



Appendix D

Stated Preference Survey Report

Chicago Regional Congestion Pricing Study



R | S | G INC.
RESOURCE SYSTEMS GROUP, INC.

Documentation for

CHICAGO TRAVEL OPTIONS STUDY

Cook, DuPage, & Lake Counties, Illinois

Prepared by

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Prepared for

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INTRODUCTION

This report details the automobile stated preference survey design and data collection work that Resource Systems Group Inc. (RSG) conducted in July 2008 for the Chicago Travel Options Study. RSG served as a subconsultant to Wilbur Smith Associates (WSA) on this study, which was prepared for the Illinois Tollway.

The Illinois Tollway, with the Federal Highway Administration, the Metropolitan Planning Council, and the Chicago Metropolitan Agency for Planning are researching solutions to reduce rush hour congestion on interstates throughout the Chicago area by considering managed lane and/or congestion pricing structures for the tollways and expressways in the Cook, Lake, and DuPage counties of the greater Chicago area.

The purpose of the Chicago Travel Options Study stated preference survey was to obtain information that could be used to determine the sensitivity of travelers toward tolling and travel-time changes that would result from changes to the Illinois Tollway tolling structure, such as the addition of a managed lane or the implementation of congestion pricing on the tollways and expressways in the Chicago area. The estimates of travelers' toll price sensitivities are used to support estimates of highway traffic and revenue.

This report documents the stated preference survey approach, design, and administration and describes the characteristics of the survey sample. It also presents travel choice models and travelers' values of time that were estimated using the survey data.

SURVEY APPROACH

The stated preference survey was designed and administered to identify the travel patterns and preferences of passenger and commercial vehicle drivers who currently travel the tollways and expressways in Lake, DuPage, and Cook counties in the Chicago area.

The stated preference survey approach employed a computer-assisted self-interview (CASI) technique developed by RSG. The stated preference survey instrument was customized for each respondent by presenting questions and modifying wording based on respondents' previous answers. These dynamic survey features provide an accurate and efficient means of data collection and allow presentation of realistic future conditions that correspond with the respondents' reported experiences. The customized, proprietary software was programmed for administration over the Internet via email distribution to targeted audiences.

SURVEY QUESTIONNAIRE

The questionnaire consisted of four parts: questions about each respondent's recent trip, stated preference trade-off questions, debrief questions, and demographic questions. The text of the questionnaire is included in Appendix A and example survey screens are included in Appendix B.



CONTEXT QUESTIONS

At the onset of the survey, respondents reported which of the listed four tollways and/or ten toll-free expressways they had used on a weekday between the hours of 5–10AM or 3–8PM within the last month (Figure 1). The four tollways were the Jane Addams Memorial Tollway, the Ronald Reagan Memorial Tollway, the Tri-State Tollway, and the Veterans Memorial Tollway. The ten toll-free expressways were the Dan Ryan Expressway, the Edens Expressway, the Eisenhower Expressway, the Elgin-O'Hare Expressway, the Kennedy Expressway, The Stevenson Expressway, IL 53, I-57, I-80, and the Bishop Ford Freeway. Respondents who had not traveled on any of the fourteen highways in the past month were screened out of the survey.

Figure 1: Screener Question

Chicago Travel Options Study

Which of the following roads have you traveled on:

- In the past month and
- On a weekday and
- From 5AM–10AM or 3PM–8PM

Please select all that apply.

Tollways

- ☐ 1 Jane Addams Memorial Tollway (I-90) (formerly the Northwest Tollway)
- ☐ 2 Ronald Reagan Memorial Tollway (I-88) (formerly the East-West Tollway)
- ☐ 3 Tri-State Tollway (I-94, I-294, I-90/I-294)
- ☐ 4 Veterans Memorial Tollway (I-355) (formerly the North-South Tollway)

Toll-Free Expressways

- ☐ 5 Dan Ryan Expressway (I-94/I-90)
- ☐ 6 Edens Expressway (I-94)
- ☐ 7 Eisenhower Expressway (I-290)
- ☐ 8 Elgin-O'Hare Expressway
- ☐ 9 Kennedy Expressway (I-90)
- ☐ 10 Stevenson Expressway (I-55)
- ☐ 11 IL 53 (north from Jane Addams Memorial Tollway (I-90))
- ☐ 12 I-57
- ☐ 13 I-80
- ☐ 14 Bishop Ford Freeway

None of the Above

- ☐ I have not made a trip within the past month that used any of the above roads

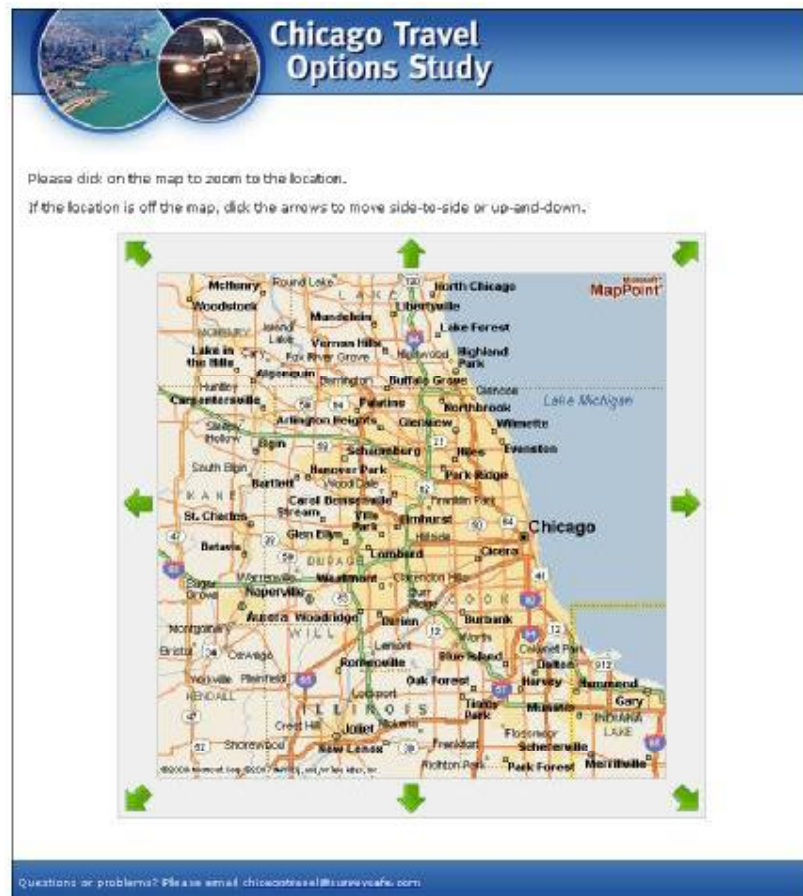
Having met the screening criteria, respondents then indicated which one of their selected roads they traveled on most frequently on weekdays from 5–10AM or 3–8PM. Respondents were subsequently directed to answer the remainder of questions in the survey while thinking about their most recent trip on their most frequently traveled road that was at least 15 minutes long. Respondents reported



details of their trip including the direction of their trip, roads used, trip purpose, day of week, and time of day. Additionally, airport travelers provided the direction of their trip (to or from the airport) and if applicable, the purpose of their flight.

Each respondent indicated whether their trip began or ended at home. They were able to enter an address or click on a map of Chicago and the surrounding region to indicate the locations where their trip began and ended (Figure 2). Respondents' origins and destinations were geocoded to a latitude and longitude.

Figure 2: Map Showing Chicago Area



Respondents were asked to report their total door-to-door travel time; travel times could be entered in intervals of five minutes, ranging from fifteen minutes to three hours and fifty-five minutes. If the travel time indicated by a respondent was two and a half times greater or less than three-quarters of the time it should take to complete the indicated trip based on skim data, the respondents were shown a warning and asked if they needed to change their travel time. However, respondents were not forced to change their reported travel time.



Next, respondents answered if they experienced a delay on their trip, how frequently they made their trip, and the number of passengers in the vehicle. Respondents who paid a toll on their trip reported the toll amount paid by road traveled. All respondents also reported if they owned an electronic toll collection transponder.

Lastly, this section of the questionnaire asked respondents four questions about their transit use; the preferred form of transit, the available forms of transit, the frequency of using transit, and the method of traveling to transit.

STATED PREFERENCE QUESTIONS

All respondents were categorized into one of three groups. Based on the details of their trip, respondents could have either made a trip only using tollways, a trip using both tollways and expressways, or a trip only using expressways. Within each group, respondents randomly saw a stated preference section about a change in the highway toll pricing or about the addition of a managed lane (Figure 3).

Figure 3: Seven Stated Preference Segments (Based Upon Trip Type)

Trip Type	Stated Preference Segment
Tollway Only Trip	1 Price Highways - Tollways
	2 Managed Lane
Tollway & Expressway Trip	3 Price Highways - Tollways
	4 Price Highways - Tollways & Expressways
Expressway Only Trip	5 Managed Lane
	6 Price Highways - Expressways
	7 Managed Lane

Before beginning the stated preference trade-off questions, all respondents were presented with introductory information and introduced to the travel alternatives that would be presented. Questionnaire wording was customized for each segment according to the trip type (tollway trip, tollway and expressway trip, or expressway trip) and according to the stated preference type (highway toll pricing or managed lane).

The stated preference section is designed to construct quantitative experiments to evaluate respondents' preferences among travel alternatives. The survey presented each respondent with eight stated preference trade-off scenarios designed as choice experiments with four travel alternatives. Respondents who reported that they did not have an available form of transit for completing their trip were only shown three alternatives (Figure 4).



