

SECTION 2

Affected Environment

This section describes the social, economic, and environmental setting of the study area. It describes the human and natural environment within the study area for the purpose of establishing baseline conditions from which to evaluate and compare potential impacts of the alternatives described in Section 3. The resources discussed in this section relate to FHWA Technical Advisory T6640.8A.

Several resource topics do not affect the consideration of project alternatives, therefore are not discussed including surficial geology, bedrock geology, and mineral resources. For the Tier One analysis, the study area's social and environmental characteristics were first determined using readily available census data, existing maps, geographic information system (GIS) data, and other existing information. See Appendix A for the list of GIS sources. As the location of the proposed improvements became better defined, windshield surveys and site visits were conducted in the surrounding area proximate to the proposed improvements to locate more accurately resources that could be affected by the proposed improvements. Exhibit 2-1 portrays the study area and the areas of detailed analysis. Exhibits 2-2 and 2-3 show the major natural and built features within the study area.

2.1 Socioeconomic Characteristics

2.1.1 Demographics

The study area encompasses 27 communities within northwest Cook and northeast DuPage counties. Approximately 509,900 individuals, or 5.3 percent of the Chicago metropolitan area's population of 9.7 million, reside within the study area (CMAP, 2006a). In evaluating the study area, special attention is focused on six core communities: Elk Grove Village, Wood Dale, Bensenville, Itasca, Schaumburg, and Roselle (see Exhibit 1-1 for locations and boundaries). The communities represent the heart of the study area and include most of the industrial land use and concentrations of major transportation facilities there. Demographically, the study area's population is similar to other built-out suburbs; however, population density is slightly less because of the concentration of transportation, commercial, and industrial land uses (see Exhibit 2-4).

The population of the study area grew substantially following 1960, as parts of the population in Chicago began to shift from the urban core to the outlying suburbs. In the past 15 years, growth in the study area has stabilized, with major population growth expanding farther into outlying Kane, Lake, McHenry, and Will counties. Growth figures for the counties from 2000 to 2008 have ranged from about 10 to more than 40 percent, whereas growth in mature counties, such as Cook and DuPage, have declined or slowed (see Table 2-1). Though population forecasts differ for individual communities in the study area, the population of the study area, as a whole, is projected to grow (see Table 2-2). Population forecasts range from an 8.0 percent decrease in Bensenville to a 34.2 percent increase in Schaumburg. The number of households in the study area is forecast to increase in every community in the study area.

2.1.2 Economic Characteristics

Communities within the study area exhibit large concentrations of employment. According to 2006–2007 estimates by CMAP, total employment within the study area is 569,500, representing a considerable percentage (11.08) of the overall metropolitan employment total of 5,141,090. As of 2000, Elk Grove Village represents the largest concentration of employment in the Chicago metropolitan region outside the central business district in downtown Chicago. Schaumburg represents the second largest and O'Hare Airport the fifth largest (McMillen, 2003).

TABLE 2-1
Chicago Region Population Growth by County

	2000	2008	% Change
Cook County	5,376,741	5,294,664	-1.5
DuPage County	904,161	930,528	+2.9
Kane County	404,119	570,579	+41.2
Lake County	644,356	712,453	+10.6
McHenry County	260,077	318,641	+22.5
Will County	502,266	681,097	+35.6
Six-County Area	8,091,720	8,507,962	+5.1

Source: U.S. Bureau of the Census, 2009.

TABLE 2-2
Population and Household Projections for the Core Communities in the Study Area

	Population			Households		
	2000	2030	Change (%)	2000	2030	Change (%)
Elk Grove Village	34,727	36,948	6.4	13,278	14,030	5.7
Bensenville	20,703	19,048	-8.0	6,885	7,582	10.1
Itasca	8,302	10,706	29.0	3,179	3,912	23.1
Wood Dale	13,535	13,869	2.5	5,117	5,245	2.5
Schaumburg	75,386	83,284	34.2	31,799	33,571	5.6
Roselle	23,115	26,784	15.9	8,443	9,830	16.4
Total Core Communities	175,768	190,639	8.5	68,701	74,170	8.0

Source: CMAP, 2006a.

