

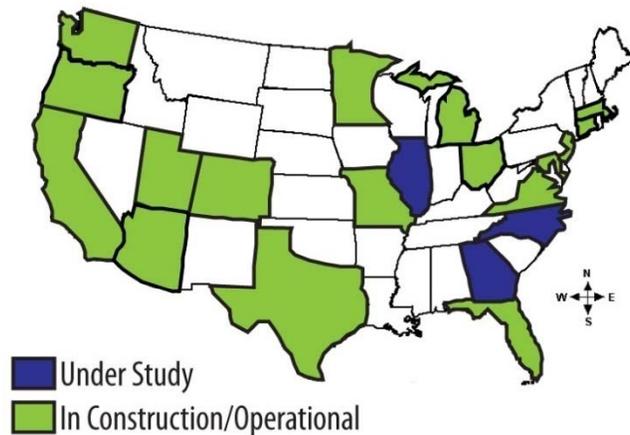
Chicago Region Congestion Pricing Study

Results Presentation - 2010



Why are we discussing congestion pricing?

CONGESTION PRICING IN THE UNITED STATES



- \$7.3 billion lost to congestion
- 3rd worst traffic in the country
- 33% of gas tax purchasing power lost since 1993
- 22 states either have in operation or are studying congestion pricing
- Can't build our way out of congestion

A Regional Solution to Solve Pressing Congestion:

CONGESTION PRICING STUDY

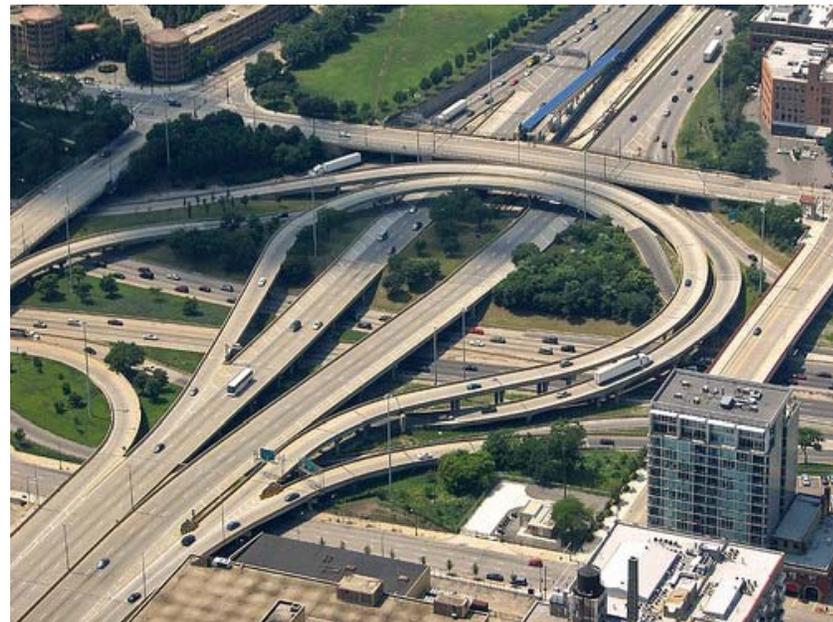


Overview and Scope of Study

- Funded by Federal Highway Administration
- Assess potential of congestion pricing to manage traffic demand
- Illinois Tollway Routes and Chicago Expressways
- Evaluate travel/traffic impacts and toll revenue

Timeline

- Compile baseline data
- Public Engagement
- Modeling
- Corridor Screening Analysis
- Final Report