Figure 4: Stated Preference Alternatives

Stated Preference Type	Stated Preference Alternatives
Price Highways	1 Current Route
	2 Current Route at a Different Time of Day
	3 City Streets/Local Roads only
	4 Preferred Form of Transit*
Managed Lane	1 Managed Lane
	2 Regular Lanes
	3 City Streets/Local Roads only
	4 Preferred Form of Transit*

* Note: Respondents with no available form of transit did not see this alternative

Each stated preference question listed the four (or three) travel alternatives and asked respondents to make a choice based on the conditions presented. Specific details in each alternative presented were customized based on responses to questions regarding the respondents' most recent trip. All alternatives included information about the travel time, toll cost, and reliability on the route. Across all scenarios, each respondent was presented with different levels of each of these attributes and asked to "trade-off" between the choice alternatives.

Figure 5: Example Stated Preference Screen (Highway Pricing Segment for a Trip That Used Tollways & Expressways)

Chicago Travel Options Study

If the following options were available to you for making your trip on the Ronald Reagan Memorial Tollway (I-88), which would you choose?

Pay close attention to travel times and tolls because they will be changing on each screen.

Current route	Current route at different time of day	City streets or local roads only	Preferred form of transit
Travel time: 1 hr. 1 min.	Travel time: 57 mins.	Travel time: 1 hr. 20 mins.	Travel time: 1 hr. 29 mins.
Toll on tollways & expressways: \$4.10	Depart 30 mins. later than you do now Toll on tollways & expressways: \$3.25	Toll-free	One-way fare: \$4.00
1 out of 10 trips there is an additional delay of 10 mins.	1 out of 10 trips there is an additional delay of 40 mins.	1 out of 10 trips there is an additional delay of 40 mins.	1 out of 10 trips there is an additional delay of 30 mins.
<input type="radio"/> Current Route	<input type="radio"/> Current Route at Different Time	<input type="radio"/> Toll-Free Route	<input type="radio"/> Transit

Question 1 of 8
NEXT QUESTION ►

Questions or problems? Please email chicagotravel@curvey.com



Figure 6: Example Stated Preference Screen (Managed Lane Segment for a Trip That Used Tollways & Expressways)

Chicago Travel Options Study

If the following options were available to you for making your trip on the Ronald Reagan Memorial Tollway (I-88), which would you choose?

Pay close attention to travel times and tolls because they will be changing on each screen.

Managed lane	Regular lanes	City streets or local roads only	Preferred form of transit
Travel time: 1 hr. 2 mins.	Travel time: 1 hr. 0 mins.	Travel time: 1 hr. 26 mins.	Travel time: 1 hr. 37 mins.
Managed lane toll on tollways & expressways: \$1.75	Current toll on tollways: \$0.90	Toll-free	One-way fare: \$4.00
1 out of 10 trips there is an additional delay of 10 mins.	1 out of 10 trips there is an additional delay of 40 mins.	1 out of 10 trips there is an additional delay of 40 mins.	1 out of 10 trips there is an additional delay of 30 mins.
<input type="radio"/> Managed Lane	<input type="radio"/> Regular Lanes	<input type="radio"/> Toll-Free Route	<input type="radio"/> Transit

Question 1 of 8
NEXT QUESTION ►

Questions or problems? Please email: chicagotravel@surveycall.com

The specific values assigned in each stated preference scenario are determined by using an orthogonal experimental design, which ensures that information is collected from respondents in a statistically efficient manner. This technique is commonly used in constructing experimental plans. The experimental design for this survey contained sixty-four experiments which were divided into groups of eight experiments. One group was randomly chosen for each respondent and the eight experiments were shown to the respondent in a randomized order. The formulas used for calculating the levels for each attribute are shown in Appendix E.

To ensure that the scenarios presented were believable to each respondent, the base values for travel times and toll cost were based on characteristics of the recent trip reported by the respondent. These base values were then varied by multiplying or adding one of several factors to give the level required by the experimental design for that particular scenario. By varying the travel times and toll shown in each scenario, the respondent was faced with different time savings for different costs, allowing them to demonstrate their travel preferences across a range of values of time.

DEBRIEF QUESTIONS

At the conclusion of the stated preference scenarios, respondents who saw the managed lane stated preference section but never chose the managed lane alternative were asked to indicate their primary reason for doing so. Similarly, respondents who saw the highway pricing stated preference section and who never chose to travel their current route at a different time of day were asked to indicate their primary reason for not changing the time of their trip. Additionally, respondents who saw the

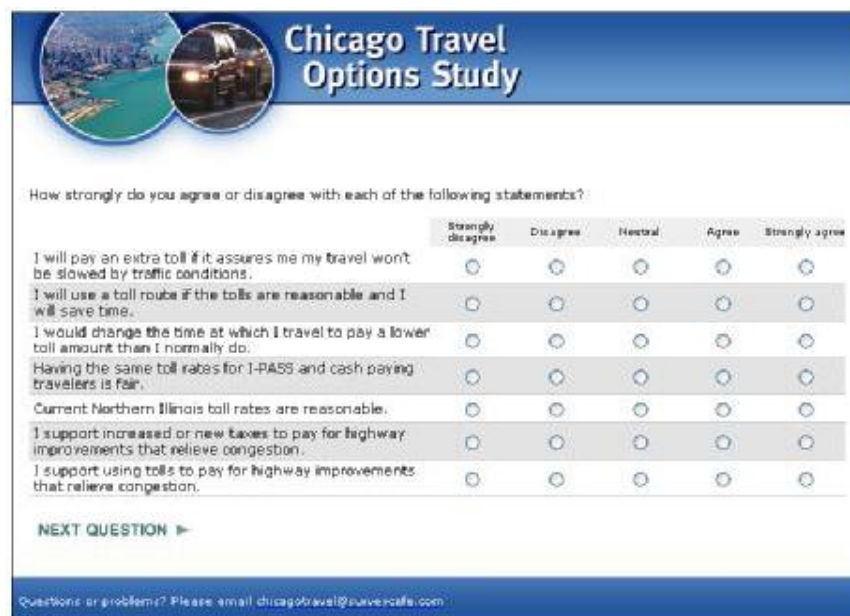


public transit alternative, but never chose it were asked to give their primary reason for not doing so. For these questions, as for other debrief questions, the order of the answer options was randomized to minimize order bias.

The final set of debrief questions addressed respondents' opinions. Firstly, respondents were asked to provide their overall support or opposition to the concepts seen in the stated preference section. Respondents who completed the managed lane stated preference scenarios were asked what their opinion would be if the Illinois Tollway were to implement a managed lane to reduce rush-hour congestion. Respondents who completed the stated preference section regarding a change in highway pricing were asked what their opinion would be if the Illinois Tollway were to implement higher toll rates to reduce rush-hour congestion.

Lastly, respondents answered eighteen opinion questions related to their general opinion of travel behavior, toll rates, public transit, and vehicle carbon emissions. These statements are important to help gauge a respondent's potential bias toward paying tolls or changing their travel behavior.

Figure 7: Opinion Questions (Travel Behavior)



Chicago Travel Options Study

How strongly do you agree or disagree with each of the following statements?

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I will pay an extra toll if it assures me my travel won't be slowed by traffic conditions.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I will use a toll route if the tolls are reasonable and I will save time.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would change the time at which I travel to pay a lower toll amount than I normally do.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having the same toll rates for I-PASS and cash paying travelers is fair.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Current Northern Illinois toll rates are reasonable.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support increased or new taxes to pay for highway improvements that relieve congestion.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support using tolls to pay for highway improvements that relieve congestion.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

NEXT QUESTION ►

Questions or problems? Please email chicago@travel@uiuc.edu

DEMOGRAPHIC QUESTIONS

To conclude the questionnaire, several demographics questions were asked to verify that the sample contained a diverse cross section of the population. Respondents were assured that their responses would be kept confidential and that any personal information they recorded would not be shared or sold to a third party.

Respondents answered a series of questions having to do with county or state of residence, household size, number of household vehicles, gender, age, employment status, and annual income



in order to attain information about the sample and to determine differences in responses among different traveler segments.

Finally, respondents were given the opportunity to enter the raffle for one of twenty-five \$50 cash prizes and to leave comments about the survey or about travel in the Chicago area in general. These comments are listed in Appendix D.

SURVEY ADMINISTRATION

Data collection was conducted in July of 2008. Travelers who had traveled on one of the four tollways and/or on one of ten toll-free expressways on a weekday from 5–10AM or 3–8PM in the past month were recruited in one of three ways:

1. Online administration of the survey to recipients of the Illinois Tollway's monthly e-newsletter to I-PASS holders.
2. Online administration of the survey to travelers who stopped to pay a cash toll at one of six toll plazas across the four tollways. These travelers were given an invitation postcard with a unique password to take the stated preference survey online.
3. Online administration of the survey to recipients of the Metropolitan Planning Council's bi-weekly *Talking Transit* e-newsletter.

A total of 1,976 respondents completed the automobile survey.

