

## 3.4 Alternatives Carried Forward

### 3.4.1 No-Action Alternative

The No-Action Alternative consists of transportation improvements to existing roadway and transit facilities in the study area that are expected to be constructed by 2030. It represents an investment aligned to current program funding levels, and thus, does not include the major transportation improvements considered in this study. Development of the No-Action Alternative required extensive coordination with the region's transportation service providers to gather information on funded or anticipated transportation improvements in the study areas. The roadway improvements identified in the 2030 RTP and in the 2007–2012 Proposed Highway Improvement Program were the foundations for developing the No-Action Alternative. Through coordination with area transportation providers, including IDOT, Illinois State Toll Highway Authority (ISTHA), Cook County, DuPage County, Chicago Department of Transportation, transit service providers, and CMAP (the MPO), it was agreed that improvements identified in the 2030 RTP for parts of the region outside the study area would be included in the No-Action Alternative modeling. Also, the federally approved OMP, including a western terminal complex, would be completed within the planning period. Recognizing that other projects likely would be implemented as part of multiple short-range programs beyond 2012, additional improvement projects were identified through the end of the planning period (2030) in coordination with transportation providers. The additional projects were added to the No-Action Alternative.

The transportation improvements for the No-Action Alternative represent 80 lane miles of additional capacity and 135 miles of rehabilitation improvements to roadways, 54 interchange/intersection location improvements, and bus and rail transit improvements (see Exhibits 3-8 and 3-9, and Table 3-11). The No-Action Alternative includes no individual bicycle/pedestrian or TDM/TSM improvements, although such improvements could be components of specific baseline projects included in the No-Action Alternative. The No-Action Alternative will be carried forward throughout the NEPA process to serve as the baseline for comparing the performance of the build alternatives.

### 3.4.2 Build Alternatives

The alternatives that best satisfy project purpose and need and have lower overall impacts are Alternatives 203 and 402 (see Exhibits 3-10 and 3-11). Each is described below, with an analysis of its respective travel performance in subsection 3.5.1. Environmental and socioeconomic impacts for the two alternatives are compared in Section 4, Environmental Consequences. The two alternatives are similar except for their north connection to I-90. The following elements are the same for both:

- **Elgin O'Hare Expressway Section** includes upgrading and extending the Elgin O'Hare Expressway. The expressway would be improved with additional travel lanes in each direction for 4.4 miles from IL 19/Gary Avenue to I-290. A new expressway with three basic lanes in each direction is proposed from I-290 to the proposed O'Hare West Bypass, a distance of about 5.4 miles.
- **O'Hare West Bypass South Section** includes a new freeway facility extending 1.85 miles from the Bensenville Yard tunnel south to I-294 with four basic lanes in each direction. South Bypass Connection Options A and D occur between the Bensenville Yard and I-294.

TABLE 3-11  
 2030 Roadway and Transit Baseline Projects Included in the No-Action Alternative

Name	Project Type	Project Limits
<b>Roadway</b>		
Balmoral Avenue	New interchange, extend roadway	Bessie Coleman Drive to east of US 12/20/45
Des Plaines River Road	Bidirectional turn lane, utility/drainage relocation	River Street to Lawrence Avenue
IL 53 (Rohwing Road)	Add lanes, bridge replacement	Elgin O'Hare Expressway to Army Trail Road
I-190	Corridor improvement	US 12/20/45 to I-294
I-290	Corridor improvement, high occupancy vehicle, auxiliary lanes	St. Charles Road to IL 50 (Cicero Avenue)
I-294 (Tri-State Tollway)	Widening, reconstruction	Balmoral Avenue to Dempster Street
I-90 (Jane Addams Tollway)	Add lane, reconstruction	I-294 (Tri-State Tollway) to IL 53
Meacham Road	Add lanes	IL 62 (Algonquin Road) to Old Plum Grove Road
Meacham Road	Add lanes, traffic signals	IL 62 (Algonquin Road) to IL 72 (Higgins Road)
Meacham Road	Add lanes, reconstruction w/change lane width	Kirchoff Road to IL 62 (Algonquin Road)
Medinah Road	Reconstruction, bidirectional turn lanes, channelization	IL 19 (Irving Park Road) to US 20 (Lake Street)
Thorndale Avenue	Add lane	I-290 to York Road
US 12/20/45 (Mannheim Road)	Widen Mannheim Road to three lanes in each direction	IL 19 (Irving Park Road) to IL 72 (Higgins Road)
Wood Dale Road	Reconstruction, channelization	Montrose Avenue to North of US 20 (Lake Street)
Arlington Heights Road	Intersection improvement	Landmeier Road
Arlington Heights Road	Intersection improvement	Oakton Avenue
Devon Avenue	Intersection improvement	Arlington Heights Road
Grand Avenue	Intersection improvement	York Road
IL 58 (Golf Road)	Intersection improvement	New Wilke Road
IL 62 (Algonquin Road)	Intersection improvement	New Wilke Road
York Road	Intersection improvement	IL 19 (Irving Park Road)
West Terminal Entrance	Intersection improvement	Thorndale Avenue
Wood Dale Road	Intersection improvement	IL 19 (Irving Park Road)
I-294 (Tri-State Tollway)	Add interchange ramp	Balmoral Road
<b>Transit</b>		
CTA Blue Line	Express service	Dedicated line from Block 37 to O'Hare
Metra – UP-W Line	Capacity upgrades	TBD
Metra – UP-NW Line	Capacity upgrades & extension	TBD
Metra – STAR Line	New rail segment	O'Hare to Hoffman Estates
CREATE	New crossovers and signals	Franklin Park
	Track additions	UP Line in Bellwood
	Track additions	UP Line in Melrose Park

