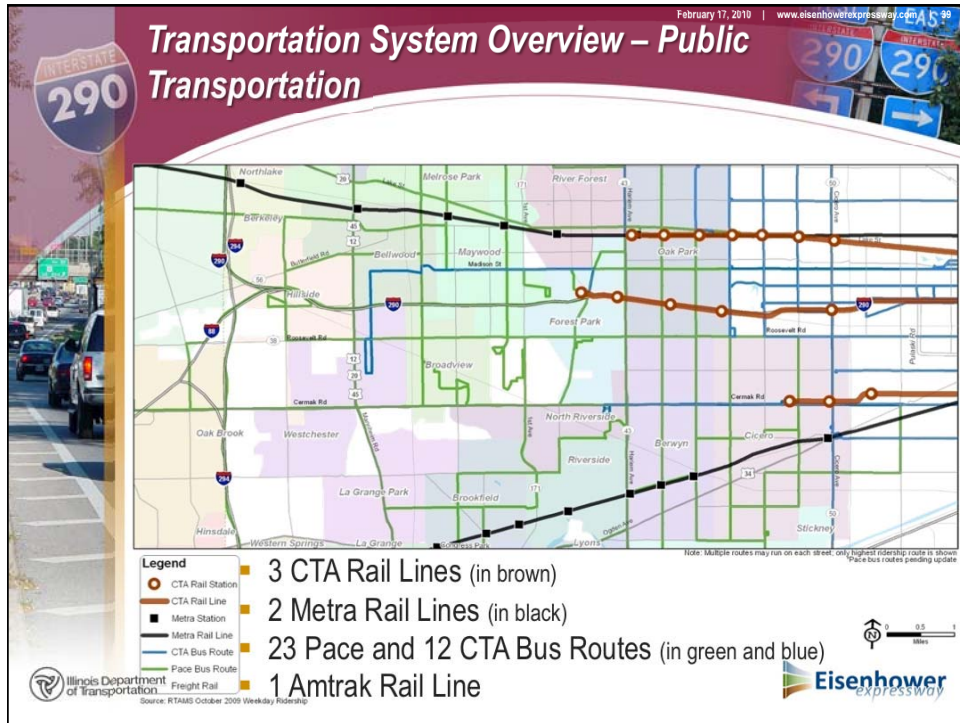
- Public Transportation
- Roadways
- Non-Motorized Transportation
- Freight Railroads

Design Standards Used:

- IDOT Design & Environment Manual
- AASHTO Policy for Geometric Design
- AREMA (rail and transit)
- Other standards and policies

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## Transportation System Overview – Non-Motorized Transportation

- 3 Off-Road Multi-Use Facilities

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## Existing Transportation System Analysis

### Public Transportation

- CTA Rail
- CTA Bus
- PACE Bus
- Metra
- Amtrak



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## Public Transportation: Approach

- Assemble data on services, facilities, previous studies
- Summarize data
- Evaluate services and facilities
- Identify deficiencies

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## Public Transportation: CTA Rail



**Legend**

CTA Rail Station	CTA Rail Line
Less than 1,500	Pink Line
1,500 - 2,500	Blue Line
More than 2,500	Green Line



- Blue Line Forest Park Branch – 29,500 boardings
- Green Line Lake Street Branch – 27,300 boardings
- Pink Line (excluding Loop & Lake St) – 15,600 boardings

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## Public Transportation: CTA Rail


- CTA Blue Line – 24-7 operations
- Green & Pink Line – Weekdays 4:00 a.m. to 1:00 a.m.
- CTA Blue Line weekday ridership
  - 9,900 boardings at Forest Park to Cicero (5 stations)
  - 4,000 boardings at Forest Park station.
- Additional Forest Park branch peak period capacity exists based on maximum load volumes
- Park-and-ride facilities available at Blue Line Forest Park & Pink Line 54<sup>th</sup>/Cermak stations


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## Public Transportation: CTA Rail Infrastructure



The diagram illustrates the cross-section of the CTA rail infrastructure. It shows a central platform area within a 65.0-foot wide CTA Right-of-Way. To the left is the IDOT Right-of-Way, and to the right is the CSX Right-of-Way. Key components labeled include Track Ballast, Non-ADA Compliant Stations, Platform, Track & Ties, and a Drainage System.



Station Platform



Head Station – Street Level

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## Public Transportation: CTA Rail Infrastructure Deficiencies

- Most of the rail (30-35 years old), track bed, and traction power substations are in need of renewal
- Forest Park light maintenance shop was built over 50 years ago and is nearing the end of its useful life and the Forest Park yard is constrained
- The Blue Line stations (except for Forest Park station) do not meet ADA standards and are in need of renewal

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## Public Transportation: CTA Station Access Deficiencies

- CTA Blue Line operates 24 hours a day, while CTA and Pace bus service to stations have varying service hours
- Buses generally stop in front of the station in active traffic lane, and passengers travelling in the opposite direction must cross street for station access
- Significant walking distance to stations. Pedestrian use of bridges is unpleasant due to traffic conflicts (I-290 ramps)
- Park-and-ride access at Forest Park station only. Existing surface lots are at capacity and are not conveniently located
- Bus & automobile access to the stations hampered by congestion

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## Public Transportation: CTA Rail Service Deficiencies

- CTA Blue Line has unused excess capacity
- Rail signal system would allow additional trains (greater frequency of service)
- Express service would require third track

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## Public Transportation: CTA Rail Cook-DuPage Transit Market Findings

- Significant concentrations of Traditional & Reverse Commute trip origin and destinations linked by CTA Rail lines
- Traditional Commute transit share is highest for the longest trips, even though closer-in origins have the same better quality and more options

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## Public Transportation: CTA Bus

- 16 Routes within or crossing the I-290 study area
- Approximately 136,000 weekday boardings on these routes

Local bus routes will continue to operate where express routes are being eliminated.

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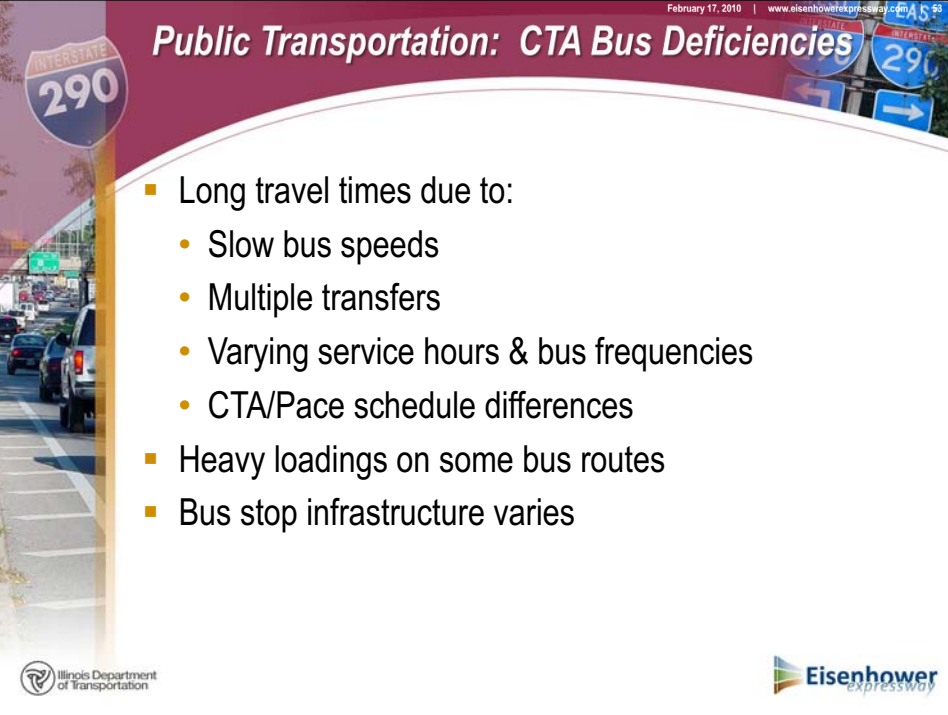
## Public Transportation: CTA Bus