ILLINOIS TOLLWAY MONTHLY I-PASS E-NEWSLETTER

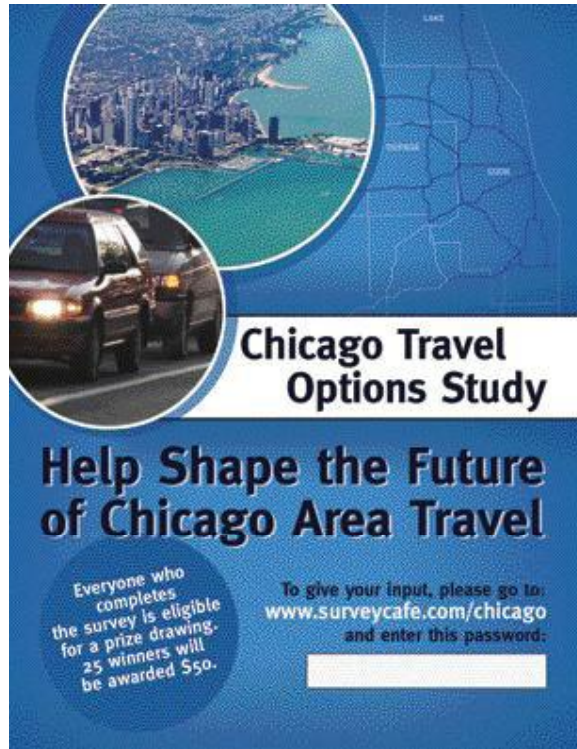
A total of 1,852 respondents completed the survey online after receiving the monthly e-newsletter from the Illinois Tollway. The Tollway sent their monthly e-newsletter out on 2 July 2008 to 988,082 individuals. The monthly e-newsletter contained several articles, including a few paragraphs inviting recipients to complete the Chicago Travel Options Study survey and an individualized web link to the survey. Ultimately, 20,511 (or 2%) of e-newsletter recipients opened the Tollway e-newsletter email and 1,852 individuals completed the survey (0.2% of e-newsletter recipients or 9% of those who opened the e-newsletter email).

CASH TOLL PAYERS AT ILLINOIS TOLLWAY TOLL PLAZAS

24,800 postcards were printed to distribut to travelers who paid cash tolls at six toll plazas on the Illinois Tollway system on 1 July 2008. Each postcard included a survey link, a unique password, and wording inviting the traveler to complete the survey and enter the raffle for a cash prize.



Figure 8: Stated Preference Survey Invitation Postcard



Postcards were distributed from 6–9AM and 4–7PM and at the toll plazas shown in Figure 9. Despite an incentive structure, only 106 individuals completed the survey online after receiving an invitation postcard. The usually low response rate to the postcards may be due in part to the 4th of July holiday, as well as to the fact that not all of the postcards were handed out at each toll plaza.

Figure 9: Toll Plazas for Postcard Handout to Cash Customers

Tollway	Plaza Name	# of Postcards	# of Respondents
Tri-State Tollway (I-294/94)	21 (Waukegan)	3000	15
Tri-State Tollway (I-294/94)	41 (163rd Street)	3600	7
East-West/Ronald Reagan (I-88)	52 (Meyers Road)	4400	12
North-South/Veteran's Mem. (I-355)	73 (Army Trail Road)	3400	29
Northwest/Jane Addams (I-90)	17 (Devon Ave)	6000	16
Northwest/Jane Addams (I-90)	19 (River Road)	4400	26

METROPOLITAN PLANNING COUNCIL BI-WEEKLY I-PASS E-NEWSLETTER

A total of 18 respondents completed the survey online after receiving the bi-weekly *Talking Transit* e-newsletter from the Metropolitan Planning Council. The Tollway sent their monthly e-newsletter out on 11 July and 25 July 2008 to approximately 1,000 individuals on the Metropolitan Planning Council mailing list. Similar to the Illinois Tollway e-newsletter, the MPC e-newsletter contained several



articles, including a few paragraphs inviting recipients to complete the Chicago Travel Options Study survey and a general web link to the survey.

SURVEY RESULTS

The survey was designed to produce a generally representative sample of travelers who use the tollways and expressways in the Chicago area. It is important to sample a sufficient range of travelers and trip types to support the statistical estimation of coefficients of a choice model. By collecting data from a range of traveler and trip types, it is possible to identify the ways in which different characteristics affect mode choice behavior. These differences can then be reflected in the structure and coefficients of the resulting choice model. The survey sample that supports choice model estimation does not need to be perfectly population proportional as long as: (a) any behavioral differences are properly represented in the model and (b) the model is applied for forecasting using appropriate population proportions and/or sample weights.













A total of 1,976 travelers completed the survey. The descriptive analysis of the data presented in this section of the report is based on these 1,976 responses and is provided in three sections: trip characteristics, debrief, and demographics. A complete set of tabulations of survey questions is shown in Appendix C.

TRIP CHARACTERISTICS

To begin the survey, respondents selected, from a list of roads, the tollways and expressways that they had traveled on in the past month during the weekday peak periods (5–10AM or 3–8PM). Of the roads a respondent had traveled on, they were asked to select the one road that they traveled on the most frequently and to think about their most recent trip using that road during a weekday peak period (5–10AM or 3–8PM) for the rest of the survey (Figure 10). Based on the answer to this question, respondents were split with 52% choosing to report a recent trip that used one of the four tollways, and 48% choosing to report a recent trip that used one of the 10 expressways.






Figure 10: Most Frequently Traveled Road

Road	Respondents	Percentage	
Tri-State Tollway	465	23.5%	
Ronald Reagan Memorial Tollway	203	10.3%	
Edens Expressway	193	9.8%	
Jane Addams Memorial Tollway	193	9.8%	
Kennedy Expressway	184	9.3%	
Veterans Memorial Tollway	175	8.9%	
Stevenson Expressway	151	7.6%	
Eisenhower Expressway	135	6.8%	
IL 53	95	4.8%	
Dan Ryan Expressway	57	2.9%	
Elgin-O'Hare Expressway	47	2.4%	
I-80	41	2.1%	
I-57	27	1.4%	
Bishop Ford Freeway	10	0.5%	
Total	1,976	100.0%	

With their recent trip in mind, respondents were asked to provide the other tollways and/or expressways they used on their trip. Based upon the reported roads used, respondents were classified into three categories: respondents who reported a trip that only used tollways, respondents who reported a trip that used both tollways and expressways, and respondents who reported a trip that only used expressways (Figure 11).

Figure 11: Trip Type Segmentation

Trip Type	Respondents	Percentage	
Tollway only trip	435	22.0%	
Tollway & expressway trip	986	49.9%	
Expressway only trip	555	28.1%	
Total	1,976	100.0%	

Each respondent then reported the direction traveled on their most recent trip. Overall, 41% reported a trip toward downtown Chicago, 35% reported a trip away from downtown Chicago, and 23% reported a trip neither toward nor away from downtown Chicago. Almost all respondents (93%) in the expressway only trip segment reported trips toward or away from downtown Chicago, while only 7% reported a trip neither toward, nor away from downtown Chicago. Alternatively, 34% of respondents in the tollway only trip segment and 28% of respondents in the tollway and expressway trip segment reported making a trip neither toward, nor away from downtown Chicago.

Work commute (44%), work-related business (16%), and social or recreational trips (19%) accounted for the largest percentage of trip purposes. Airport (O'Hare and Midway) trips (5%), vacation trips (4%), shopping trips (2%), school trips (2%), and other personal business trips (8%) were also reported as trip purposes.

The 89 respondents who reported an airport trip answered additional questions about their airport trip. Almost half (49%) stated they went to the airport to pick up or drop off someone and 46%



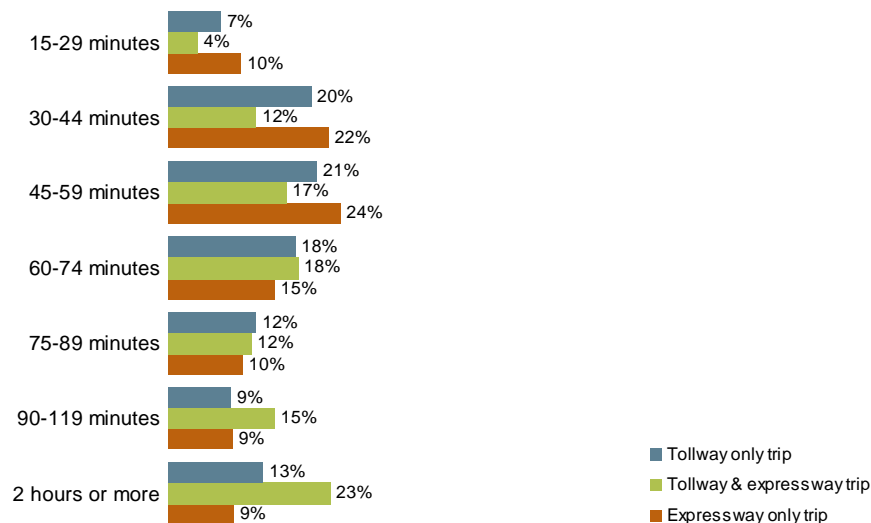
traveled to or from the airport because of a flight they themselves took. Only 5% reported that they worked at the airport.

Each respondent reported the time, in 30 minute increments, that they began their trip and were then categorized according to the time period that they began their trip. Overall, 37% of respondents reporting making a trip during the AM peak (6–9AM), 24% during the AM shoulder period (5–6AM or 9–10AM), 24% during the PM peak (3:30–6:30PM), and 16% during the PM shoulder period (3–3:30PM or 6:30–8:00PM). The trip time period was similar across trip types with 41% of tollway only trip respondents, 36% of tollway and expressway trip respondents, and 34% of expressway only trip respondents reporting that they traveled during the AM peak period (6–9AM).