Note: The projects listed were compiled from both the 2030 RTP (as revised in 2006) and feedback from the transit service agencies.

The elements that differ for the O'Hare West Bypass are the location of the north roadway section and the connection to I-90. For Alternative 203, the north section is proposed as a freeway, located mostly on the western edge of O'Hare Airport property, consistent with a planned transportation corridor described in the Airport's adopted *Airport Layout Plan* (2005). The northern terminus of Alternative 203 alignment is the Des Plaines Oasis on the Northwest (Jane Adams) Tollway. The north section for Alternative 402 is proposed as an arterial improvement to York Road/Elmhurst Road. The proposed improvement would add a travel lane in each direction, for a total of three travel lanes in each direction. The arterial improvement would extend along York Road/Elmhurst Road from the east end of the new Elgin O'Hare Expressway to the service interchange at I-90. The partial interchange would become a full interchange and accommodate exiting and entering movements from all directions.

The roadway build alternatives were developed to a concept design level of detail sufficient to facilitate a planning level decision related to the type and location of improvements. Detail was sufficient to identify the general right-of-way footprint to ensure that the improvements could be accommodated, develop construction and right-of-way cost estimates, and analyze the relative environmental and socioeconomic impacts.

#### 3.4.2.1 Alternative 203

**Elgin O'Hare Expressway Section.** Alternative 203 consists of new freeway/tollway facility extending from the Elgin O'Hare Expressway between I-290 to the O'Hare West Bypass for about 5.4 miles. Between IL 19/Gary Avenue and I-290, the expressway would be widened and upgraded for 4.4 miles. The facility would have three basic lanes in each direction, with additional auxiliary lanes between high volume interchanges. The center median would vary between 70 to 144 feet, which could accommodate potential dedicated transit service including stations. Service interchanges would be provided at major crossroads, and to accommodate access to local road system, a frontage road would be provided between Meacham Road and Rohlwing Road and east of the I-290 interchange to York Road/Elmhurst Road.

System and service interchanges would be provided at the locations listed in Table 3-12. There would be 10 service interchanges: four would provide partial access, and six would provide full access. Partial interchanges would provide only two interchanging movements between local roads and a freeway, whereas full access interchanges would provide for all directions of movement. System interchanges are provided at two locations and provide freeway to freeway access.

Supporting crossroad improvements are planned to manage efficient traffic circulation. In some cases, the crossroad improvements would extend several hundred feet north and south of the intersections. In other situations, more extensive capacity improvements are needed for adjacent roadways. Among these are proposed widening for Meacham/ Medinah Road and Roselle Road for a short distance north and south of the expressway. Improvements to I-290 are also planned between IL 19 and Biesterfield Road, which would accommodate system ramp connections, lane balance requirements, and entering and exiting transitions. In total there are more than 12 miles of supporting improvements associated with the Elgin O'Hare Expressway section. See Appendix E for a summary of these improvements.

See Table 3-12 for a summary of the system and service interchanges for Alternative 203.