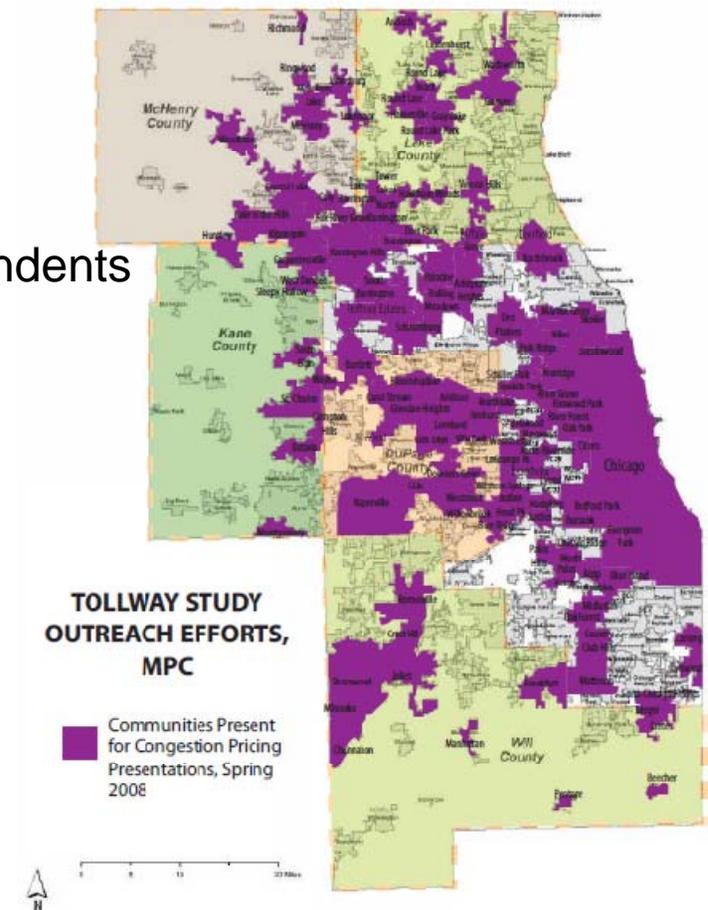


Outreach to date

- 13 Presentations to all Councils of Govt. & CMAP transportation/policy committees
- 109 Mayors (More than 350 people)
- 4 Focus Groups
- 2 Stakeholder Workshops – 26 attendees
- Stated Preference Surveys – 1,978 respondents

Results and Preferences

- Managed Lanes (vs. all lanes) preferred pricing strategy
- **Congestion reduction is primary goal**
- Options that provide choice
- Revenue generation less important



Understanding the Potential Benefits of a Congestion Pricing System: A Comprehensive Strategy

PHASE 1

Phase 1 Methodology

Current Congestion

Evaluated 2007
Traffic Conditions



Constructability



Wide inside
shoulder (>12ft)
to allow for ML
conversion

Short-Term Revenue Potential



Modeled at \$0.15 per mile to rate
revenue potential

Peak Traffic Management Potential

$$\text{Diversion Rate (\%)} = \frac{(VMT_{ML+GP} - VMT_{NB})}{VMT_{NB}} \times 100$$

$$\text{ML Utilization Rate (\%)} = \frac{VMT_{ML \text{ ONLY}}}{VMT_{ML+GP}} \times 100$$

Top 3 Finalist Corridors for Study



I-90 (Kennedy) Reversible Lanes

- Convert Existing Reversible Lanes

I-90 (Jane Addams Tollway)

- Build new as Managed Lane

I-55 (Stevenson)

- Add new as Managed Lane

PHASE 2 2020



Study Assumptions

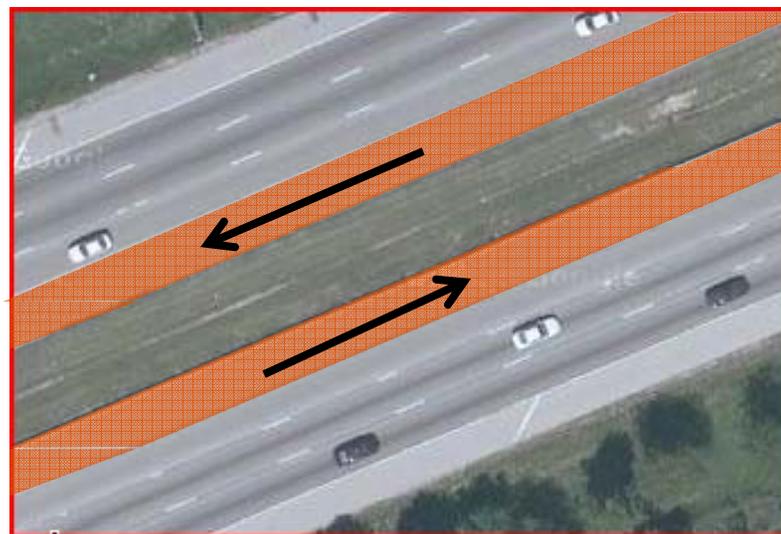
- Weekdays only 5am – 8pm
- Passenger vehicles only
- All users in Managed Lane are tolled
- No discounts for carpoolers or low-emission vehicles