Two-thirds (67%) of respondents indicated that they began their trip at home, while 20% began their trip at work, and 13% began their trip at another location. With regard to trip destination, 24% of respondents completed their trip at home, 35% at work, and 41% at another location.

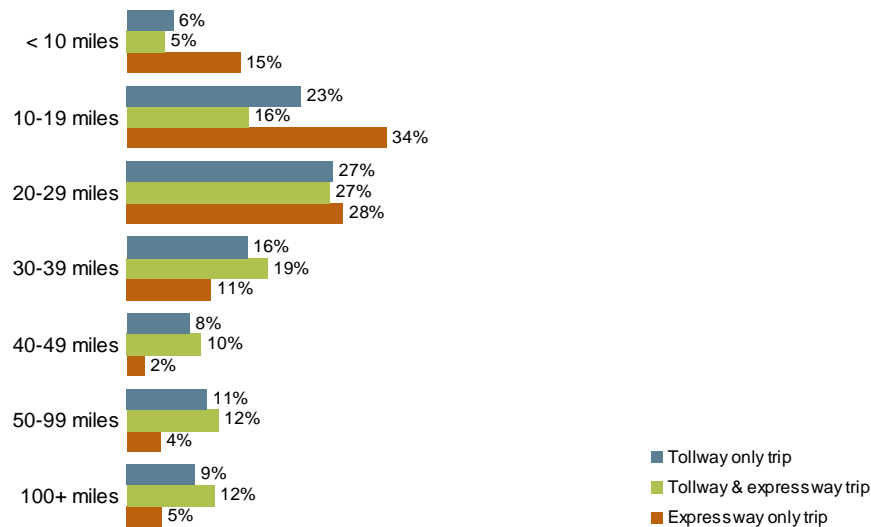
Next, respondents reported their trip travel time (Figure 12). Logically, respondents in the tollway and expressway trip segment reported longer travel times, with 49% reporting a travel time of more than one hour. Only 29% of expressway only trip segment respondents and 34% of tollway only trip segment respondents reported a travel time of more than one hour.

Figure 12: Reported Travel Time by Trip Type

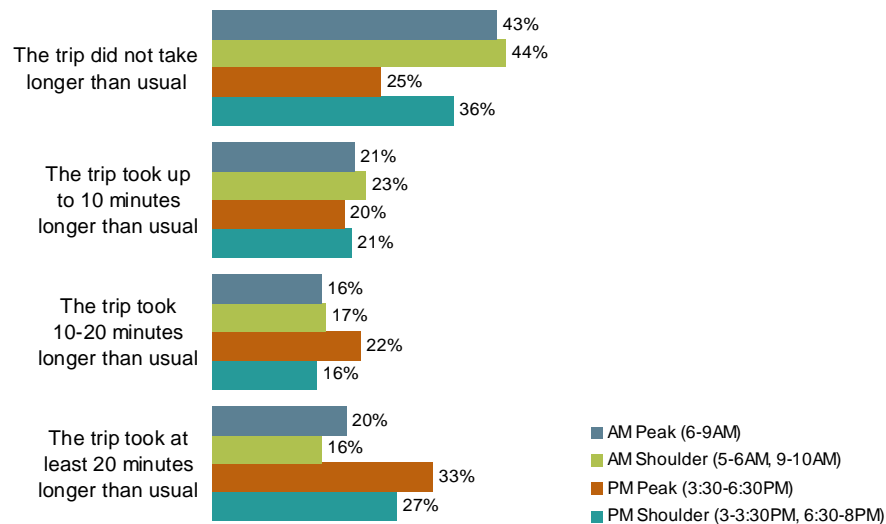


Based upon the reported starting point and ending point of the trip, a trip distance was calculated for each respondent. Two-thirds (66%) of respondents had a trip distance of 10–40 miles. As expected, respondents in the tollway and expressway trip segment had longer trip distances (Figure 13).



Figure 13: Calculated Trip Distance by Trip Type

Overall, 38% of respondents reported that their trip did not take longer than normal due to traffic conditions, while 21% reported experiencing a delay of up to 10 minutes, 18% reported a delay of 10–20 minutes, and 23% reported a delay of at least 20 minutes longer than usual. More than half (55%) of respondents traveling during the PM peak period reported a delay of at least 10 minutes longer than usual, while a lesser percentage (36%) of AM peak period respondents reported the same amount of delay.

Figure 14: Trip Delay by Time of Day

Respondents also reported how frequently they made their trip with 37% making their trip four or more times per week, 19% making their trip 1–3 times per week, 25% making their trip 1–3 times per month, and 19% making their trip less than once per month. Three-quarters (75%) of respondents making work commute trips reported making their trip four or more times per week. Alternatively, three-quarters or more of respondents making shopping, social/recreational, other personal business, airport trips, and vacation trips reported making their trip less than once per week.

With regard to vehicle occupancy, 70% of respondents reported traveling alone, while 20% reported traveling with another person, and 10% of respondents reported traveling with two or more fellow passengers.

Given that 94% of respondents were recruited from the I-PASS e-newsletter database, a similar percentage (95% of all respondents) reported owning an ETC transponder. All respondents in the tollway only trip segment and tollway and expressway trip segment reported paying a toll on their trip. Only 15% of respondents in the expressway only trip segment reported paying a toll on their trip and these respondents may have traveled on non Illinois Tollway roads such as the Chicago Skyway or the Indiana toll-road. The three-quarters (76%) of all respondents who reported paying a toll on their trip were asked how much they paid. Overall, 20% of those who reported paying a toll paid less than \$0.50, 36% paid \$0.50–\$0.99, 17% paid \$1.00–\$1.49, 9% paid \$1.50–\$1.99, and 18% paid more than \$2.00 in tolls on their trip.

To conclude the trip characteristic section of the questionnaire, respondents answered a few questions about their transit usage. Only 14% of respondents indicated that they travel by transit once per week or more, while 12% travel by transit more 1–3 times per month, 32% travel by transit less than once per month, and 42% never travel by transit. Metra was two-thirds (66%) of respondents' preferred form of transit, followed by the CTA train for 19% of respondents. Expressway only trip segment respondents were more likely to prefer the CTA train and less likely to prefer the Metra than respondents who traveled on tollways: 32% of expressway only trip segment respondents preferred the CTA train, while only 6% of tollway only trip segment respondents and 12% of tollway and expressway trip segment respondents preferred traveling the CTA train to travel by transit.

DEBRIEF

Following the stated preference section of the questionnaire, a respondent may have seen one or more of three questions asking the reasons behind their selections in the stated preference section. All respondents who never selected the transit alternative in the stated preference section were asked their primary reason why they did not select the transit alternative. Of the 666 respondents who saw the question, 23% felt that traveling by car was most convenient, 16% felt they needed their car for other reasons, 16% felt that public transit is not convenient, and 16% felt their travel time using public transit is too long. However, differences among trip types showed that of the respondents who reported a trip that used a tollway, but did not use an expressway, 26% felt that their travel time using public transit is too long.

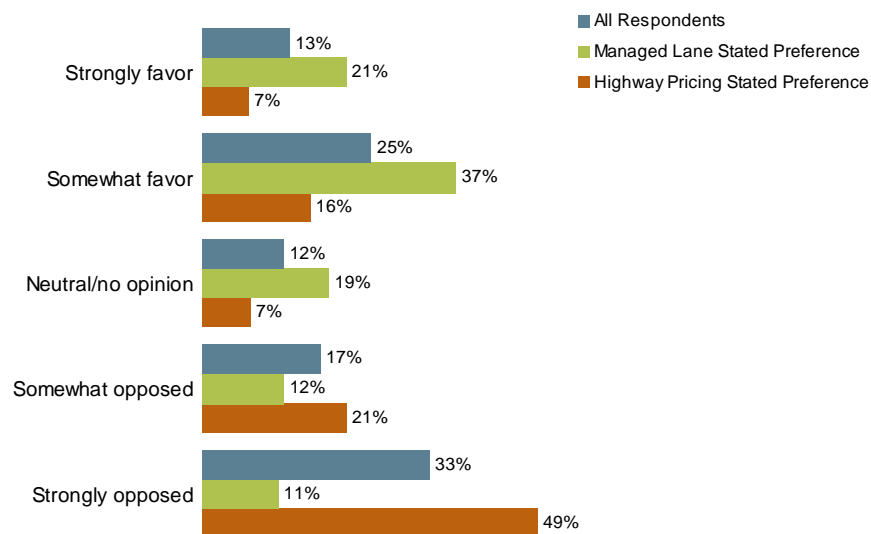


The second debrief question was asked of respondents who saw the managed lane stated preference section and never selected the managed lane option out. Of the 268 respondents who saw the question, 38% stated that the time savings was not worth the toll cost and 24% were opposed to paying an additional managed lane fee. A smaller percentage (14%) felt that the managed lane fee was too high and 12% felt that the time savings were not great enough.

Similarly, respondents who saw the highway pricing stated preference section and never selected the option to make their current trip at a different time of day (for a lower toll amount) were asked why they were resistant to changing the time of their reported trip. Almost half (49%) of the 342 people who saw the question stated that they did not have flexibility in their trip arrival time, and an additional 11% stated that other appointments would not allow them to change their travel schedule.