TABLE 3-12  
Summary of Interchange Improvements for Alternative 203 in the Elgin O'Hare Expressway Section

Interchange	Type	Access
Gary Avenue	Service	Partial
IL 19/Springinsguth Road	Service	Full
Wright Boulevard	Service	Partial
Roselle Road	Service	Full
Meacham Road	Service	Full
Rohlwing Road	Service	Partial
I-290	System	Full
Arlington Heights Road/Park Boulevard	Service	Partial
Prospect Avenue	Service	Full
Wood Dale Road	Service	Full
IL 83	Service	Full
West Terminal	System	Full

Interchange studies and FHWA approval will be required to determine interchange type and design in subsequent design phases for the project.

**O'Hare West Bypass Section.** Alternative 203 includes a freeway section that would extend from I-90 at the current location of the Des Plaines Oasis, south along the western edge of O'Hare Airport to the Bensenville Yard for about 4.35 miles.

The freeway would consist of four basic lanes in each direction, with additional auxiliary lanes at interchanges, and a 70-foot median to accommodate transit service north of Thorndale Avenue. System interchanges are proposed at I-90, the Elgin O'Hare Expressway, and I-294. Service interchanges are proposed at IL 72, Devon/Pratt, the proposed O'Hare West Terminal, IL 19, and Green/Franklin Street.

There are two alignment options for connecting to I-294 that would begin at the tunnel under the yard. They are described below and shown on Exhibits 3-12a and 3-12b.

- **South Bypass Connection Option A** – The freeway generally would proceed south along the western edge of County Line Road to a new system connection with I-294 near Grand Avenue ( 1.9 miles). The freeway would be located west of County Line Road. County Line Road would be retained as a one-way frontage road on the east side, and a new one-way frontage road would be provided on the west side of the proposed facility.
- **South Bypass Connection Option D** – The freeway generally would extend southeast along the southern edge of the rail yard, then cross the UPRR and proceed south, paralleling the east side of the UPRR, to a new system connection with I-294 near Grand Avenue (1.8 miles).

These options also include a new bridge that reconnects Taft Road across the Bensenville Yard, linking Franklin Avenue and IL 19. A full-access system interchange would be provided at I-294. Part of I-294, extending roughly from Grand Avenue south to North Avenue, would be improved to accommodate system ramp connections and lane balance requirements.

Service and system interchanges would be provided along the O'Hare West Bypass. System interchanges would be located at the north and south ends of the bypass. The north system interchange would exchange traffic between I-90 and the O'Hare West Bypass, and would be located in the vicinity of the Des Plaines Oasis. The full access interchange would have long flyover ramps spanning the Metropolitan Water Reclamation District of Greater Chicago flood control reservoirs near I-90. The north system interchange would also require improvements along I-90 (from Devon Avenue to Arlington Heights Road) to accommodate system ramp connections and lane balance. The south system interchange would interconnect I-294 and the O'Hare West Bypass, and would include I-294 improvements between Grand Avenue and North Avenue to accommodate system ramp connections and lane balance requirements.

Service interchanges would be provided at Elmhurst Road and I-90, IL 72, Elmhurst Road/Pratt Boulevard/Devon Avenue, IL 19, Franklin Boulevard/Green Street/Taft Road, I-294, and IL 64. The Elmhurst Road and I-90 interchange would be a total reconstruction of the partial interchange to a full access interchange. Partial access will be provided at IL 72 through a half diamond service interchange with service to and from the south. At Elmhurst Road, partial access will be provided by ramps that form a split interchange at Pratt Boulevard and Devon Avenue. The Franklin Boulevard/Green Street/Taft Road interchange would be a partial access service interchange with an off-ramp from northbound O'Hare West Bypass to Franklin Boulevard/Green Street and an on-ramp from Franklin Boulevard/Green Street/Taft Road to southbound I-294. A full access service interchange is provided at IL 19. The northbound off-ramp to IL 19 will be offset at Greenlawn Avenue. A partial access service interchange will also be provided at IL 64. A new northbound on-ramp from IL 64 and new southbound I-294 off-ramp to IL 64 will be provided.