- 15 of 16 CTA bus routes have average weekday ridership between 3,500 to 22,000, each
- Weekday service varies from 13 to 24 hours
- Weekday service frequency ranges between 5 to 30 minutes
- 3 out of 16 CTA bus routes do not operate on weekends

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## Public Transportation: CTA Bus Deficiencies



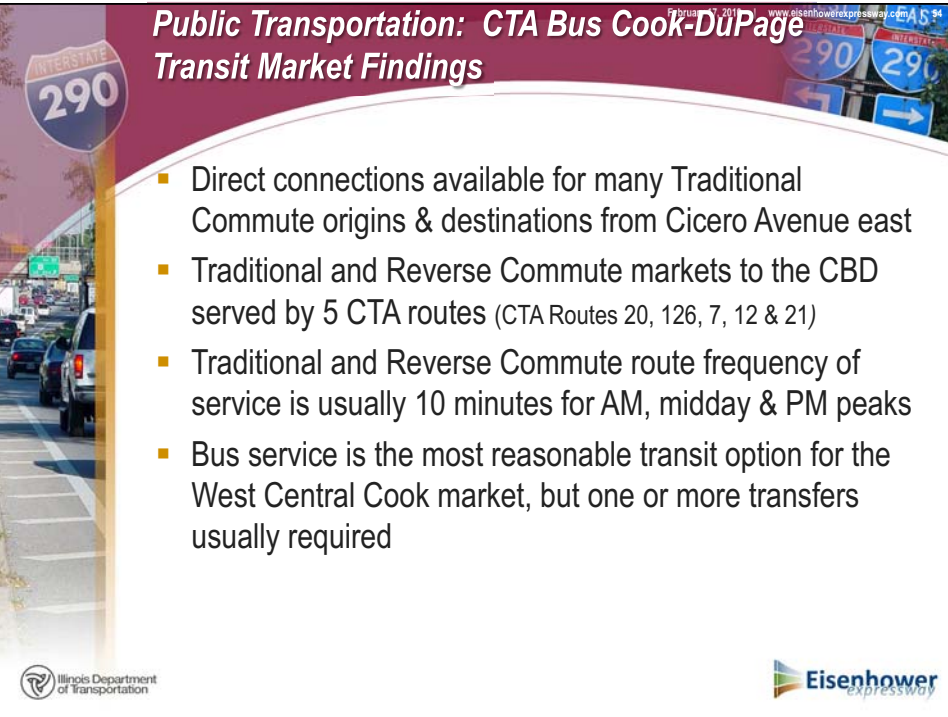
- Long travel times due to:
  - Slow bus speeds
  - Multiple transfers
  - Varying service hours & bus frequencies
  - CTA/Pace schedule differences
- Heavy loadings on some bus routes
- Bus stop infrastructure varies

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## Public Transportation: CTA Bus Cook-DuPage Transit Market Findings



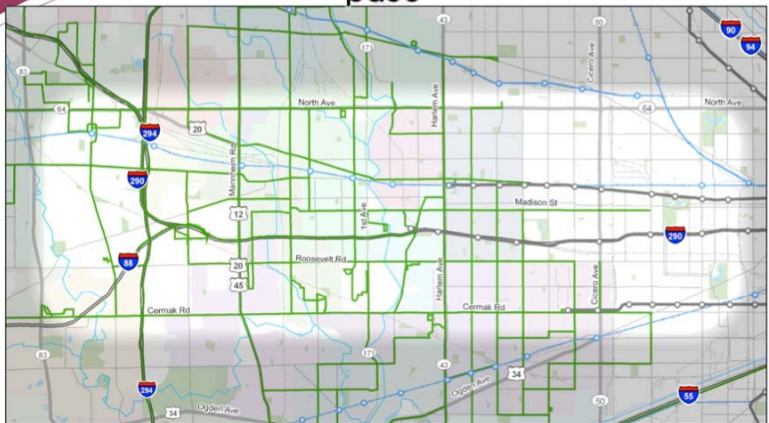
- Direct connections available for many Traditional Commute origins & destinations from Cicero Avenue east
- Traditional and Reverse Commute markets to the CBD served by 5 CTA routes (CTA Routes 20, 126, 7, 12 & 21)
- Traditional and Reverse Commute route frequency of service is usually 10 minutes for AM, midday & PM peaks
- Bus service is the most reasonable transit option for the West Central Cook market, but one or more transfers usually required

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## Public Transportation: Pace Bus



- 23 Routes within or crossing the I-290 study area
- Approximately 22,000 weekday boardings on these routes



Local bus routes will continue to operate where express routes are being eliminated.

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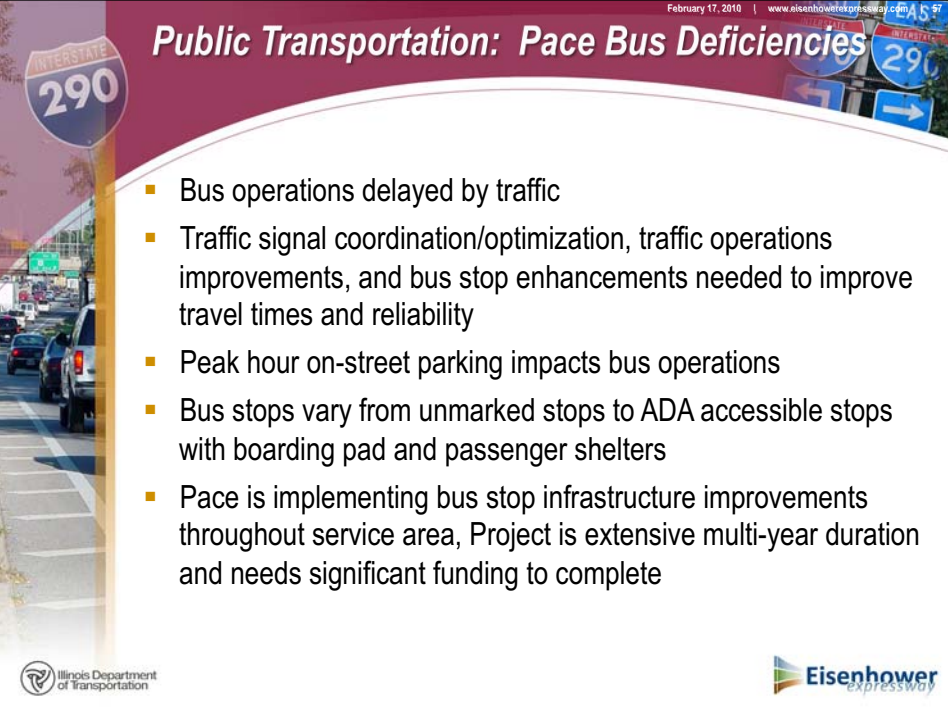
## Public Transportation: Pace Bus