Having answered questions about their decisions in the stated preference section, respondents were asked their opinion. The wording of the opinion question varied: respondents who saw the managed lane stated preference section were asked how they would feel if a managed lane were implemented and respondents who saw the highway pricing stated preference section were asked their opinion if toll rates changed. Logically, very few people were in favor of toll rates changing (without an obvious benefit), while more were in favor of implementing a managed lane (with a clearer benefit to travel time).

Figure 15: Respondent Opinion



To conclude the debrief section all respondents were asked a series of 18 opinion questions about driver behavior and attitudes toward public transit and the environment. The extent to which respondents agreed or disagreed with each statement is shown in Figure 16, Figure 17, and Figure 18.



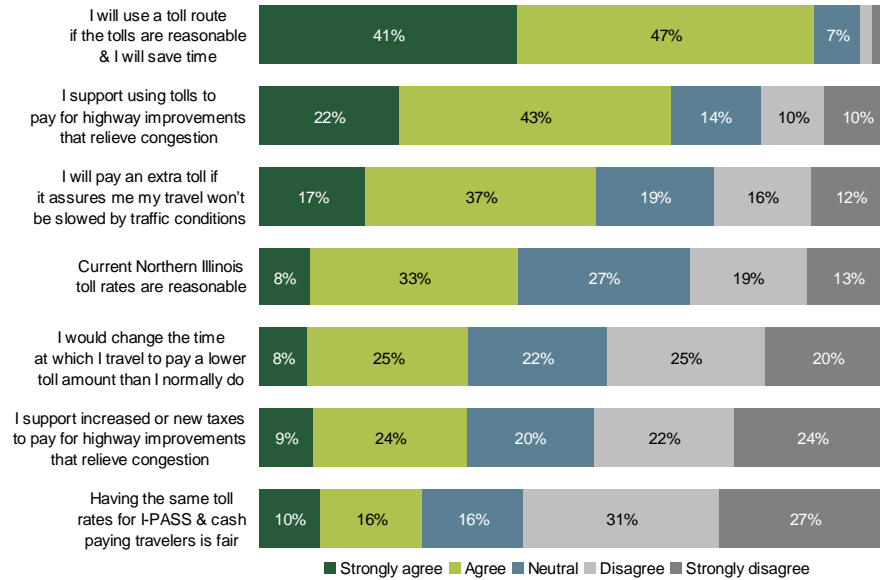
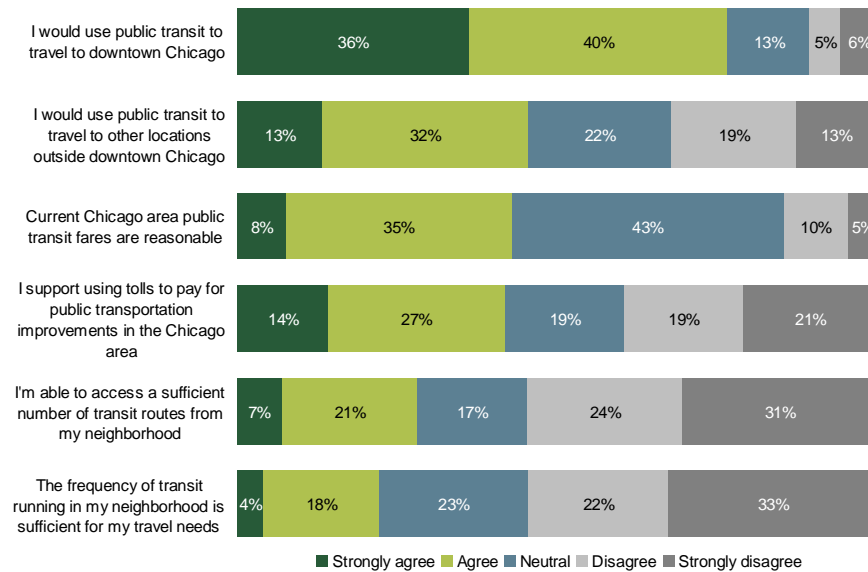
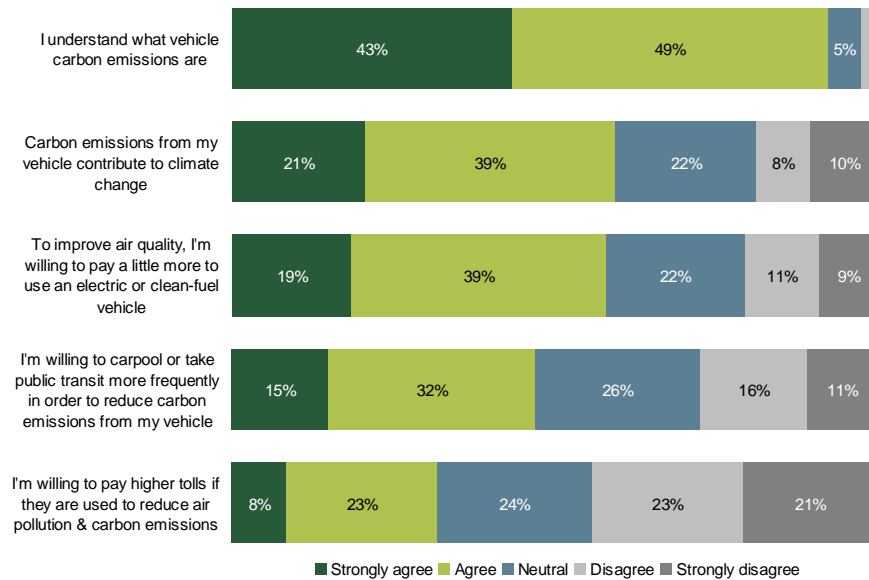
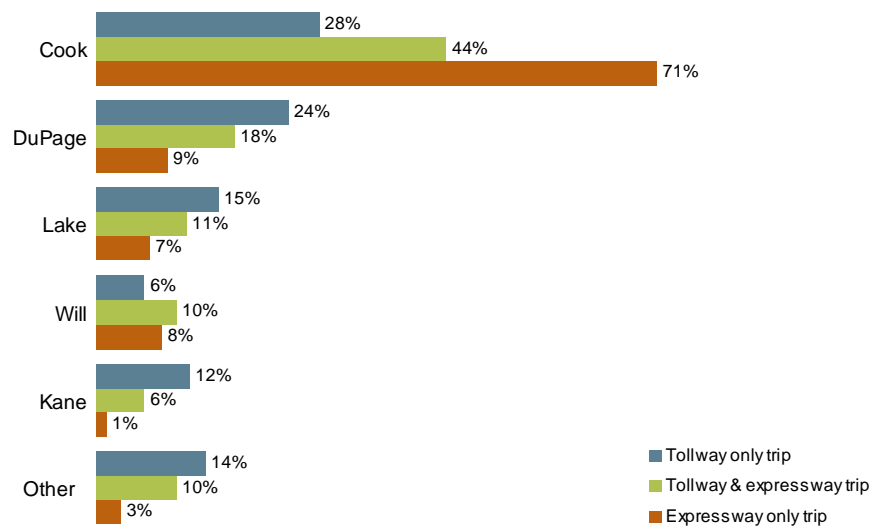
Figure 16: Automobile Driver Behavior Attitude Questions**Figure 17: Public Transit Attitude Questions**

Figure 18: Travel Behavior & the Environment Attitude Questions

DEMOGRAPHICS

Nine out of ten respondents reported living in Illinois, 5% of respondents were Wisconsin residents, 3% were Indiana residents, and the remaining 2% of respondents were residents of other states. Of the Illinois residents, 49% were Cook County residents, 17% were DuPage County residents, 11% were Lake County residents, and 9% were Will County residents. Overall, residents of 23 Illinois counties completed the survey. As expected, location of residence (and therefore proximity to the tollways) affected the type of trip reported, with Cook County residents more likely to report an expressway only trip and those living in other counties more likely to report trips that used a tollway or tollways (Figure 19).



Figure 19: Illinois County of Residence by Trip Type

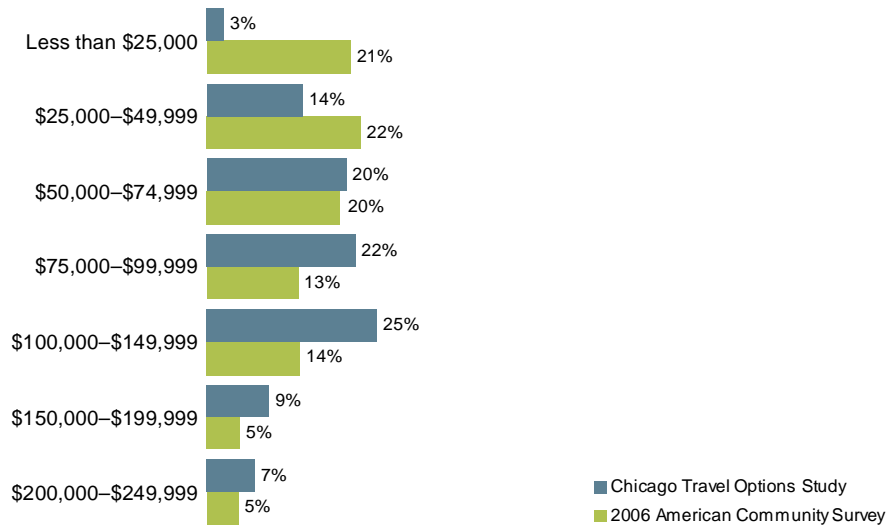
Household size and vehicle ownership varied among respondents. Thirty-seven percent of respondents lived in two-person households, while 18% lived in three-person households, 15% lived in four-person households, and 10% lived in households with five or more people. One in five respondents (20%) lived in single-person households. Similarly, 24% of respondents owned one vehicle, 46% owned two vehicles, 18% owned three vehicles, and 12% owned four or more vehicles.