Transportation facilities, including highways and O'Hare Airport, largely contribute to the concentration of employment within the study area. Employment density is greatest in Elk Grove Village directly adjacent to the O'Hare Airport, along major thoroughfares like Thorndale Avenue, I-90 north of Elk Grove Village, and I-294 east of O'Hare Airport. Junctions of Thorndale Avenue and I-290, and I-90 and I-290, are substantial employment centers.

Table 2-3 lists the largest employers within each core community. They include hospitals (Alexian Brothers), manufacturers (Videojet Technologies and Tigerflex Corp), and global service companies (Automatic Data Processing and Household Credit Services). All require proximity to efficient transportation facilities. Other nearby major employers include the international headquarters of the Motorola Corporation, and the operational headquarters of United Airlines, which is one of the largest passenger airlines in the world. An estimated 60,000 individuals work at O'Hare Airport for the numerous companies and agencies affiliated with airport related functions and services.

TABLE 2-3
Major Employers within the Core Communities in the Study Area

Company	Employees	Company	Employees
Elk Grove Village		Bensenville	
Alexian Brothers Medical Center	1,800	Sara Lee	750
Automatic Data Processing	850	Lifelink Corp.	500
Citigroup	600	Quebecor World (1130 W. Thorndale)	400
Metal Impact	315	U.S. Food Service, Inc.	400
Sizmons	300	Victor Envelope	320
American Academy of Pediatrics	300	Restoration Inc, JC	315
Bigston	270	Quebecor World (110 Foster)	300
RR Donnelly	250	A. S. G. Staffing, Inc.	250
Elk Grove High School	250	Allmetal, Inc.	200
Manor Care	230	ATA Trucking, Inc.	200
Itasca		Wood Dale	
Gallagher – Bassett Services, Inc.	675	Corning Clinical Laboratories	900
Boise Cascade Office Products	625	Videojet Systems International	900
Fellowes Manufacturing Company	600	Sales Force Cos. Inc.	625
Westin Hotel	320	Household Retail Services	600
Continental Web Press, Inc.	425	Market Day	450
Oce-Bruning	330	AEC Inc.	360
Nestle	320	Majesty Maintenance Inc.	350
		AAR Corporation	300
		Florstar Sales, Inc.	280
		Tempco Electric Heater	275
Schaumburg		Roselle	
Motorola	7,000	Service Decorating and Construction	250
Woodfield Shopping Center	3,800	NEC Technologies	200
School District 54	2,274	Roman, Inc.	160
Zurich American Insurance	1,600	Exhibit Group	158
Experian	1,400	Rich Graphics	150
Cingular	1,200	Compton Presentations	125
IBM	1,150	Genesis	125
Nation Pizza Products	1,000	Electri-Flex	90
G.E. Financial Assurance	800	Larson-Juhl	65
AC Nielson	610	Sony	62

Source: IDCEO, 2008.

The transportation hub formed by crossing interstate highways, railroads, and one of the world’s largest airports is a factor that will continue to contribute to future growth. The 2030 employment forecast for the study area is estimated at 680,500, an increase of more than 100,000 employees. Estimates indicate that the core communities will gain 76,579 jobs, or more than half the overall growth projected for the entire study area (see Table 2-4). Elk Grove Village is expected to have the largest increase.

TABLE 2-4
Employment Projections for the Core Communities in the Study Area

	2000	2030	Change	% Change
Elk Grove Village	61,121	97,974	36,853	60.3
Bensenville	28,903	31,862	2,959	10.2
Itasca	31,374	37,210	5,836	18.6
Wood Dale	24,897	29,273	4,376	17.6
Schaumburg	87,688	111,229	23,541	26.9
Roselle	8,862	11,876	3,014	34.0
Total	242,845	319,424	76,579	31.5

Source: CMAP, 2006a.

2.1.3 Land Use

The study area is a mix of open space, residential, industrial, and commercial land uses (see Exhibit 2-4). The existence of transportation infrastructure has contributed to a concentration of commercial and industrial land uses within the study area, while substantial open space and residential neighborhoods remain. Most communities have a well-developed core of commercial and retail business that adequately serves their respective populations. Regional business and commercial centers have primarily developed at major roadway junctions such as I-90 and I-290, and I-290 and Thorndale Avenue.