Local improvements would accommodate traffic circulation and would include Elmhurst Road (from Higgins Road to Oakton Avenue), IL 72 (from Elmhurst Road to Mt. Prospect Road) including grade separation of Touhy Avenue and UPRR, widening Franklin Boulevard/Green Street between County Line Road and Taft Avenue to two lanes with an 18-foot median in each direction. A new connector road would be provided from Franklin Boulevard spanning the Bensenville Yard to a connection on the north with IL 19. Supporting local improvement would total 11 miles of improved local roads associated with the bypass. See Appendix E for a summary of supporting roadway improvements.

#### 3.4.2.2 Alternative 402

The Elgin O'Hare and south bypass sections for Alternative 203 is the same for Alternative 402. However, the north section (north of Thorndale Avenue; about 3.1 miles) for Alternative 402 is proposed as an arterial improvement to York Road/Elmhurst Road. The arterial improvement would extend along York Road/Elmhurst Road from the east end of the new Elgin O'Hare Expressway to the service interchange at I-90. The arterial facility would be upgraded to provide three lanes in each direction separated by a raised median along York Road/Elmhurst Road. Provision for double left turns will be made at large

volume intersections requiring a 30-foot median. Outside the interchange influence areas, the median will be narrowed to 18 to 22 feet to avoid unnecessary right-of-way impacts. Local improvements would include grade separation of Touhy Avenue from the UPRR tracks. The interchange at York Road/Elmhurst Road and I-90 would be upgraded to full access with added access to and from the west. See Appendix E for a summary of supporting roadway improvements.

### 3.4.2.3 Multimodal Elements

The EO-WB Study is seeking a multimodal transportation solution for the study area. The commitment to that objective has been fulfilled throughout the process, and attention to all modes has been demonstrated. Transit, bicycle and pedestrian, freight rail, and transportation system and travel demand management elements are part of the two build alternatives. Each element is common to the build alternatives carried forward in the Draft EIS analysis. As stated by stakeholders early in the study process, more is needed from other modes to help reduce travel and congestion on area roadways. The study has established the foundation for the elements, which other transportation providers may now use to advance these initiatives. The four common elements is described below.

**Transit.** Part of developing a transportation plan for the study area has been to find ways to improve transit service. Stakeholders at the very earliest meetings stated the need for more transit opportunities as part of the overall solution. The project team, transit providers in the region, and other stakeholders brought forth numerous ideas that were used in developing an overall transit plan. The plan that emerged from an evaluation of 20 initial ideas was refined to a final set of 15 transit corridors and strategies, each with a specific proposed transit service – rail, heavy or commuter rail, bus rapid transit, arterial rapid transit, express bus, local bus, or local circulator – and operational criteria. Table 3-13 and Exhibit 3-13 detail each proposed corridor.

Upgrades to transportation centers and new transportation centers also are proposed (see Table 3-14). Transportation centers provide connections and transfer points between modal services and are vital to the overall function of the system. This component would add opportunities and convenience for improved automobile connections, passenger dropoff, bus-to-bus interconnections, bus-to-rail, and airport to bus or rail interconnections at five key locations: East O'Hare Airport, I-290/Elgin O'Hare Expressway, the Northwest Transportation Center, Schaumburg Metra, and West O'Hare Airport. Each location would include bus stands, bicycle and pedestrian access, bicycle storage, and real-time displays of service information. Timed coordination of bus schedules is important to allow easy transfer to rail services and between bus routes and transportation centers.

Another aspect of the transit component is employer shuttles. This service helps to fill the “last mile” connection service between rail and transfer stations and employment or activity centers. The provision of frequent, convenient and direct service to employers and activity centers is central to shifting automobile trips to transit. Application of this type of service is considered critical in an area that has a large potential for attracting new transit ridership.

One aspect of the transit plan that would improve connectivity between the automobile and rail/bus is new or upgraded park and ride facilities at two existing and two new sites (see Table 3-15).