Men were 57% of respondents, while women accounted for 43% of respondents. The age among respondents varied with 3% age 16–24, 17% age 25–34, 21% age 35–44, 27% age 45–54, 23% age 55–64, 9% age 65 or older. Overall, 73% of respondents were employed full-time, with an additional 12% employed part-time or self-employed.

Annual household income among respondents was distributed as shown in Figure 20. When compared to U.S. Census data from the 2006 American Community Survey for the Chicago-Naperville-Joliet Metropolitan Statistical Area, the Chicago Travel Options Study has slightly higher income than the census data. It is typical for household incomes in the population of drivers to be slightly higher than incomes in the population as a whole. This is due to households without vehicles being concentrated in the lowest income categories and the amount of travel being related to income.



Figure 20: Income Compared to 2006 American Community Survey Census Data (Chicago-Naperville-Joliet, IL-IN-WI Metropolitan Statistical Area)



MODEL ESTIMATION

STATED PREFERENCE MODEL ESTIMATION APPROACH

The stated preference data collected as part of the Chicago Travel Options Study were used to estimate choice models to understand likely future travel behavior of current and potential travelers on the tollways and expressways in the greater Chicago area of Cook, DuPage, and Lake Counties.

Responses from the stated preference experiments were expanded into a dataset containing eight observations for each respondent, yielding a total of 14,768 observations. The data were used to support estimation of the coefficients of multinomial logit (MNL) choice models¹ for several trip purpose segments. The following sections describe the alternatives presented in the stated preference experiments, and explain the process of searching for the best model specifications and estimating models for different trip purpose segments. Finally, model results are presented and compared.

¹ The multinomial logit model has the general form $p(i) = \frac{e^{U_i}}{\sum_{AllModes} e^{U_j}}$ where $p(i)$ is the probability that mode i will be chosen

and U_i is the “utility” of mode i , a function of service and other variables. See, for example, M. E. Ben-Akiva and S. R. Lerman, *Discrete Choice Analysis*, MIT Press, 1985, for details on the model structure and statistical estimations procedures.



STATED PREFERENCE EXPERIMENT ALTERNATIVES

As described in the Survey Questionnaire section of this report, respondents saw one of two stated-preference versions. The choice set of alternatives presented in the stated preference experiments varied with respondents seeing either a managed lane context or a highway pricing context.

Respondents seeing the managed lane stated preference section were presented with four alternatives for making their trip:

1. Travel in the managed lane (of their current route)
2. Travel their current route (general purpose lanes)
3. Travel city or local roads (toll-free alternative)
4. Travel using public transit

Drivers using the adjacent crossings were presented with five alternatives:

1. Travel their current route with increased toll rates
2. Travel their current route at a different time of day
3. Travel city or local roads (toll-free alternative)
4. Travel using public transit

The data were combined into one dataset with the five total (and unique) alternatives:

1. Travel their current route
2. Travel in the managed lane (of their current route) (managed lane respondents only)
3. Travel their current route at a different time of day (highway pricing respondents only)
4. Travel city or local roads (toll-free alternative)
5. Travel using public transit

The contextual differences between the two sets of respondents for the current route are addressed below in the model specification by having two separate current route constants (one for managed lane respondents and one for highway pricing respondent). The city/local roads (toll-free) alternative and the public transit alternative were shown to both sets of respondents.

IDENTIFICATION OF OUTLIERS

Data were screened to ensure that all observations included in model estimation represented realistic trips and reasonable consideration of the trade-offs in the stated preference exercises. Various variables were used for screening purposes. This included examining survey duration times, respondent source, travel time, origin and destination locations, amount of delay, route selection, trip distance, income, and invariance. Statistical outlier analyses were carried out to identify respondents with extremely low choice probabilities in the models.



MODEL SPECIFICATION

Specification Search

Several utility equation structures were tested using the variables included in the stated preference experiments, as well as trip characteristic and socio-demographic variables. Specification testing included:

1. Evaluation of various alternative-specific constants
2. Generic and alternative specific coefficients for key trip variables, such as travel times and tolls
3. Interactions between trip variables and other trip characteristics
4. Interactions between trip variables and socio-demographics variables

With regard to travel time, a mode specific travel time sensitivity coefficient was tested, with a common travel time coefficient for the automobile modes and a separate coefficient for transit travel time. While some differences in travel time sensitivity between automobile and transit were observed, a transit specific travel time coefficient likely captures some of the opposition to traveling by transit because it only applies to one alternative.

Various specifications for coefficients on travel costs were tested. Two elements of travel costs were tested across the alternatives: toll (in the form of toll cost and managed lane fee) and transit fare. Toll costs and transit fare were varied across each respondent's experiments. Mode specific cost coefficients were tested (on total automobile cost and transit fare), as well as transit specific cost coefficients by preferred form of transit (PACE, Metra, or CTA).

Sensitivity to shifting departure time earlier or later (SDE and SDL) was included in the specification for respondents who saw the highway pricing stated preference section with coefficients on the numbers of minutes departure time was changed by.

Alternative specific constants were included on all alternatives (current route, managed lane, current route at a different time of day, and transit) to capture preference for an alternative not represented by the other attributes that describe the alternative, with the constant for the local/city street (toll-free) alternative fixed to zero and the other constants estimated relative to that constant. Similarly, because of the different context for respondents, two separate current route constants were specified; one for respondents who saw the managed lane stated preference section and one for respondents who saw the highway pricing stated preference section.

Interactions between the time and cost (toll cost and transit fare) coefficients and various trip characteristics and socio-demographics variables were tested. This included testing transformations of the cost and time coefficients by total trip distance and household income in order to capture any systematic relationship between time and/or cost sensitivity and income or distance. One interaction effect, for household income, was retained in the final specification based both on applicability during forecasting as well as the strength of the interaction.



To clarify, in order to test for these relationships, the elasticities of the time and cost coefficients relative to household income were estimated by including the following transformations of the time and cost coefficients in the utility equation:

$$V_i = \mathbf{L} + \beta_t TT_i \left(\frac{inc}{\overline{inc}} \right)^{\lambda_{t,inc}} + \beta_c TC_i \left(\frac{inc}{\overline{inc}} \right)^{\lambda_{c,inc}} + \mathbf{K}$$

Where:

- TT_i gives the travel time of alternative i
- TC_i gives the toll cost of alternative i
- inc is the household income for the current respondent, with \overline{inc} giving the base value, the average income for the sample

The remaining terms are estimated in the model:

- The term β_t is the time sensitivity (in 1/min)
- The term β_c is the cost sensitivity (in 1/\$)
- The interaction terms: $\lambda_{t,inc}$ gives the time elasticity in relation to household income, and $\lambda_{c,inc}$ gives the cost elasticity in relation to household income.

These effects were tested for each of the four trip purpose segments and for both income and trip distance effects. The most significant effects were found to be the income interactions with travel cost – indicating that individuals with higher incomes are generally less sensitive to travel costs.

Final Specifications

In the models presented in this report, coefficients were determined for total travel time and total cost (toll cost or transit fare). Coefficients were included for sensitivity to shifting departure time earlier or later. Alternative specific constants were included on all alternatives, with the constant for the local/city streets (toll-free) alternative fixed to zero and the other constants estimated relative to that constant (Table 1).



Table 1: Model Specification

Coefficient	Units	Alternatives				
		Current Route	Managed Lane	Current Route at Different Time of Day	Local/City Streets (Toll-Free)	Public Transit
Toll Cost	Dollars	X	X	X		
Transit Fare	Dollars					X
Trip Delay	Minutes	X	X	X	X	X
Shift Departure Earlier	Minutes			X		
Shift Departure Later	Minutes			X		
Travel Time	Minutes	X	X	X	X	X
Constant: Current Route (General Purpose Lanes)	(0,1)	X				
Constant: Current Route (Increased Toll Costs)	(0,1)	X				
Constant: Managed Lane	(0,1)		X			
Constant: Trip Time Shift	(0,1)			X		
Constant: Transit	(0,1)					X
Constant: Local/City Streets (Fixed to zero)	(0,1)					
Non Linear Income Interaction*	-	X	X	X		X
* Note: Not applied to the airport or vacation segments						

SEGMENTATION

The automobile models were segmented into four groups based on trip purpose. Table 2 shows the segments for which models were estimated and their sample sizes in terms of number of stated preference observations.



Table 2: Automobile Model Segments and Sample Sizes

Segment	Number of:	
	Individuals	Observations
Work (Commute & Business-Related) Trips	1133	9064
School, Shopping, Social/Recreational, & Other Personal Business Trips	580	4640
Airport (O'Hare & Midway) Trips	72	576
Vacation Trips	61	488

MULTINOMIAL LOGIT MODEL COEFFICIENTS

This section presents the results of an MNL model for each of the four segments using the specification described above in Table 1. For each model, coefficient values, standard errors, and t-statistics are presented. The statistics included for each model are number of observations, Log Likelihood at zero and at convergence, number of estimated parameters, and adjusted Rho-Squared (a model fit measure). Where a coefficient is shown with a value of zero and no standard error or t-statistic is quoted, the parameter was not estimated. This is the case for the constant on the city/local streets (toll-free) alternative.