- 23 Pace routes in study area
- Pace weekday ridership ranges between 50 to 3,000
- Frequency of service between 10 and 30 minutes for most routes
- Routes generally operate between 5:00 a.m. and between 7:00 p.m. and midnight on weekdays
- 18 Saturday service and 11 Sunday service routes

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## Public Transportation: Pace Bus Deficiencies



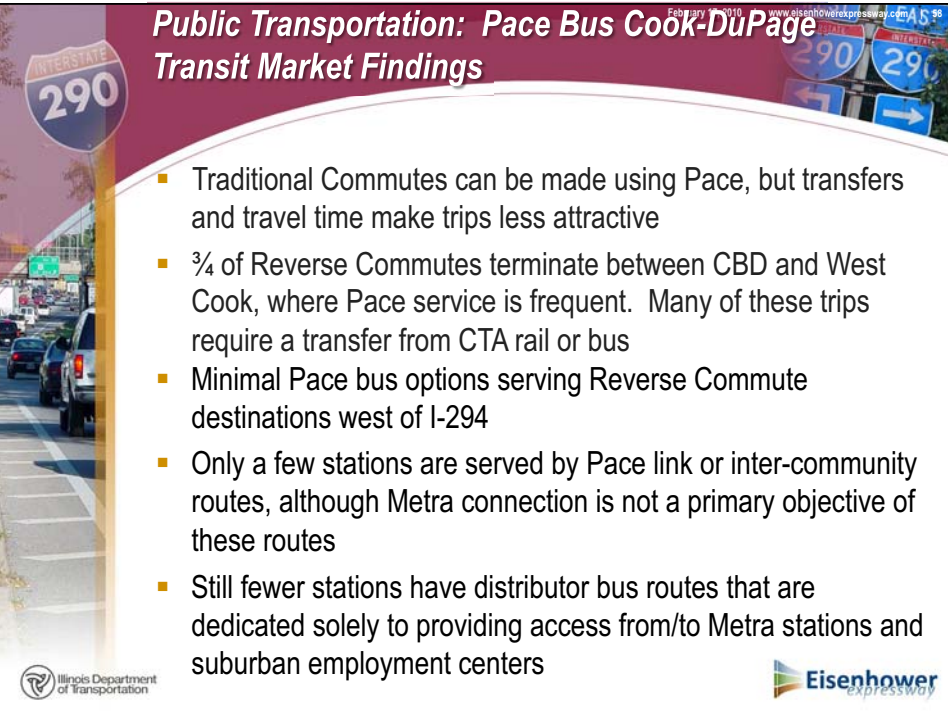
- Bus operations delayed by traffic
- Traffic signal coordination/optimization, traffic operations improvements, and bus stop enhancements needed to improve travel times and reliability
- Peak hour on-street parking impacts bus operations
- Bus stops vary from unmarked stops to ADA accessible stops with boarding pad and passenger shelters
- Pace is implementing bus stop infrastructure improvements throughout service area, Project is extensive multi-year duration and needs significant funding to complete

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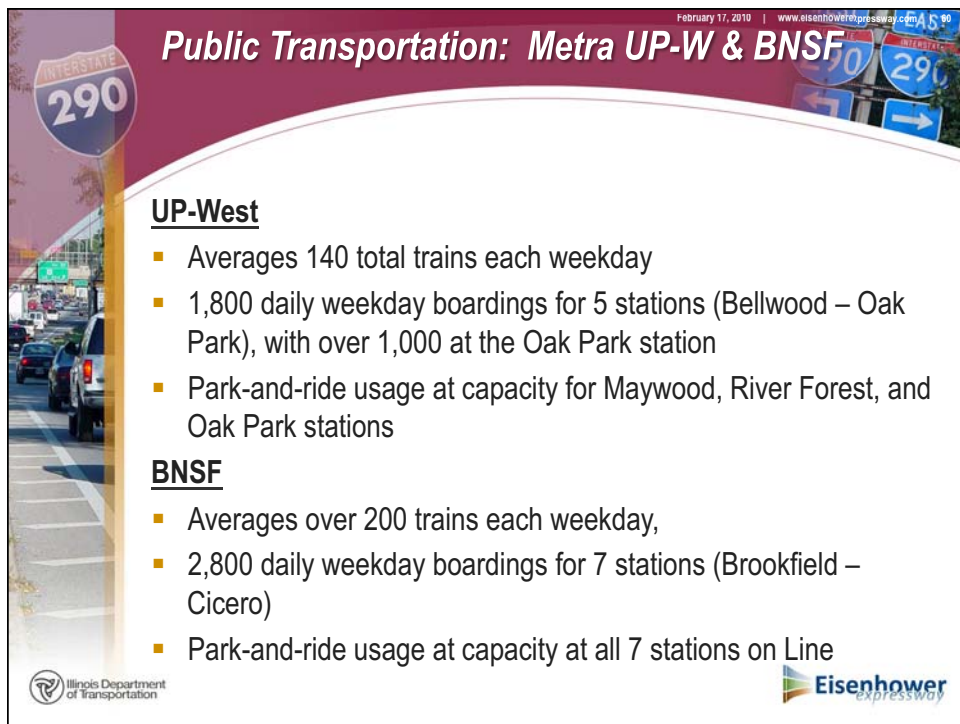
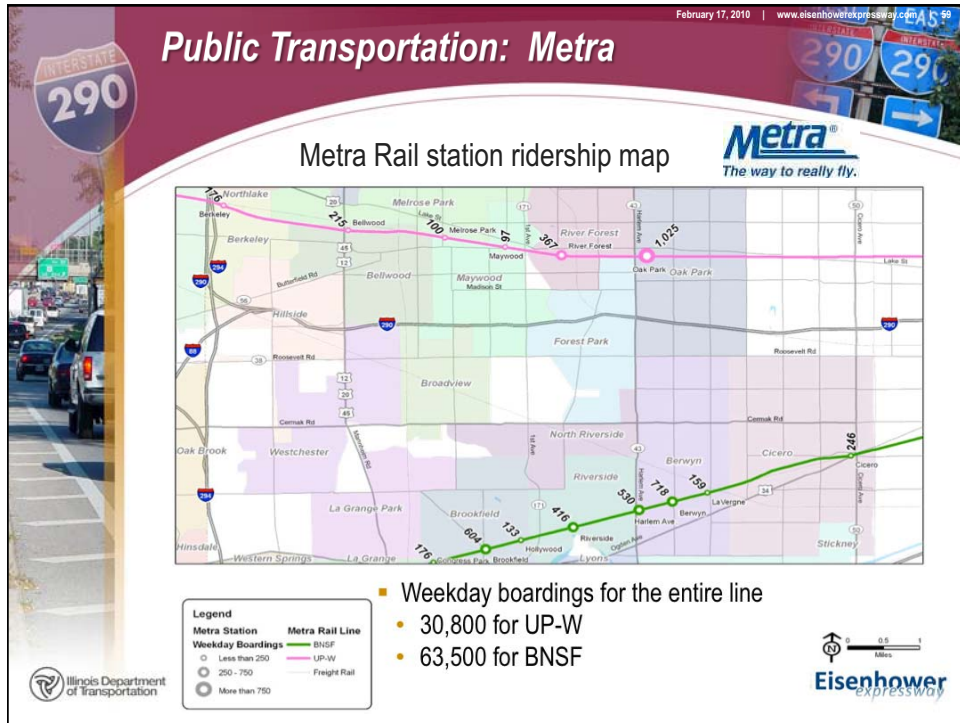
## Public Transportation: Pace Bus Cook-DuPage Transit Market Findings