TABLE 3-13  
Proposed Transit Improvements

Corridor	Route Detail	Mode and Operating Assumptions
Blue Line Extension to West Terminal	Connects O'Hare Terminal station to proposed West Terminal. These are the only two stops along this proposed corridor.	Heavy rail transit; dedicated subway tunnel with seven-minute headways.
STAR Line Spur	Rail spur that connects the proposed West O'Hare Terminal station to the Metra STAR Line. West terminal is the only stop along the spur section.	DMU-type vehicles that operate commuter rail service with undetermined headway times, contingent upon Metra STAR line headways.
J Line West to Schaumburg Metra	Connects West O'Hare Terminal station to Schaumburg Metra MDW station. Stop locations include West Terminal, IL 83, Wood Dale, Prospect, Meacham, and Roselle roads, and Schaumburg Metra.	High capacity transit corridors (BRT or rail). A-B service with 15-minute headways along branches and seven-minute headways along shared section of Elgin O'Hare Expressway alignment.
J-Line Northwest to Woodfield	Connects West O'Hare Terminal station to IKEA store at Meacham Road. Stop locations include West Terminal, IL 83, Wood Dale, Prospect, Devon, and Biesterfield roads, Higgins Northwest Transportation Center, and IKEA.	
J Line South to Aurora	Connects West O'Hare Terminal station to Aurora. Stop locations include West Terminal, Elgin O'Hare Expressway and IL 83, Grove Avenue, Lake Street, North Avenue, Oakbrook Mall, 22nd and Highland, Warrenville and Naperville Road, Naperville Metra, IL 59 and Ogden Avenue, and Aurora STAR line station at 95th Street.	BRT service with few stops placed at major nodes of activity. Headways are seven-minute peak/15-minute off-peak.
I-355	Connects Northwest Transportation Center with Bolingbrook. Stop locations include Higgins Northwest Transportation Center, Biesterfield Road, Devon, Lake Street, Army Trail Road, North Avenue, Roosevelt, Butterfield, Ogden Avenue, Maple, 63rd Street, 75th Street, and 87th Street.	Express bus service running exclusively along expressway lanes. Headways are 15-minute peak/30-minute off-peak.
Golf Road West	Local stops every two to four blocks.	Local bus service with 15-minute peak/30-minute off-peak minute headways. Upgrade to an existing Pace service.
Mannheim Road	Connects O'Hare East Terminal with I-55. Stop locations include East O'Hare, Irving Park Road, Grand, North, St. Charles, Butterfield, Roosevelt, Cermak, Ogden Avenue, LaGrange Metra, 55th Street (Countryside Village Hall), Joliet Road, and I-55.	Arterial Rapid Transit also can be conceptualized as an express bus that runs along a local arterial and incorporates technologies designed to give transit vehicles priority. 15-minute peak/30-minute off-peak.
Dempster Street	Connects O'Hare East Terminal with Skokie. Stops include East O'Hare, Mannheim and Touhy, River Road Des Plaines Metra, Carlean Court (Maine High School), Luther Road (Lutheran General Hospital), Milwaukee Avenue, Harlem, Waukegan, Central, and Skokie Yellow Line station.	Arterial Rapid Transit also can be conceptualized as an express bus that runs along a local arterial and incorporates technologies designed to give transit vehicles priority. 15-minute peak/30-minute off-peak.

TABLE 3-13  
Proposed Transit Improvements

Corridor	Route Detail	Mode and Operating Assumptions
Golf Road East	Connects Evanston to Woodfield Mall. Stop locations include Higgins (Northwest Transportation Center), Gold and STAR Line station at Northwest Highway and Golf Road, Arlington Heights Road, Elmhurst Road, Wolf Road, River Road Des Plains Metra, Greenwood Road, Waukegan Road, Gold Road and US Highway 41, Church and Crawford, Church and Dodge, and CTA Purple Line Davis Station.	Arterial Rapid Transit; also can be conceptualized as an express bus that runs along a local arterial and incorporates technologies designed to give transit vehicles priority. 15-minute peak/30-minute off-peak.
Irving Park Road	Connects the East and West Terminals at O'Hare Airport. Stop locations include East O'Hare, Mannheim, Post Office, and West O'Hare.	Local express service. Headways are seven-minute peak/15-minute off-peak.
Roselle Road	Connects Palatine UP-NW Metra Station to the UP-W Metra Glen Ellyn station. Local stops every two to four blocks.	Local bus service. Headways are seven-minute peak/15-minute off-peak.
York Road Shuttle (UP-NW to UP-W)	Connects the UP-NW Metra Mt. Prospect station to the MDW Metra Elmhurst station. In addition to local stops every two to four blocks, route serves proposed STAR line, O'Hare West Terminal, and MDW Metra Bensenville station.	Local bus service. Headways are seven-minute peak/15-minute off-peak.
Circulators	Several proposed routes; connections include Woodfield, NW Transportation Center, Devon Intermodal Transit facility, and various high-level transit stations in the western part of the study area.	Local shuttle service linking residential areas to high level transit stations. Proposed headways are 15-minute peak/30-minute off-peak.
Employer Shuttles	Several proposed routes serving the industrial area directly west of O'Hare Airport as well as concentrated areas of commercial and industrial use within the vicinity bounded north-south by the UP-W and MDW Metra lines and east-west by IL-83 and Roselle Road.	Local shuttle service linking employment centers to high level transit stations. Peak period scheduled runs; no off-peak service.



