

## **MEMORANDUM**

**TO:** William T. Lichter, Village Manager

**FROM:** David A. Hulseberg, AICP, Director of Community Development

**DATE:** August 17, 2006

**SUBJECT: Regional Transportation Authority Cook-DuPage Corridor Study**

### **BACKGROUND**

The Cook-DuPage Corridor, as identified by the Regional Transportation Authority, covers a critical portion of the Chicago metropolitan area incorporating six counties. It is centered on the Eisenhower Expressway and the Ronald Regan Memorial Tollway and extends approximately 30 miles west from Cicero Avenue in the City of Chicago to the Kane-DuPage County line.

As the area comprising the Cook-DuPage Corridor continues to flourish, transportation congestion has created increased pressure on commuters, citizens, businesses, and the environment. In order to alleviate this pressure, the Regional Transportation Study (RTA), has partnered with other state, regional, and local transportation agencies, elected officials, and business and community leaders to conduct the Cook-DuPage Corridor Study.

The Cook-DuPage Corridor study aims to reach a consensus on the most effective and sustainable transportation solutions that can meet the needs of the Corridor. The study is comprised of three phases: Travel Market Analysis (completed December 2005), Options Feasibility Analysis (currently underway), and Alternatives Analysis.

Five different conceptual options have been developed, each of which is described in detail on the attached pages:

- Concept 1 – Hub and Spoke
- Concept 2 – Multiple Hub and Spoke
- Concept 3 – Grid Network
- Concept 4 – Point-to-Point Service
- Concept 5 – New Use of the Existing System

Of the five, Concept 2 – Multiple Hub and Spoke appears to be the most direct and efficient option for serving Lombard and the other major employment centers in and around the Corridor. This concept has two center points, the Yorktown area and the

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Maywood/Loyola University Medical Center, that would serve as “hubs” to which new direct lines of service or “spokes” would converge. This system would offer nearly direct connections between many origins and two major destinations, addressing the high growth travel patterns to Corridor employment centers and in particular the reverse and inter-suburban travel markets.

**RECOMMENDATION**

Staff recommends that the Board of Trustees endorse Concept 2 – Multiple Hub and Spoke as proposed in the RTA Cook-DuPage Corridor Study.

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