Transportation accounts for 11 percent of the land use within the study area (see Table 2-5) and includes several major transportation facilities. Among them is O’Hare Airport, on more than 7,000 acres. Also present are six major roadway facilities: I-294, I-90, I-190, I-290/IL 53, I-355, and the Elgin O’Hare Expressway. Major freight and commuter rail, whose operators include Metra, UPRR, Canadian Pacific Railroad (CPRR), and Canadian National Railroad (CNRR), also cross the study area and operate freight yards and intermodal transfer facilities in the area (see subsection 2.1.6).

TABLE 2-5
Land Use in the Study Area

Land Use	Area (mi ²)	Acres	% of Study Area
Residential	47.3	30,250	37
Commercial	10.5	6,740	8
Institutional	4.6	2,970	4
Industrial	18.0	11,520	14
Transportation ^a	14.5	9,250	11
Open Space ^b	32.6	20,870	26
Total	127.5	81,600	100

Source: CMAP, 2006b.

^a Includes roadways, rail, and O’Hare Airport.

^b Includes park, forest preserve, and undeveloped land.

Fourteen percent of land use within the study area is industrial, which is twice the percentage of the Chicago six-county metropolitan area (CMAP, 2006b). The industrial facilities include some of the largest and most concentrated employment centers in the metropolitan region, including Elk Grove Village, with the largest industrial business center in the United States. As noted, the study area includes the largest employment in the Chicago region, other than downtown Chicago.

Residential land use in the study area is proportionately less than the six-county metropolitan area. According to the Chicago Metropolitan Land Use Inventory (2001), nearly 46 percent of land use within the greater Chicagoland area is residential, compared to 37 percent in the study area. Residential areas are primarily concentrated along the southern and western parts of the study area, whereas O'Hare Airport and adjacent industrial facilities dominate the northern and eastern part. Residential areas are representative of typical suburban areas with moderately dense populations and little undeveloped land.

Open space within the study area primarily comprises units within the DuPage and Cook Counties Forest Preserves (see also subsection 2.7.1, Forest Preserves). The Ned Brown Preserve, the largest tract of open space in the study area, is a 3,700-acre public forest in northwestern Cook County. The preserve, also known as Busse Woods, surrounds Busse Lake, a 590-acre lake that is the focus of the area. Within the eastern part of the study area is a system of Forest Preserve District of DuPage County (FPDDC) properties along the Des Plaines River running north-south. Collectively, they total 1,650 acres within the study area. The FPDDC manages several smaller public open spaces, including Salt Creek Marsh (100 acres), the Silver Creek Preserve (18 acres), Salt Creek Park (90 acres), Wood Dale Grove (187 acres), Fischer Woods (149 acres), and Songbird Slough (391 acres) in the southern and western parts of the study area. There are also many golf facilities in the study area, ranging from 162 to nearly 250 acres, including Oak Meadows Golf Club, Maple Meadow Golf Club, White Pines Golf Club, Salt Creek Golf Club, Itasca Country Club, and the River Forest Country Club.

A comparison between the land use make-up of the six core communities within the study area (see Table 2-6) and the greater six-county Chicago region shows that the communities in the study area have more urban and built-up lands (75.9 percent and above compared to 44 percent). These communities exhibit a large concentration of industrial and commercial land use. Elk Grove Village, with nearly 40 percent of land use designated as industrial, has the highest concentration. Similarly, four of the six core communities contain a lower percentage of residential land use than the Chicagoland area. Communities farther from Chicago (Schaumburg and Roselle) exhibit higher percentages of residential and commercial land uses and lower industrial land use than the other core communities. The amount of vacant land in each community is 5.9 percent or less, so growth that occurs represents infilling or selective redevelopment.