TABLE 3-14  
Proposed Transportation Transfer/Intermodal Facilities

Name	Intersection	Status	Park and Ride	Connecting Transit Service		
				Corridor	Mode	Status
East O'Hare	Near Mannheim Road and E. Higgins Road	Proposed	Yes	Metra NCS	Commuter rail	Existing
				O'Hare Airport Transit System	Fixed guideway	Existing
				Dempster Street	ART	Proposed
				Mannheim Road	ART	Proposed
				Irving Park Road	Express bus	Proposed
I-290/Elgin O'Hare Airport vicinity	Rohlwing Road/Elgin O'Hare Expressway	Proposed	No	J-Line NW	High capacity transit	Proposed
				I-355	Express bus	Proposed
				Circulator	Shuttle	Proposed
				Employment	Shuttle	Proposed
NW Transportation Center	E. Higgins Road between I-290 and Meacham Road (at Mall Drive)	Existing	Yes	J-Line NW to Woodfield	High capacity transit	Proposed
				Golf Road East	ART	Proposed
				Golf Road West	Local bus	Proposed
				I-355	Express bus	Proposed
				11 Pace Routes	Various bus services	Existing
				Circulator	Shuttle	Proposed
Schaumburg Metra	Elgin O'Hare Expressway and S. Springinsguth Road	Existing	Yes	Metra MDW	Commuter rail	Existing
				J-Line West to Schaumburg Metra	High capacity transit	Proposed
				#602 Pace	Local/feeder bus	Existing
				Circulator	Shuttle	Proposed
West O'Hare	York Road/Elmhurst Road and Thorndale Avenue	Proposed	No	STAR Line	Commuter rail	Proposed
				CTA Blue Line	HRT/subway	Proposed
				J-Line West to Schaumburg Metra	High capacity transit	Proposed
				J-Line NW to Woodfield	High capacity transit	Proposed
				J-Line South	BRT	Proposed
				Irving Park Road	Express bus	Proposed
York Road	Local bus	Proposed				

TABLE 3-15  
Additional Park and Ride Facilities

Name	Intersection	Status	Connecting Transit Service		
			Corridor	Mode	Status
Bensenville	N. York Road and W. Main Street	Existing	Metra MDW	Commuter rail	Existing
			York Road Shuttle	Local bus	Proposed
			#319 Pace	Regular/express bus	Existing
			#332 Pace	Regular/express bus	Existing
Bolingbrook	I-355 and I-55	Proposed	I-355	Express bus	Proposed
Countryside	LaGrange Road and Joliet Road	Proposed	Mannheim	ART	Proposed
			#330 Pace	Regular/express bus	Existing
Skokie	Dempster Street between Gross Point Road and Skokie Boulevard	Existing	CTA Yellow Line	HRT	Existing
			Dempster	ART	Proposed
			#250 Pace	Regular/express bus	Existing
			#97 CTA	Local bus	Existing
			#626 Pace	Regular/express bus	Existing
			#54A CTA	Limited local bus	Existing

**Bicycle/Pedestrian.** Early in the study process, stakeholders identified the need for more bicycle/pedestrian opportunities within the study area as a means of reducing vehicular travel. Promoting bicycle and pedestrian facilities starts with understanding where people want to travel. Destinations for bicyclists and pedestrians are much like auto travel, but generally shorter trips (e.g., community or activity centers, places of employment, or recreational attractions). The framework for improving bicycle and pedestrian mobility in the area began with the existing trail system combined with planned improvement in the study area by others. The proposed bicycle/pedestrian improvements recommended by the EO-WB study focus on filling the gaps in bicycle trail and pedestrian paths to provide better connections to transit stations, park and ride facilities, community activity centers, regional trail systems, and employment areas. The recommendations for bicycle and pedestrian improvements are common features of both Alternatives 203 and 402.