- Traditional Commutes can be made using Pace, but transfers and travel time make trips less attractive
- ¾ of Reverse Commutes terminate between CBD and West Cook, where Pace service is frequent. Many of these trips require a transfer from CTA rail or bus
- Minimal Pace bus options serving Reverse Commute destinations west of I-294
- Only a few stations are served by Pace link or inter-community routes, although Metra connection is not a primary objective of these routes
- Still fewer stations have distributor bus routes that are dedicated solely to providing access from/to Metra stations and suburban employment centers

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## Public Transportation: Metra UP–West Line Deficiencies

- UP-W zonal express infeasible due to physical limitations
- Metra and UP are partnering on 3 projects to improve passenger and freight train flow:
  - UP-West Line Improvement Project
  - CREATE
  - UP-West Line Upgrade New Starts Project
- River Forest station improvements (capital bill)

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## Public Transportation: Metra BNSF Deficiencies

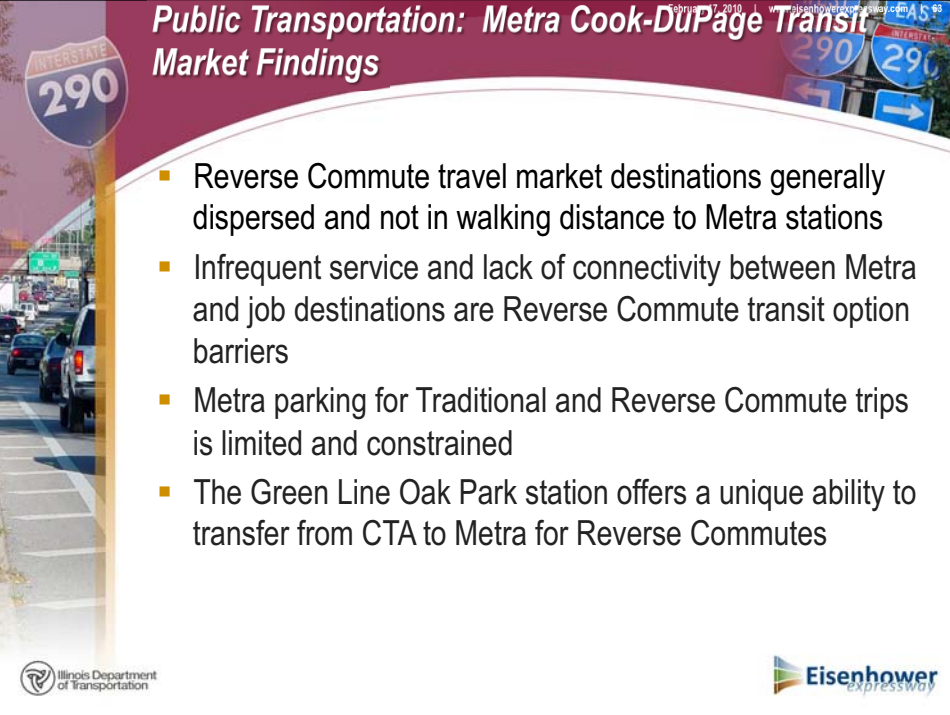
- Stations need renewal/rehabilitation
  - Brookfield Hollywood – Installation of additional lighting at the back of both platforms has started.
  - Berwyn Harlem Avenue – Construction of new inbound and outbound platforms has started
  - Berwyn – Construction of a parking deck to add more commuter spaces is underway.
  - Cicero – Platform replacement, new warming house and shelter, improved ADA connections and parking lot relocation (capital bill)

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## Public Transportation: Metra Cook-DuPage Transit Market Findings



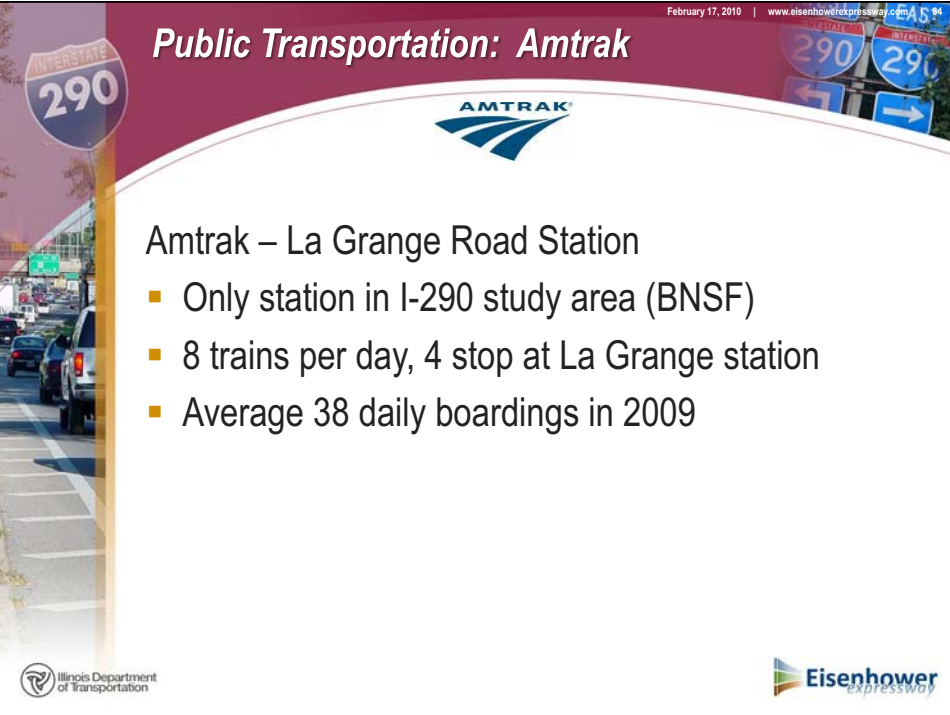
- Reverse Commute travel market destinations generally dispersed and not in walking distance to Metra stations
- Infrequent service and lack of connectivity between Metra and job destinations are Reverse Commute transit option barriers
- Metra parking for Traditional and Reverse Commute trips is limited and constrained
- The Green Line Oak Park station offers a unique ability to transfer from CTA to Metra for Reverse Commutes

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## Public Transportation: Amtrak



AMTRAK

### Amtrak – La Grange Road Station

- Only station in I-290 study area (BNSF)
- 8 trains per day, 4 stop at La Grange station
- Average 38 daily boardings in 2009