2.1.4 Environmental Justice

For all federal funded programs and activities, the issue of equality must be addressed in compliance with Title VI of the 1964 Civil Rights Act (Title VI) and Environmental Justice Executive Order (EO) 12898. Title VI states that "No person in the United States shall, on the grounds of race, color age, sex, disability, religion or national origin, be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

EO 12898 further requires that federal agencies achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects, including both the social and economic effects of their programs, policies, and

TABLE 2-6
Land Use within the Core Communities in the Elgin O'Hare–West Bypass Study Area

	Elk Grove Village		Bensenville		Itasca		Wood Dale		Schaumburg		Roselle	
	acres	%	acres	%	acres	%	acres	%	acres	%	acres	%
Residential	2,691	37.9	1,369	35.6	876	27.5	1,295	43.3	5,878	48.0	2,105	61.0
Commercial and services	390	5.5	211	5.5	393	12.3	142	4.8	2,727	22.3	298	8.6
Institutional	276	3.9	180	4.7	85	2.7	51	1.7	377	3.1	223	6.5
Industrial	2,777	39.1	1,378	35.8	674	21.1	849	28.4	504	4.1	200	5.8
Transportation, communication and utilities	148	2.1	104	2.7	330	10.4	49	1.6	510	4.2	100	2.9
Under construction	24	0.3	37	1.0	64	2.0	0	0.0	117	1.0	24	0.7
Total urban and built-up land uses	6,306	88.8	3,279	85.3	2,422	75.9	2,386	79.8	10,113	82.7	2,950	85.5
Agriculture	6	0.0	11	0.3	1	0.0	8	0.3	21	0.2	87	2.5
Open space (includes wetlands and water)	647	9.1	448	11.7	580	18.8	527	17.6	1,503	12.3	310	9.0
Vacant	146	2.1	106	2.8	187	5.9	69	2.3	601	4.9	102	3.0
Total	7,105	100	3,844	100.1	3,190	100	2,990	100	12,239	100.1	3,450	100

Source: CMAP, 2006b.

activities on minority and low-income populations. The most recent data from the Census 2000 were used to characterize the population in the study area. Census data were collected for the core communities and compared against the county and state Census information (see Table 2-7). Census information for the core communities is considered representative of the broader study area. The core communities make up most of the area within which the proposed improvements would occur. The study area outside the core communities was reviewed to determine if any neighborhoods were not represented by the core community statistics.

As a group, the core communities in the study area have a minority population of less than 20 percent. Individually, Bensenville and Schaumburg have percentages of minority populations of 29.4 percent and 21.2 percent, respectively.

Bensenville also has a higher percentage of Hispanic or Latino population than the other core communities, the counties, or the state. Asians are the largest minority group in the six core communities.

The average household size in the study area is three, except in Schaumburg where it is two. The U.S. Department of Health and Human Services defined the 2009 poverty guideline for a family of three at \$18,310 and \$14,570 for an average household size of two. The median household income levels for core communities in the study area are well above the poverty threshold (see Table 2-8).

Census data for the six core communities indicate household and individual poverty levels to be a small percentage of the total population (see Table 2-9). The core communities have relatively low poverty levels, with none of the communities having poverty levels exceeding five percent of the households. Again, the core communities were very similar to DuPage County as a whole, and markedly lower than the average poverty level of Illinois.

TABLE 2-8
1999 Median Household Income for the
Core Communities in the Study Area

Elk Grove Village	\$62,132
Bensenville	\$54,662
Itasca	\$70,156
Wood Dale	\$57,509
Schaumburg	\$60,941
Roselle	\$65,254
DuPage County	\$67,887
Cook County	\$45,922
State of Illinois	\$46,590

Source: U.S. Bureau of the Census, 2000.

TABLE 2-9
Poverty Levels (percentages) in the Core Communities in the EO-WB Study Area

	Elk Grove Village	Bensenville	Itasca	Wood Dale	Schaumburg	Roselle	DuPage County	Cook County	Illinois
Families below poverty level	1.5	4.2	3.1	2.9	2.0	1.3	2.4	10.6	7.8
Individuals below poverty level	2.0	6.5	4.7	4.1	3.0	2.0	3.6	13.5	10.7

Source: U.S. Bureau of the Census, 2000.