Exhibit 3-14 shows the existing and planned regional trail system within and near the study area. The area is conveniently located near major regional trails, including the Illinois Prairie Path, the Great Western Trail, and the Des Plaines River Trail. The location of these trails in relation to the study area is shown in Exhibit 3-14. Regional trail improvements have also been planned by others, which total 10 miles of new trails. These planned improvements provide linkages between existing trail sections to existing regional trails. The EO-WB expands on these other planned improvements to fill gaps in the system that would provide for a complete regional trail loop. It would pass through the study area extending from the Des Plaines River Trail (just north of the study area) to the west in the vicinity of Busse Road, extending south in the general vicinity of Salt Creek to a connection on the south with the Great Western Trail, and to the east with the Des Plaines River trail.

The regional trail improvements proposed by the EO-WB total an additional seven miles of trail improvements and include three primary links:

- A section in Elk Grove Village primarily on Oakton Avenue and Tonne Road extending from Higgins and Oakton, west on Oakton and south on Tonne Road (Regional Trail A).
- A section in Elk Grove Village primarily on Walnut Lane and along Salt Creek extending along Tonne Road between Pratt Boulevard and Walnut Lane, then west along Walnut, south on Ridge Avenue, west on Devon Avenue, and finally south along Salt Creek (Regional Trail B).
- A section in Elmhurst primarily on York Road connecting a proposed trail along Lake Street to a proposed trail along Wrightwood Avenue by York Road (Regional Trail C).

Exhibit 3-15 shows the principal existing and planned community trail system in the study area. The location of employment and community centers, and transit stations and facilities in relation to the trail system, is also shown in Exhibit 3-15. An examination of the existing trail network (Exhibit 3-15) shows many gaps in linking these activity nodes. Others have planned trail improvements for the area including those by DuPage County, DuPage County Forest Preserve District, CMAP, and others. The proposals by others total more than 18 miles of improvements that begin to link gaps between trails and to link trails with community and employment centers. The EO-WB study has looked at additional trail improvements beyond those recommended by others to include opportunities for bicycle and pedestrian facilities in conjunction with the roadway and transit aspects of the EO-WB plan. The EO-WB study proposes an additional 15 miles of trails that would improve access to communities, employment centers, and transit facilities.

One notable proposal included in the build alternatives is the bicycle/pedestrian trail along the existing and proposed Elgin O'Hare Expressway from the west end of the study area to O'Hare Airport (Community Trail Improvement One, see Exhibit 3-15). This link would provide intercommunity travel and easy access to transit stations proposed in the corridor. Other proposed community trail sections include a north-south link that would connect Busse Woods with Irving Park Road generally between Salt Creek and IL 83 (Community Trail Improvement Two; see Exhibit 3-15), and a proposed trail section between Lake Street and Irving Park Road in Bensenville (Community Trail Improvement Three, see Exhibit 3-15). Finally, several smaller trail improvements proposed throughout the community trail system would fill gaps between existing and proposed improvements by others.

The plan includes safe identifiable crossings for bicycle and pedestrian facilities at major roadway crossings (I-290, Elgin O'Hare Expressway, I-90, etc.) that represent a barrier to non-motorized travel. The "starred" locations in Exhibit 3-14 illustrate the locations where special design considerations are warranted to accommodate the safe movement of bicycle and pedestrian traffic for north-south and east-west travel.

The proposed community trail system would link major activity areas. In several cases, more is needed to improve bicycle and pedestrian access within the expansive commercial and industrial developments in the area. Exhibit 3-14 also shows the areas where a local trail framework should be expanded within those areas to enhance access for workers using non-motorized transportation. Further examination of these areas is recommended for the local communities to explore opportunities for bicycle and pedestrian facilities.

The planned improvements by the EO-WB study and others for both the community and regional trail system represent a comprehensive bicycle and pedestrian trail system for the

study that provide non-motorized access to communities, job centers, activity centers, transit, and recreational facilities. The EO-WB study has sought to integrate bicycle and pedestrian facilities into the overall transportation plan for the study area. Bicycle and pedestrian improvements are common to both Alternatives 203 and 402. In locations where proposed bicycle improvements overlap roadway improvements, the roadway footprint has been sized to accommodate the bicycle facilities. Non-motorized facilities are an important part of the overall EO-WB plan and have a role in reducing automobile travel on the area roadways, and will be considered in further detail during Tier Two.