Kennedy Reversibles



- Existing entry/exit to managed lane @ California

I-90 and Stevenson



- Add 1 **NEW** Managed Lane in each direction
- Restricted access
- Entry/exit – 5 miles apart

Summary of Study Results

Model concludes in 2020 (inbound AM):

Stevenson (I-55) 23 mi. <i>I-355 to Circle Interchange</i>		47 minutes		25 minutes		\$5.39
Addams (I-90) 21 mi. <i>IL 31 to I-294</i>	From	69 minutes	to	21 minutes	for	\$5.89
Kennedy Reversibles (I-90/94) 7 mi. <i>I-94 to Ohio St.</i>		13 minutes		9 minutes		\$2.19

Model concludes in 2020 (outbound PM):

Stevenson (I-55) 23 mi. <i>I-355 to Circle Interchange</i>		37 minutes		25 minutes		\$4.44
Addams (I-90) 21 mi. <i>IL 31 to I-294</i>	From	51 minutes	to	24 minutes	for	\$4.97
Kennedy Reversibles (I-90/94) 7 mi. <i>I-94 to Ohio St.</i>		16 minutes		8.5 minutes		\$2.19

Jane Addams Tollway (I-90): 21.1 miles

	<u>Travel time, current</u>	<u>Travel time, with congestion priced lane</u>	
		<u>priced lane</u>	<u>tolled lanes</u>
Inbound, A.M. Rush			
From IL 25 To IL 53/ I-290 12 miles	59 minutes 12 mph	12 minutes 59 mph, \$3.27*	22.6 minutes 32 mph
From IL 53/I-290 To I-294 9.1 miles	10 minutes 57.6 mph	9 minutes 62 mph, \$2.62*	14 minutes 41 mph
Outbound, P.M. Rush			
From IL 25 To IL 53/ I-290 12 miles	40 minutes 18 mph	13 minutes 57 mph, \$2.06*	15 minutes 48 mph
From IL 53/I-290 To I-294 9.1 miles	11 minutes 51 mph	11 minutes 55 mph, \$2.91*	16 minutes 37 mph

2020 Estimated Toll Revenue



PUBLIC RESPONSE

Congestion Pricing in the Media

“Congestion pricing idea deserves a closer look”
Daily Herald
 Big Picture . Local Focus

“Congestion pricing: Paying extra to drive in the fast lane?”

THE
 HUFFINGTON
 POST



“What’s a hassle-free commute worth?”

“Congestion pricing offers effective traffic reduction and public transit improvement strategy”

examiner.com



“How much would you pay for a quicker commute?”



“Is Chicago ready for congestion pricing?”

“Congestion Fees Proposed for Chicago Roads”



“Study: Drivers should pay for express lanes”



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Public Acceptance + Best Practices

- **New York City Cordon Pricing Proposal**
 - 59% approval if revenue reinvested in transit network (est. \$500 million annually)
- **SR 91 - California**
 - Provide people with a choice not to pay
 - Only 2 new lanes are tolled
- **Seattle, Washington (SR 520)**
 - 64% approval for new tolls on bridge (replacement project)
- **MnPASS Projects Minnesota (I-35W, I-394)**
 - 62% lower income approve of lanes
 - 71% higher income approve of lanes
 - 85% satisfied with speed of lanes

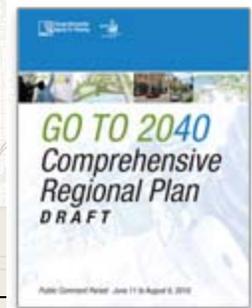
Note: Priced Lanes had 70% approval in all income levels

CMAP: GoTo2040

- **Fiscally Constrained Major Capital Projects**
 - I-55 Managed Lanes
 - I-290 Multimodal Corridor
 - I-90 Managed Lanes
- Federal push to empower MPOs

Other innovative tools...include congestion pricing, which – when used appropriately – can reduce traffic while encouraging drivers to carpool, take transit, or even telecommute.

- USDOT Sec. Ray LaHood



For discussion:

NEXT STEPS?

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FOR MORE INFORMATION