TABLE 2-7
 Comparison of the Demographics of the Core Communities in the Elgin O'Hare–West Bypass Study Area to DuPage and Cook Counties and the State of Illinois

	Elk Grove Village	Bensenville	Itasca	Wood Dale	Schaumburg	Roselle	DuPage County	Cook County	State of Illinois
White	29,874 (86.0%)	14,615 (70.6%)	7,309 (88.0%)	12,076 (89.2%)	59,391 (78.8%)	20,315 (87.9%)	759,924 (84.0%)	3,025,760 (56.3%)	9,125,471 (73.5%)
Black or African American	490 (1.4%)	579 (2.8%)	140 (1.7%)	78 (0.6%)	2,526 (3.4%)	383 (1.7%)	27,600 (3.1%)	1,405,361 (26.1%)	1,876,875 (15.1%)
American Indian and Alaska Native	33 (0.1%)	94 (0.5%)	22 (0.3%)	20 (0.1%)	77 (0.1%)	48 (0.2%)	1,520 (0.2%)	15,496 (0.3%)	31,006 (0.2%)
Asian	3,051 (8.8%)	1,318 (6.4%)	484 (5.8%)	439 (3.2%)	10,697 (14.2%)	1,685 (7.3%)	71,252 (7.9%)	260,170 (4.8%)	423,603 (3.4%)
Native Hawaiian and other Pacific islander	15 (0.0%)	5 (0.0%)	2 (0.0%)	10 (0.1%)	43 (0.1%)	11 (0.0%)	217 (0.0%)	2,561 (0.0%)	4,610 (0.0%)
Some other race	797 (2.3%)	3,438 (16.6%)	143 (1.7%)	650 (4.8%)	1,307 (1.7%)	333 (1.4%)	28,166 (3.1%)	531,170 (9.9%)	722,712 (5.8%)
Population of 2 or more races	467 (1.3%)	654 (3.2%)	202 (2.4%)	262 (1.9%)	1,345 (1.8%)	340 (1.5%)	15,482 (1.7%)	136,223 (2.5%)	235,016 (1.9%)
Total Population	34,727	20,703	8,302	13,535	75,386	23,115	904,161	5,376,741	12,419,293
Percent minority of total population	14.0%	29.4%	12.0%	10.8%	21.2%	12.1%	16.0%	43.7%	26.5%
Percent Hispanic or Latino (of any race) of total population ^a	6.2%	37.1%	7.0%	13.1%	5.3%	5.2%	9.0%	19.9%	12.3%

Source: U.S. Bureau of the Census, 2000.

^a Percent Hispanic or Latino of total population is calculated separately from percent minority of total population and is not represented in the minority percentages.

2.1.5 Public Services and Facilities

Communities within the study area are well established with a comprehensive range of public services and facilities. According to a database search completed in 2007, 253 public community parks, 174 schools, 102 churches, nine libraries, 25 cemeteries, 35 police and fire stations, and three medical facilities are located within the study area.

2.1.6 Transportation Facilities

The transportation system in the study area consists of an established roadway system, commuter and freight rail, and the second largest airport in the world. Commuter rail, bus routes, bicycle routes and pedestrian paths further compliment the system of transportation.

2.1.6.1 Existing Roadways

The study area is the crossroads of several interstate and major routes. Among the fully access-controlled facilities (freeways and tollways) in the area are I-294, I-90, I-190, I-290/IL 53, I-355 and the Elgin O'Hare Expressway. Eighteen percent of all trips in the Chicago region start, stop, or pass through the study area. With more than four million daily vehicle trips in the study area, 86 percent of the freeways and principal arterials are congested during peak hour travel periods.

Major arterial roadways form a grid throughout most of the study area (except for O'Hare Airport, which blocks east-west and north-south travel in the study area) and provide high volume travel and access within it. In the study area, many arterials are designated as Strategic Regional Arterials (SRAs) – routes that carry large volumes of traffic through the area. There are eight SRAs with a total length of roughly 50 miles either fully or partially within the study area. Almost 32 percent of all travel during the P.M. peak is on roadways classified as principal and minor arterials (see Table 2-10). Principal arterials are 79 percent congested and minor arterials are 59 percent congested during the P.M. peak. The combination of arterials and freeway type facilities account for 94 percent of congestion in the P.M. peak travel periods. Both facilities are projected to be more than 90 percent congested by 2030.