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## Existing Transportation System Analysis



# Roadways

Today:

- Roadway geometrics
- Bridges
- Drainage

Next CAG Meeting:




- Traffic & Operations
- Safety

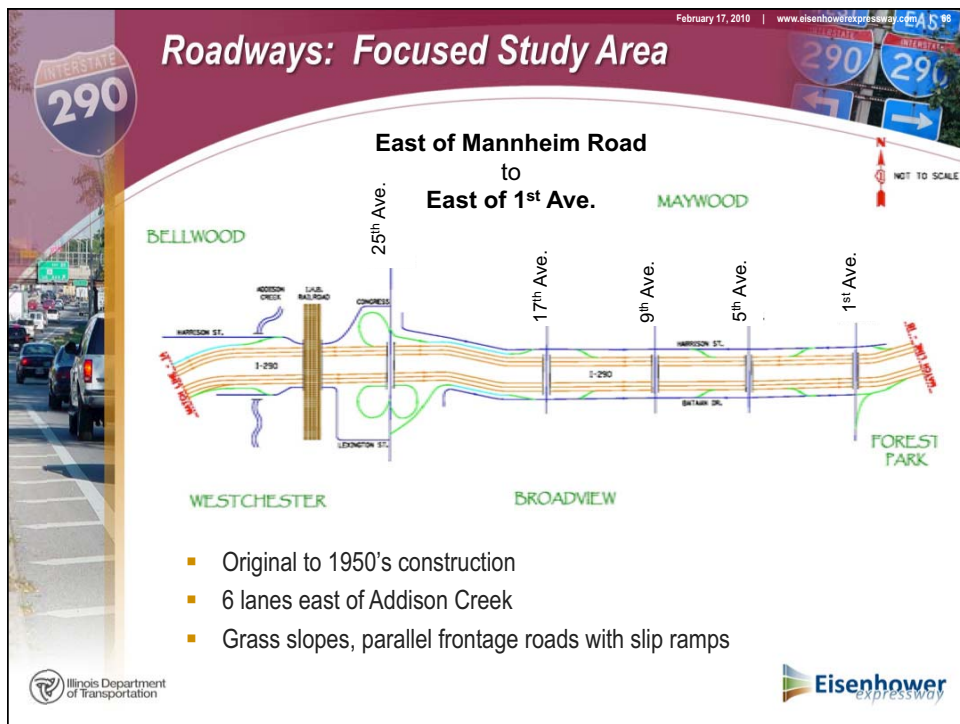
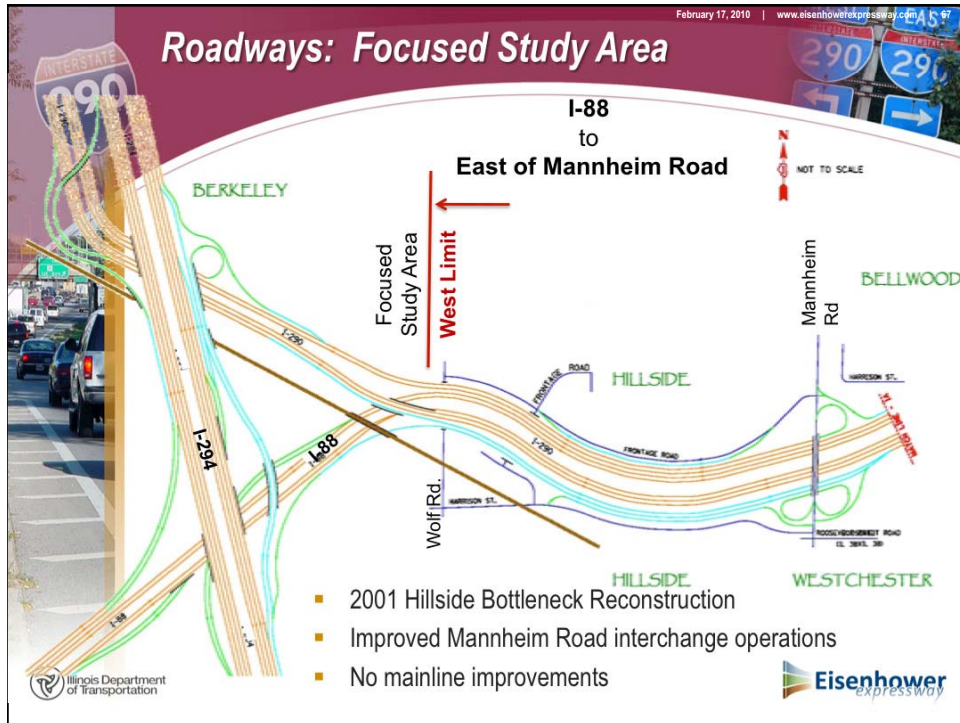


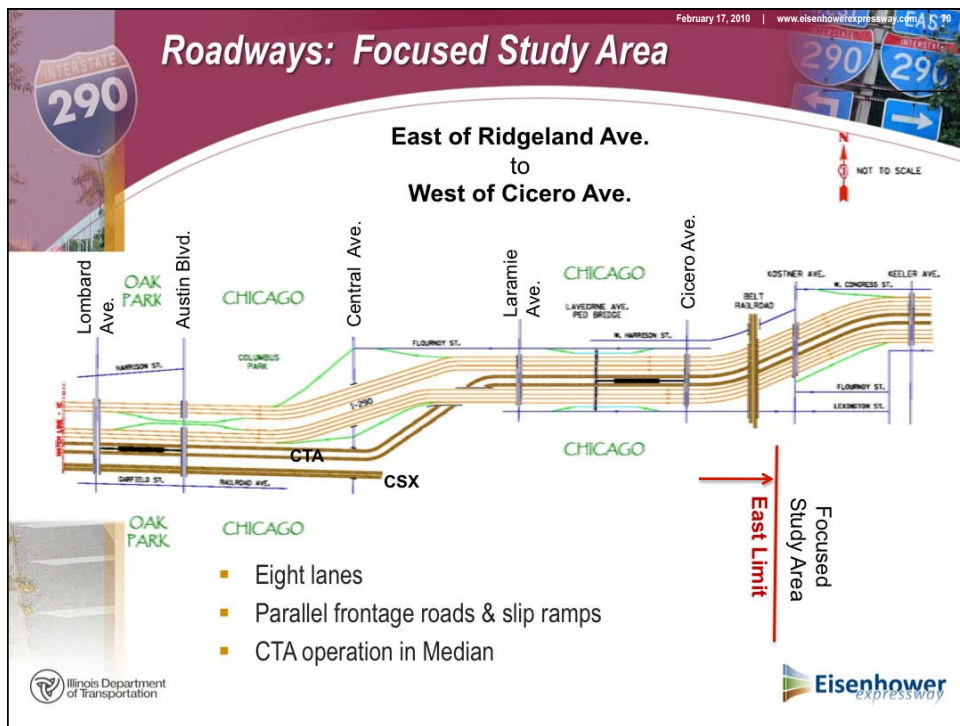
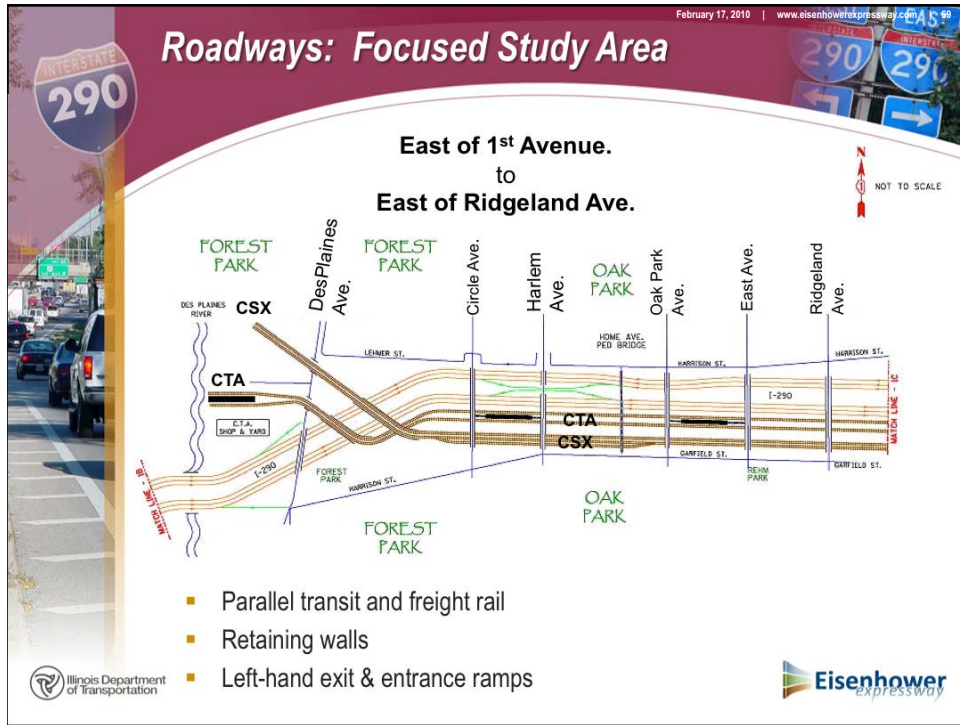
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## Roadways: Focused Study Area