**Freight Rail.** The numerous freight rail facilities throughout the study area include a large track network (mainline tracks, industrial spur tracks, and yard tracks), classification/marshalling yards, and intermodal facilities. The numerous at-grade crossings (120) complicate automobile movement and reduce travel efficiency. In considering all the transportation modes in the study area, the project team addressed freight rail needs as part of the overall transportation solution. Three areas of freight rail improvements are proposed: separation of highway and rail at key locations, interlocking improvements, and improved access to intermodal facilities.

- **Highway-Rail Grade Crossings.** Several at-grade crossings of road and rail have been identified as key locations for grade-separating these crossings.
  - A proposed grade separation of the CPRR in Bensenville at Irving Park Road and York Road. This grade separation would improve roadway traffic where traffic delays for crossing trains can be up to 15 minutes. This location is named in the region's CREATE program as a priority location.
  - A proposed improvement of Metra's MDW at Irving Park Road and Wood Dale Road. This location has long traffic delays and many accidents. The improvement, consistent to an interim project, would provide for a new roadway under the Metra track connecting Wood Dale and Irving Park roads, thereby improving roadway operations at that location.
  - The UPRR and CPRR would be grade separated in many locations along the proposed O'Hare West Bypass including from north to south:
    - Improved existing grade separation of the UPRR and CPRR crossing I-90 (Jane Adams Tollway) north of O'Hare Airport
    - The UPRR and CPRR crossing Touhy Avenue on the north side of O'Hare Airport
    - The east-west spur line crossing Elmhurst Road near Pratt Boulevard
    - The mainline of the O'Hare West Bypass crossing under the UPRR and CPRR near Devon Avenue
    - System interchange ramps (seven ramps either over or under the railroads) at the intersection of the Elgin O'Hare Expressway and the O'Hare West Bypass
    - The mainline of the O'Hare West Bypass crossing under the UPRR tracks and the CPRR tracks near the west end of the Bensenville Yard

- The UPRR crossing over Green Street near Taft Road
- UPRR and CPRR spurs service industrial areas in Franklin Park and Bensenville, south of Green Street and Franklin Avenue
- Taft Road improvement over the Bensenville Yard
- Railroad separations would be provided at two location on the Elgin O’Hare Expressway:
  - A north-south spur line east of Wright Boulevard
  - A north-south spur line east of IL 83
- **Interlock Improvements.** Track interlockings are a complex system of signals and special trackwork that ensure safe and efficient train movements between one track and another. Potential improvements to interlocking in the study area include B-17 and Bryn Mawr interlocker. Numerous trains pass daily through these interlock systems. Current operations are slowed by aged signal systems, train length, and limited track capacity. Improving these conditions would include improvements at the interlockers, or system improvements in other locations that would assist movement through the capacity limited interlockers. One benefit of these improvements would be reducing backups at railroad/roadway at-grade crossings.
- **Intermodal Considerations.** Intermodal freight operations are co-located with railroad classification/ marshalling yards in the study. There are three intermodal facilities in or near the study area, where containerized freight from one mode of transportation is transferred to another (e.g., truck to rail, or rail to truck). Attention has been given to improving these connections. One example is the local access that would be provided from the south bypass connection to industrial development in Franklin Park and Bensenville. Hundreds of truck movements (more than 500 to the intermodal facility alone) that enter and leave the area daily experience circuitous travel to and from the nearest freeway connection. This single improvement will save travel time, travel and operation costs, and reduce fuel consumption. The benefit of this new access could affect the competitive attractiveness of the area, and should have a positive benefit on occupancy, land values, and development and redevelopment potential.

**Transportation System Management and Travel Demand Management.** TSM and TDM represent another component of the transportation alternatives. These components are considered supporting improvements to the overall plan. TSM techniques and strategies would add efficiency in travel on the system. TSM techniques include modernized traffic signal control systems that adjust themselves to optimize traffic flow, freeway traffic flow management, incident detection and response, system surveillance, intersection improvements, and traveler information services. TDM attempts to reduce single occupancy automobile travel or during peak periods of travel and includes strategies or techniques such as car pooling, van pooling, park and ride facilities, and alternate work hours, etc. The specific strategies that would be implemented would be developed during Tier Two. During this phase of analysis, the effects of these strategies have been approximated in the travel modeling work and have resulted in a small reduction in travel on the roadway.