TABLE 2-10
Traffic Congestion P.M. Peak Period: 2007 and 2030

Road Type	2007 Existing VMT			2030 Baseline VMT		
	Total	Congested	% Congested	Total	Congested	% Congested
Freeway	1,576,000	1,381,000	88	1,693,000	1,522,000	90
Principal arterial	434,000	344,000	79	529,000	489,000	92
Minor arterial	410,000	241,000	59	585,000	526,000	90
Collector	153,000	62,000	41	259,000	155,000	60
Total	2,573,000	2,028,000	79	3,066,000	2,692,000	88

A well-established secondary street system of collectors extends from the arterial network of roadways providing the connection between the traveler's origin and destination and the remainder of the roadway system. Roadways classified as collectors account for six percent

of travel during the P.M. peak period. Whereas congestion is lowest of any category in 2007 at 41 percent, congestion on collectors will grow to 60 percent by 2030.

Although the roadway network is well-established, it carries large traffic volumes that exceed roadway capacity. With 79 percent of the roadways congested, travel delays on the system during peak periods are notable. The equivalent of seven workdays is lost annually by every employee in the study area due to travel delay. Access from the interstate system to the study area is impeded by partial interchanges, and access to freeway connections is impeded by roadway capacity issues and congestion. Efficient travel is complicated by numerous at-grade railroad crossings that slow vehicular travel with crossing freight train traffic.

Analysis of travel desires in the study area shows that the area is a pivotal location for travel to and from the Chicago downtown area, and for travel that bypasses downtown and goes around the city. I-294, the principal north-south beltway around the Chicago core, carries the highest traffic volumes of the interstate facilities in the study area. I-355 is a major north-south corridor, a key transportation link between communities and employment centers in the northwest, west, and southwest suburbs. I-90 is a principal radial east-west corridor in the northwest Chicago metropolitan area serving travel to and from the Chicago core area. I-290 is another principal radial east-west corridor that connects west and northwest suburban areas with downtown Chicago. With this confluence of routes serving major regional travel patterns, it is noted that 61 percent of all travel in the study area is on the interstate system.

2.1.6.2 Existing Public Transit System

The public transit system serving the study area is extensive. It includes services provided by all of the Regional Transportation Agency’s (RTA) operating agencies: the CTA; Metra, the region’s commuter rail operator; and Pace, the suburban bus operator (see Exhibit 2-5). Table 2-11 summarizes the commuter and bus routes in the study area. Yet another system, the airport “people mover,” provides circulation and distribution within the O’Hare Airport.

TABLE 2-11
Commuter and Bus Routes in Study Area

Facility	Quantity
Commuter rail lines	5
Commuter rail stations	37
Bus routes	35

CTA Rapid Transit. CTA provides rapid transit service in the study area through its Blue Line. Five Blue Line stations are near the study area: Jefferson Park, Harlem, Cumberland, Rosemont, and the O’Hare Airport. The Jefferson Park Station is a pivotal point with connecting Pace routes and a convenient transfer option from Metra’s Union Pacific-Northwest (UP-NW) line.

Bidirectional Blue Line service is provided 24 hours a day, from every four minutes during the evening peak period to 30 minutes in the middle of the night. During most periods, trains operate on average at seven to eight minute intervals. Not only does the Blue Line connect the Chicago Central Business District to O’Hare Airport; it also serves Forest Park, Oak Park, west-central Chicago in the I-290 corridor, and downtown Chicago. It then extends northwest through the city, serving neighborhoods with either elevated or subway lines before entering the I-90 and I-190 corridors to complete the route to O’Hare. Thus, the line connects several communities and corridors to the study area.

Metra Commuter Rail System. Four Metra lines, all connecting to Chicago's downtown, serve the study area: the North Central Service (NCS), UP-NW, MDW, and Union Pacific-West (UP-W). Service on these and all Metra lines is configured to bring large numbers of suburban residents to work in downtown Chicago in the A.M. peak period, and to transport them to the suburbs in the P.M. peak. Although most service is oriented to bring suburban residents into downtown Chicago, more service is being added to accommodate the reverse commute (i.e., from downtown to the suburbs).