### Focused Study Area








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## Roadways: Geometric Analysis Approach



- Existing design evaluated against current IDOT/ FHWA design standards per design speed & functional classification:
  - Lane & shoulder width
  - Horizontal & vertical alignment / profile
  - Turning radii
  - Superelevation (cross-slopes)
  - Stopping sight distance
  - Vertical clearance



...variances may be granted based on evaluation of the costs, benefits and impacts of achieving these standards

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## Roadways: Geometric Deficiencies


- Substandard shoulders
  - 82% of mainline
  - All exit & entrance ramps

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## Roadways: Geometric Deficiencies

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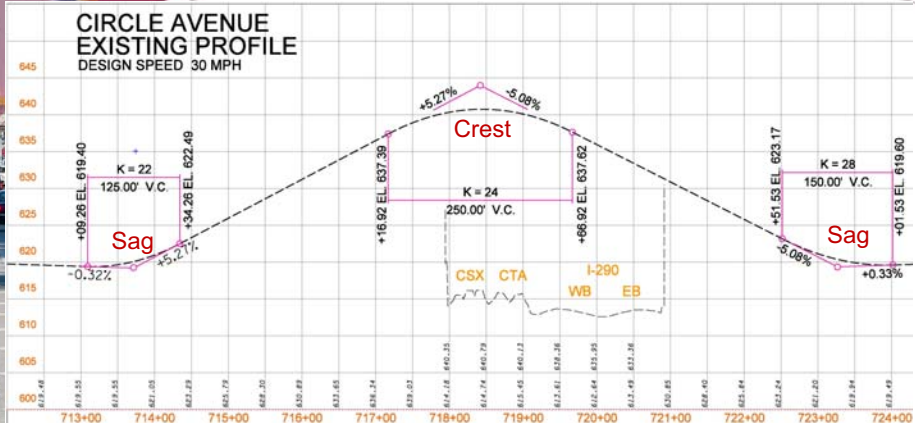


- Substandard ramp geometry
  - 29 of 35 ramp gore lengths too short
  - Two-thirds of ramp departure angles too abrupt

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## Roadways: Profile Deficiencies

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**CIRCLE AVENUE EXISTING PROFILE**  
DESIGN SPEED 30 MPH

Key Profile Data:

- Sag 1:** K = 22, 125.00' V.C., -0.32% grade, +16.92 EL. 637.39
- Crest:** K = 24, 250.00' V.C., +5.21% and -5.08% grades, +66.92 EL. 637.62
- Sag 2:** K = 28, 150.00' V.C., -5.08% and +0.33% grades, +51.53 EL. 623.17

Vertical Curve (V.C.) Data:

Station	Grade (%)	Vertical Curve (V.C.)	Grade (%)
713+00	-0.32%	125.00'	+5.21%
714+00	+5.21%	250.00'	-5.08%
723+00	-5.08%	150.00'	+0.33%

- Substandard crossroad profiles
  - 13 of 16 crossroads have abrupt crest/sags (inadequate sight distance)
  - Steep grades not ADA compliant

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### Roadways: Geometric Deficiencies

Harlem Avenue & I-290 Ramps

LEGEND

- FAILURE TO CLEAR BOD 2" CLEARANCE
- X FAILURE TO CLEAR INTERSECTION GEOMETRY

- Inadequate intersection turning radii
  - Approximately 9 of every 10 turns too sharp

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### Roadways: Geometric Deficiencies

■ Bridge clearances

- 18 of the 22 roadway overpasses too low (<15 ft)



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## Roadways: Bridge Condition

**Review of current IDOT bridge inspection reports:**

- **Essentiality for public use:** Rates the need for the crossing.
- **Structural adequacy:**
  - Physical Condition
  - Ability to carry the loads
  - adequacy of the railing system
- **Serviceability & functional obsolescence:**
  - Operational condition
  - Adequate for traffic volume (# of lanes)
  - Adequate geometry, Lane widths, vertical clearances, etc...

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## Roadways: I-290 Bridge Structure Ratings

Functionally Obsolete Structures (over I-290)	Serviceability Rating
17 <sup>th</sup> Avenue	17%
9 <sup>th</sup> Avenue	23%
5 <sup>th</sup> Avenue	26%
1 <sup>st</sup> Avenue (IL 171)	20%
Des Plaines Avenue	23%
Circle Avenue	23%
Oak Park Avenue	23%
East Avenue	23%
Ridgeland Avenue	23%
Lombard Avenue	30%
Austin Boulevard	23%
Laramie Avenue	23%

Source: IDOT Bridge Inspection Reports

- 12 of 19 bridges in study area are considered functionally obsolete

Note: Updated Bridge Condition Inspections/Reports (BCRs) will be performed on all structures related to I-290 Phase I study

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## Roadways: Drainage Analysis Approach