Table 3: Work (Commute and Business-Related) Trip MNL Model Coefficients

Coefficient	Units	Value	Standard Error	T-Stat
Toll Cost	Dollars	-0.219	0.0136	-16.07
Transit Fare	Dollars	-0.272	0.0254	-10.69
Trip Delay	Minutes	-0.0172	0.00136	-12.64
Shift Departure Earlier	Minutes	-0.0201	0.00204	-9.84
Shift Departure Later	Minutes	-0.0216	0.00206	-10.5
Travel Time	Minutes	-0.0695	0.00253	-27.42
Constant: Current Route (General Purpose Lanes)	(0,1)	1.09	0.0677	16.04
Constant: Current Route (Increased Tolls)	(0,1)	-0.439	0.0552	-7.95
Constant: Managed Lanes	(0,1)	-0.128	0.0799	-1.61
Constant: Trip Time Shift	(0,1)	-0.457	0.0904	-5.06
Constant: Transit	(0,1)	-0.206	0.104	-1.97
Constant: Local/City Route (Toll-free) (fixed to zero)	(0,1)	0	-	-
Non Linear Income Interaction	Dollars * Income/1000	-0.21	0.0396	-5.3

Number of Observations	9064
Log Likelihood at Convergence	-9286.125
Log Likelihood at 0	-11278.86
Parameters	12
Adjusted Rho-Squared	0.176

Table 4: School, Shopping, Social/Recreational, Other Personal Business Trip MNL Model Coefficients

Coefficient	Units	Value	Standard Error	T-Stat
Toll Cost	Dollars	-0.257	0.0175	-14.69
Transit Fare	Dollars	-0.209	0.033	-6.33
Trip Delay	Minutes	-0.0189	0.00199	-9.5
Shift Departure Earlier	Minutes	-0.0135	0.00273	-4.94
Shift Departure Later	Minutes	-0.015	0.00276	-5.44
Travel Time	Minutes	-0.0789	0.00333	-23.72
Constant: Current Route (General Purpose Lanes)	(0,1)	0.763	0.0885	8.62
Constant: Current Route (Increased Tolls)	(0,1)	-0.511	0.0795	-6.43
Constant: Managed Lanes	(0,1)	-0.496	0.107	-4.64
Constant: Trip Time Shift	(0,1)	-0.274	0.125	-2.19
Constant: Transit	(0,1)	-0.367	0.149	-2.46
Constant: Local/City Route (Toll-free) (fixed to zero)	(0,1)	0	-	-
Non Linear Income Interaction	Dollars * Income/1000	-0.143	0.0486	-2.95



Number of Observations	4640
Log Likelihood at Convergence	-4533.290
Log Likelihood at 0	-5822.520
Parameters	12
Adjusted Rho-Squared	0.219

Table 5: Airport (O'Hare & Midway) Trip MNL Model Coefficients

Coefficient	Units	Value	Standard Error	T-Stat
Toll Cost	Dollars	-0.263	0.0539	-4.89
Transit Fare	Dollars	0.0339	0.0983	0.34
Trip Delay	Minutes	-0.0293	0.00611	-4.8
Shift Departure Earlier	Minutes	-0.0211	0.00827	-2.55
Shift Departure Later	Minutes	-0.0231	0.00832	-2.77
Travel Time	Minutes	-0.0678	0.0106	-6.42
Constant: Current Route (General Purpose Lanes)	(0,1)	2.17	0.336	6.45
Constant: Current Route (Increased Tolls)	(0,1)	0.936	0.294	3.19
Constant: Managed Lanes	(0,1)	0.834	0.38	2.2
Constant: Trip Time Shift	(0,1)	0.683	0.427	1.6
Constant: Transit	(0,1)	-0.546	0.498	-1.1
Constant: Local/City Route (Toll-free) (fixed to zero)	(0,1)	0	-	-

Number of Observations	576
Log Likelihood at Convergence	-512.272
Log Likelihood at 0	-715.653
Parameters	11
Adjusted Rho-Squared	0.269



Table 6: Vacation Trip MNL Model Coefficients

Coefficient	Units	Value	Standard Error	T-Stat
Toll Cost	Dollars	-0.247	0.0438	-5.65
Transit Fare	Dollars	-0.497	0.223	-2.23
Trip Delay	Minutes	-0.0205	0.00712	-2.87
Shift Departure Earlier	Minutes	-0.00788	0.00862	-0.91
Shift Departure Later	Minutes	-0.00024	0.00888	-0.03
Travel Time	Minutes	-0.0592	0.00945	-6.27
Constant: Current Route (General Purpose Lanes)	(0,1)	1.7	0.522	3.25
Constant: Current Route (Increased Tolls)	(0,1)	1.14	0.505	2.26
Constant: Managed Lanes	(0,1)	0.498	0.643	0.77
Constant: Trip Time Shift	(0,1)	0.597	0.617	0.97
Constant: Transit	(0,1)	0.528	0.717	0.74
Constant: Local/City Route (Toll-free) (fixed to zero)	(0,1)	0	-	-

Number of Observations	488
Log Likelihood at Convergence	-369.412
Log Likelihood at 0	-598.262
Parameters	11
Adjusted Rho-Squared	0.364

VALUES OF TIME AND OTHER WILLINGNESS TO PAY INDICATORS

Mean Values of Time

Mean values of time based on the MNL model results for each of the four segments are shown in Table 7.

Table 7: Mean Values of Time

Segment	Value of Time (\$/hour)
Work (Commute & Business-Related)	\$18.84
Shopping, School, Social/Recreational	\$17.98
Airport (O'Hare & Midway)	\$15.47
Vacation	\$14.38

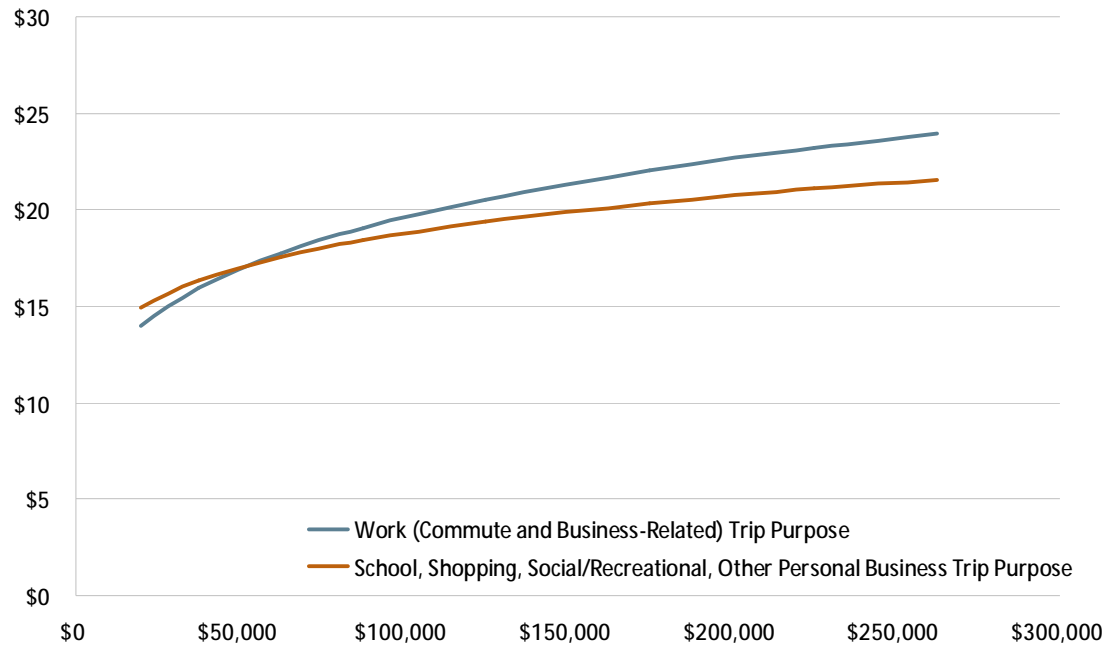
Interaction between Values of Time and Household Income

For work (commute and business-related) and shopping/social/school trips, cost sensitivity and hence value of time was interacted with household income. Since cost sensitivity reduces as income increased, value of time increases as income increases. Figure 21 compares the resulting value of time



– income curves for the work and shopping/social/school segments. Largely due to small sample sizes, the airport and vacation segments were not interacted with household income.

Figure 21: Value of Time (\$/hour) by Annual Household Income



APPENDIX A: QUESTIONNAIRE



CHICAGO TRAVEL OPTIONS PRICING STATED PREFERENCE SURVEY SCRIPT

All qualifying respondents must be automobile travelers (age 16 or older) who have made a trip in the past month that used an Illinois Tollway facility or IDOT expressway facility included in the study area. Respondents will be asked to focus on their most recent trip in the corridor as they answer a set of background questions, including trip purpose, travel time, and trip duration.

Data will be tracked to ensure a mix of work and non-work, peak and off-peak, frequent and infrequent trips, demographics, such as income, current use of tollways and payment type (I-Pass or cash), and geography (such as by county and, within City of Chicago or suburban).