In and near the study area, the NCS rail line has five stations, UP-NW has 12, MDW has 11, and UP-W has four. In most cases, railroad companies operate passenger service under a service area agreement with Metra.

Pace Bus System. In the study area, there are 35 Pace routes consisting of 24 CTA connectors, four suburban links, three community-based routes, three Metra feeder services, and one intracommunity route. The density or route coverage is greatest in the eastern part of the study area. CTA's Blue Line stations at Harlem, Cumberland, and Rosemont serve as terminals for numerous Pace bus routes, with the station at Rosemont functioning as an important Pace transportation center. Many routes, including express services to employment sites at Schaumburg and Prairie Stone, originate there. Another important facility is Pace's Northwest Transit Center in Schaumburg where nine routes including express services intersuburban connector and local routes converge, and where there are park and ride facilities.

Existing Freight Rail System. The Chicago region is a major junction for transcontinental freight systems, and a critical element of the continental land bridge connecting the Pacific and Atlantic coasts. At the Chicago facilities, eastern and western railroads meet and transfer loads. The region is also the location of many intermodal facilities, where trucks collect to deliver or receive and distribute freight containers. There are five freight lines and five freight yards in the study area (see Exhibit 2-6). Intermodal operations occur at three freight yards: CPRR's yards in Bensenville and in Schiller Park and UPRR's Proviso yard spanning Bellwood, Berkeley, and Melrose Park. There are 120 at-grade railroad crossings in the study area, 15 of which are on major roads. Delays at some locations are lengthy (over 15 minutes) and can double the length of an average local trip.

2.1.6.3 Other Modes of Transportation

Air Transportation. O'Hare Airport is located in the northeastern part of the study area. O'Hare is the second largest airport in the world with almost one million airplane takeoffs and landings a year (see Table 2-12). The O'Hare terminal complex is located on the east side of the airfield, and access is provided from the east by major roadways and transit service. Other secured entrances are located on the north and south sides of the airfield. These entrances serve employee parking and cargo facilities. For the last six years, the City of Chicago has been working on the OMP, which is adding new runways and related infrastructure to reduce air travel delay

TABLE 2-12
O'Hare Airport Air Transportation in the Study Area: 2007

Facility	Quantity
Enplanements ^a	36,521,585 (passengers)
Aircraft movements ^b	926,973 (takeoffs/landings)

^a Source: FAA, 2008.

^b Source: City of Chicago, 2008.

at O'Hare Airport. Modernization of the airfield includes a new terminal complex on the west side of O'Hare field that would be served by ground transportation from the west. The estimated vehicle trips to the west terminal in 2030 are estimated to be 29,000 vehicles per day.

Pedestrian and Non-motorized Facilities. The region's bicycle system consists of roadways available for shared use with autos and dedicated trails available for shared use with pedestrians. Gaps within the bicycle system result in a lack of access at transit stations or between various community activity centers in the study area. Three regional trails are located within close proximity of the study area: the North Central DuPage Regional Trail, the Salt Creek Greenway Trail, and the Des Plaines River Trail. The North Central DuPage Regional Trail is primarily an east-west trail extending from Ned Brown Forest Preserve south and west to Mallard Lake Forest Preserve. In the future, it will connect farther east to the Elgin Branch of the Illinois Prairie Path. The Salt Creek Greenway Trail is a north-south trail paralleling Salt Creek. Currently, six miles are completed in the study area across Thorndale Avenue and alongside Salt Creek Marsh Forest Preserve. When completed, the trail will extend from Ned Brown Forest Preserve to the Hinsdale Bikeway. The Des Plaines River Trail is a north-south trail paralleling the Des Plaines River through Lake and Cook counties, extending from the Illinois-Wisconsin state border to Maywood, Illinois. This is located east of I-294.

Several, but not all, of the communities within the study area have designated bicycle routes (both on- and off-street). The current trail system does not connect to all surrounding community centers, and not all trails are centrally located to schools, commercial and employment centers, or transit stops. There are opportunities to provide links, not only between communities but also within them. Opportunities for completing gaps in the bicycle system are discussed in Section 3.