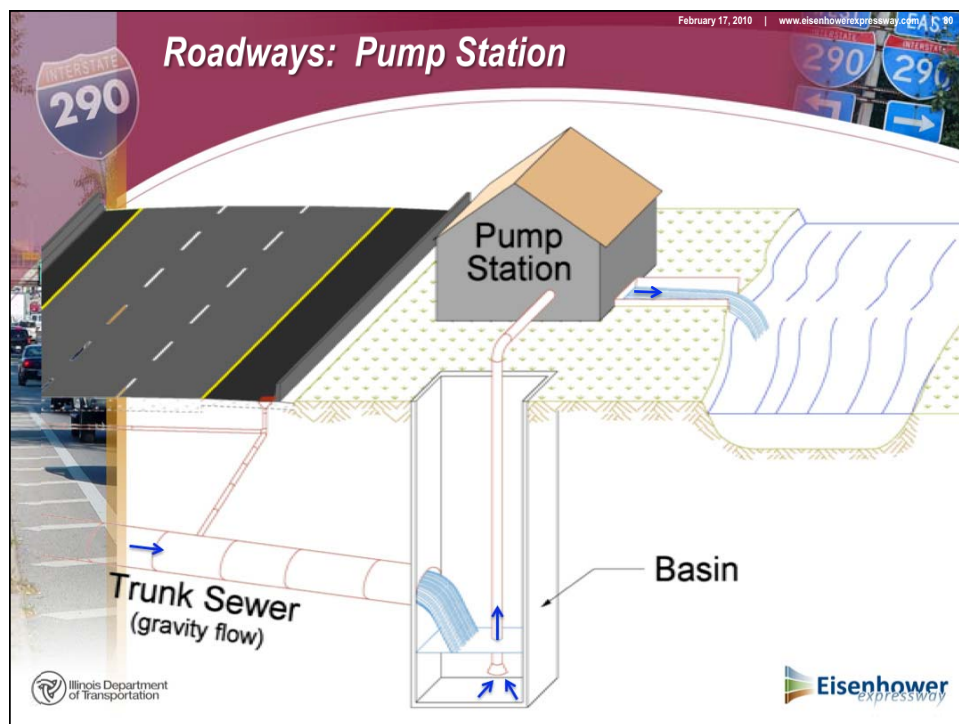
**Methodology:** Compare existing drainage element design against IDOT Drainage Manual criteria

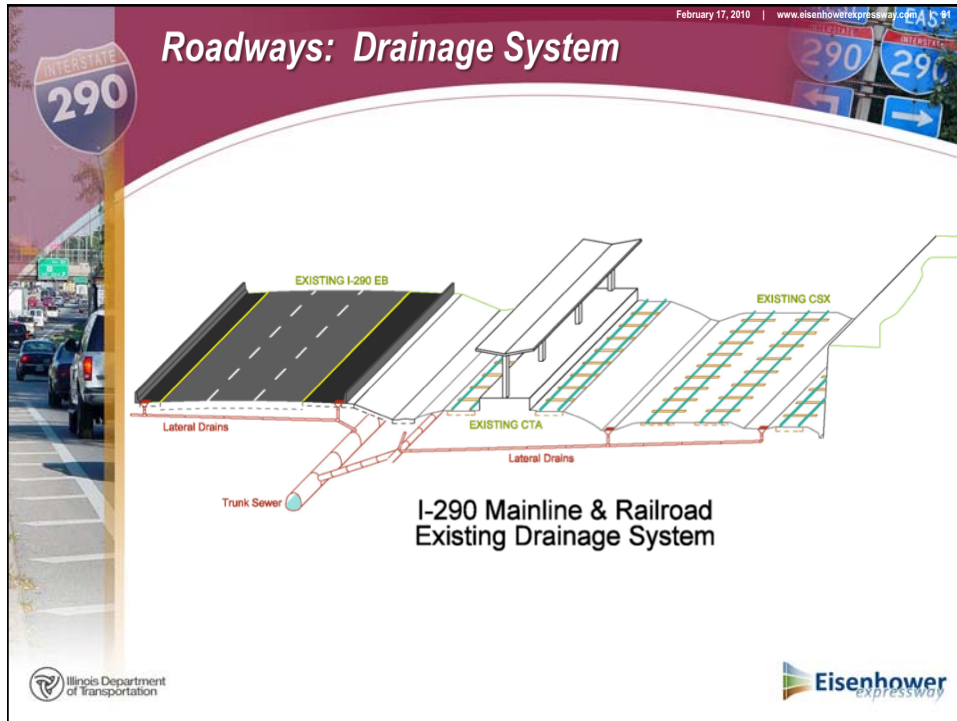
- Storm trunk sewer hydraulics
- Pump station studies
- DesPlaines River Bridge Hydraulics
- Flooding reports

Note: Detailed existing drainage system studies part of Location Drainage Study to be performed

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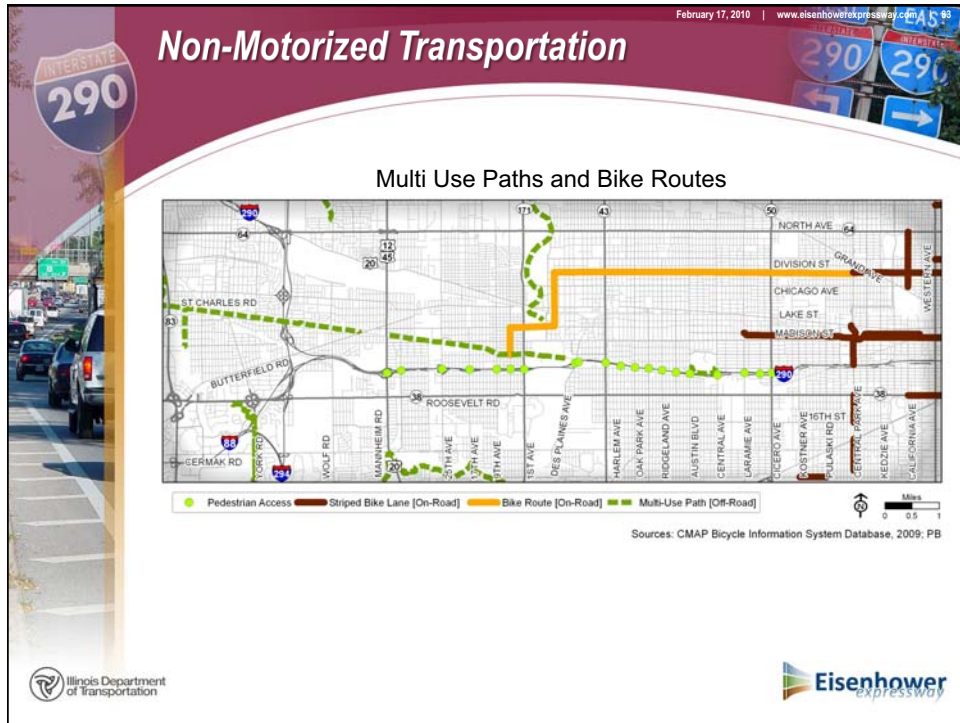
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## Drainage Deficiencies

- Trunk sewer capacity meets the 50 year storm but not 100-year storm
- DesPlaines River Bridge less than the required 2 feet above the 50-year flood elevation
- Outdated and inadequate trunk sewer Pump Station at Des Plaines River
- CTA & Freight Railroad ballast absorbing overflow

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## Non-Motorized Transportation

### Pedestrian Network

- Extensive street grid sidewalk network in Chicago, Oak Park, Forest Park, Maywood, & Broadview
- Westchester, Bellwood & Hillside have a less developed grid network
- There are 20 pedestrian accessible crossings of I-290 between Mannheim Road and Cicero Avenue (average 1 crossing every ½ mile)
  - 16 – sidewalks on both sides
  - 2 – sidewalks one side (Mannheim Rd. & 25<sup>th</sup> Avenue)
  - 2 – dedicated bike/ped crossings (in Oak Park & Chicago)

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## Non-Motorized Transportation

### Bicycle Network

- 3 multi-use paths in study area
- Most accommodations are unmarked on-street
- One marked on-street bicycle lane in study area (Washington Boulevard from Laramie Avenue east)
- Bicycles can cross I-290 on local bridges with traffic or be walked across pedestrian accommodations

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## Non-Motorized Transportation

### Deficiencies

- Only 2 desirable bicycle crossings of I-290
  - Home Ave.
  - LaVergne Ave
- Several routes identified by IDOT as “*Not recommended for bicycle travel*” or “*Caution advised*”
- ADA ramp and sidewalk deficiencies along the streets adjacent to and crossing the I-290 corridor
- Pedestrian/vehicle conflicts near transit facilities

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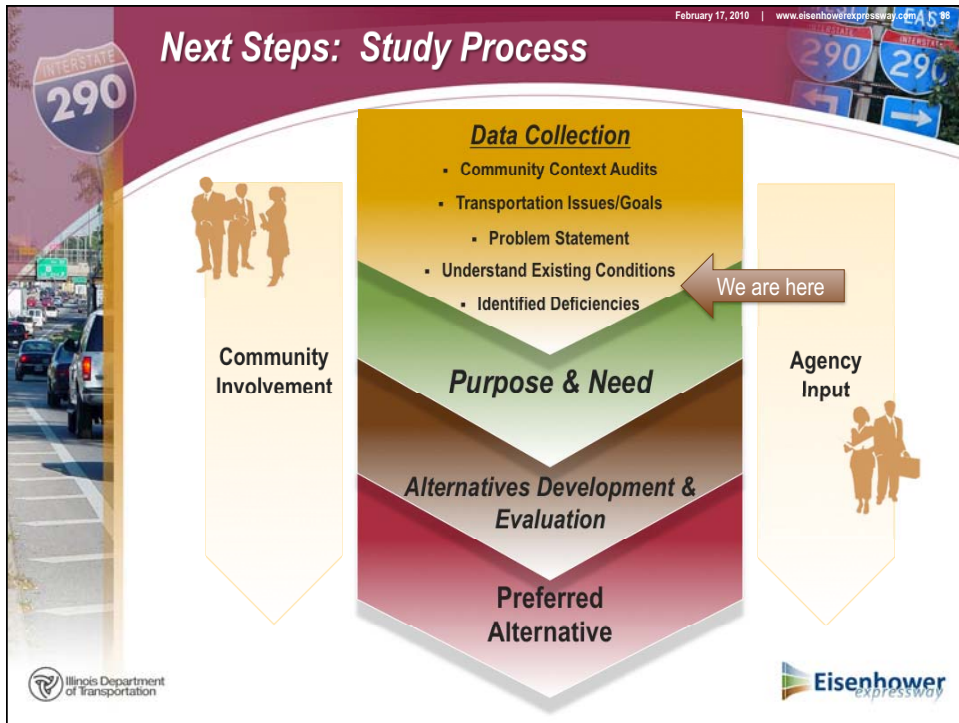
**Next Steps**

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### Next Steps: Study Process



The diagram illustrates a four-stage study process for the Eisenhower Expressway project. The stages are represented by downward-pointing chevrons: **Data Collection** (yellow), **Purpose & Need** (green), **Alternatives Development & Evaluation** (brown), and **Preferred Alternative** (red). A grey arrow labeled "We are here" points to the "Data Collection" stage. The process is supported by **Community Involvement** (left) and **Agency Input** (right), both shown in light yellow vertical bars with silhouettes of people. Logos for the Illinois Department of Transportation and Eisenhower Expressway are at the bottom.

- Data Collection**
  - Community Context Audits
  - Transportation Issues/Goals
    - Problem Statement
  - Understand Existing Conditions
    - Identified Deficiencies
- Purpose & Need**
- Alternatives Development & Evaluation**
- Preferred Alternative**

Community Involvement

Agency Input


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## Next Steps

- Technical Analysis Findings – Part Two
  - Baseline (No Build) Forecast
  - Roadway Traffic Analysis
  - Roadway Operations Analysis
  - Roadway Crash Analysis
  - Freight Railroads
- Purpose and Need Discussion



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## Upcoming Meeting

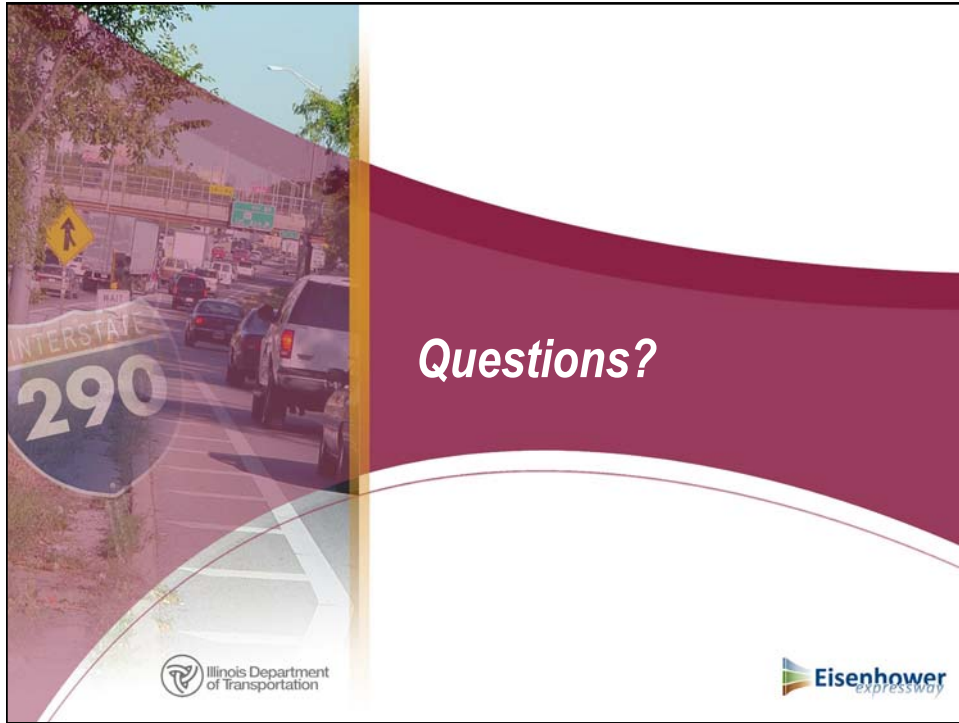
SAVE THE DATE...

**Corridor Advisory Group and Task Force Meeting #4**

Wednesday  
March 17, 2010

The Carleton Hotel  
of Oak Park





*Questions?*

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