Webpage name	Question Text
password	Welcome! Please enter your password: For information call toll free 1-888-774-5984 or email Chicagotravel@surveycafe.com
instruction	<p>The Illinois Tollway in partnership with the Federal Highway Administration, the Metropolitan Planning Council, and the Chicago Metropolitan Agency for Planning is researching solutions to reduce rush-hour congestion on interstates throughout the Chicago area. Please share your travel preferences and suggestions for improving rush-hour congestion.</p> <p>Everyone who completes this survey is eligible for a prize drawing. From all surveys completed, 25 winners will be awarded \$50. Questions throughout this survey are customized based on your responses. Your answers will be kept confidential and will be used only for this study.</p> <p><u>INSTRUCTIONS:</u></p> <p>After answering each question, please click “Next Question” to continue. If you need to back up to change an answer, use the back button on your browser. Answering all of the questions should take 10–15 minutes.</p> <p>Please click “Next Question” to begin.</p>
Background Questions	

screener	<p>Which one of the following roads have you traveled on:</p> <ul style="list-style-type: none"> ▪ in the past month ▪ on a weekday ▪ from 5AM–10AM or 3PM–8PM <p>Please select all that apply.</p> <p>Tollways: Jane Addams Memorial Tollway (I-90) (formerly the Northwest Tollway) Ronald Reagan Memorial Tollway (I-88) (formerly the East-West Tollway) Tri-State Tollway (I-94, I-294, I-80/I-294) Veterans Memorial Tollway (I-355) (formerly the North-South Tollway)</p> <p>IDOT Expressways Dan Ryan Expressway (I-94) Edens Expressway (I-94) Eisenhower Expressway (I-290) Elgin-O'Hare Expressway Kennedy Expressway (I-90) Stevenson Expressway (I-55) IL 53 (northbound from Jane Addams Memorial Tollway (I-90)) I-57 I-80</p> <p>I have not made a trip within the past month that used any of the above roads (<i>thank and terminate</i>)</p> <p><i>A map displaying the study region will be shown with the 4 toll roads clearly highlighted and labeled. 4 Tollways (Addams, Reagan, Tri-State, Veterans) – rest are IDOT Expressways</i></p>
terminate	<p><i>If respondent did not use any of the study crossings within past month.</i></p> <p>Thank you. Unfortunately, your responses indicate that you do not qualify for this survey.</p> <p>Thank you again for your time.</p>
recent	<p><i>If respondent used more than one of the study crossings within past month.</i></p> <p>Which of the following roads do you travel on most frequently?</p> <p><i><list roads selected in the previous question></i></p>



direction	<p>All the questions in this survey will ask you about your MOST RECENT trip that took at least 15 minutes and that used <i><most frequently traveled highway></i>.</p> <p>What direction were you traveling on your MOST RECENT trip using <i><most frequently traveled highway></i>?</p> <p>Toward downtown Chicago Away from downtown Chicago Neither toward or away from downtown Chicago</p> <p>A "trip" is the one-way portion of your drive, not including the return portion. For instance, a "trip" is your drive from home to work or from work to a shopping mall.</p>
Roads	<p>What other roads did you use on your most recent trip that used <i><most frequently traveled highway></i>?</p> <p>Please select all that apply.</p> <p><i><list of roads except for most frequently traveled highway></i></p>
dow	<p>What day of the weekday did you make your trip?</p> <p>Monday Tuesday Wednesday Thursday Friday</p>
purpose	<p>What was the main purpose of your trip that used <i><most frequently traveled highway></i>?</p> <p>Go to/from work Work-related business Go to/from school Shopping Social or recreational (such as visiting a friend or going to the movies) Other personal business (such as a medical appointment) Go to/from O'Hare Airport Go to/from Midway Airport Vacation</p>
airdepart	<p><i>If go to/from airport:</i> Which of the following best describes your trip to <O'Hare Airport/Midway Airport>?</p> <p>I went to the airport to depart on a flight I went to the airport to pick someone up or drop someone off I came from the airport after arriving on a flight I came from the airport after picking someone up or dropping someone off I work at the airport</p>



airpurp	<p>If went to or came from the airport after a flight: Was your flight mainly for business?</p> <p>Yes</p> <p>No</p>												
begtime	<p>What time did you start your trip? (Peak period time answer options)</p> <table border="0"> <tr> <td>AM</td><td>PM</td></tr> <tr> <td>5-6 AM</td><td>3-4 PM</td></tr> <tr> <td>6-7 AM</td><td>4-5 PM</td></tr> <tr> <td>7-8 AM</td><td>5-6 PM</td></tr> <tr> <td>8-9 AM</td><td>6-7 PM</td></tr> <tr> <td>9-10 AM</td><td>7-8 PM</td></tr> </table> <p>Programmer: Write out a "peak" variable for AM or PM Peak. Also Write out a "Peak2" variable – 1 for Super-peak (7-8AM or 5-6PM) and 2 for Regular Peak (5-7AM, 8-10AM and 4-5PM, 6-7PM)</p>	AM	PM	5-6 AM	3-4 PM	6-7 AM	4-5 PM	7-8 AM	5-6 PM	8-9 AM	6-7 PM	9-10 AM	7-8 PM
AM	PM												
5-6 AM	3-4 PM												
6-7 AM	4-5 PM												
7-8 AM	5-6 PM												
8-9 AM	6-7 PM												
9-10 AM	7-8 PM												
begin, end	<p>Where did your trip begin and end?</p> <p>Please describe a one-way trip, not a round-trip. For instance, your trip may be your drive from home to work or from work to a shopping mall.</p> <table border="0"> <tr> <td>Where did you start your trip?</td><td>Where did you end your trip?</td></tr> <tr> <td>From my home</td><td>At my home</td></tr> <tr> <td>From my workplace</td><td>At my workplace</td></tr> <tr> <td>From another place</td><td>At another place</td></tr> </table>	Where did you start your trip?	Where did you end your trip?	From my home	At my home	From my workplace	At my workplace	From another place	At another place				
Where did you start your trip?	Where did you end your trip?												
From my home	At my home												
From my workplace	At my workplace												
From another place	At another place												
confirm	<p>You have told us the following information about your most recent trip that used <i><most frequently traveled highway></i>.</p> <p>You traveled:</p> <p>Toward/away from downtown Chicago/neither toward nor away from downtown Chicago</p> <p>On a day of week</p> <p>From time of day</p> <p>for a Trip purpose trip</p> <p>From Trip begin location</p> <p>To Trip end location</p> <p>Is this information about your trip correct?</p> <p>Please click the "Back" button on your browser to re-enter your information if necessary OR click "Next Question" to continue if the information is correct.</p>												



orig	<p>Where did your trip BEGIN?</p> <p>Don't know any address or business information (<i>Will be brought to a map</i>)</p> <p>Address: _____</p> <p>City: _____</p> <p>State/Province: _____</p> <p>Zip Code/Postal Code: _____</p> <p>Business Name (if applicable): _____</p> <p><i>If "Don't know" is selected, a map will be shown of the study area. Respondents will click on map which will return x, y coordinates that can be converted to a latitude and longitude that can be related to any number of geographical units.</i></p>
dest	<p>Where did your trip END?</p> <p>Address: _____</p> <p>City: _____</p> <p>State/Province: _____</p> <p>Zip Code/Postal Code: _____</p> <p>Business Name (if applicable): _____</p> <p>Don't know any address or business information (<i>Will be brought to a map</i>)</p> <p><i>If "Don't know" is selected, a map will be shown of the study area. Respondents will click on map which will return x, y coordinates that can be converted to a latitude and longitude that can be related to any number of geographical coverages.</i></p>
invalidtrip	<p><i>If trip started and ended in the same location:</i></p> <p>Based on the locations you just selected on the maps, your trip seems to have started and ended in the same location.</p> <p>Remember, we would like you to describe the one-way portion of your most recent trip that used <i><most frequently traveled highway></i>.</p> <p>Do you need to go back and change where your trip began or where your trip ended?</p> <p>Yes (Send to Orig AddressForm)</p> <p>No (Terminate Survey)</p>



tottime	<p>How long was your trip?</p> <p>Please only include the time you spent traveling, and not time spent at any stops you may have made along the way.</p> <table border="1" data-bbox="431 558 678 963"> <thead> <tr> <th>Hours</th><th>Minutes</th></tr> </thead> <tbody> <tr><td>0</td><td>0</td></tr> <tr><td>1</td><td>5</td></tr> <tr><td>2</td><td>10</td></tr> <tr><td>3</td><td>15</td></tr> <tr><td rowspan="7"></td><td>20</td></tr> <tr><td>25</td></tr> <tr><td>30</td></tr> <tr><td>35</td></tr> <tr><td>40</td></tr> <tr><td>45</td></tr> <tr><td>50</td></tr> <tr><td></td><td>55</td></tr> </tbody> </table> <p><i>Trip took 4 hours or more</i></p>	Hours	Minutes	0	0	1	5	2	10	3	15		20	25	30	35	40	45	50		55
Hours	Minutes																				
0	0																				
1	5																				
2	10																				
3	15																				
	20																				
	25																				
	30																				
	35																				
	40																				
	45																				
	50																				
	55																				
warning	<p>The time you reported to make your trip is significantly <i><longer/shorter></i> than the time we estimate it would take to get from where your trip started to where your trip ended.</p> <p>Is your travel time of <i><travel time/ 4 hours or more></i> correct?</p> <p>Please click the “Back” button on your browser to re-enter your information if necessary OR click “Next Question” to continue if the information is correct.</p>																				
delay	<p>Did this trip take longer than normal due to traffic conditions?</p> <p>No, the trip did not take longer than usual Yes, the trip took about 5 minutes longer than usual Yes, the trip took 5–10 minutes longer than usual Yes, the trip took 10–20 minutes longer than usual Yes, the trip took at least 20 minutes longer than usual</p>																				
freq	<p>How often do you make this same <i><trip purpose></i> trip in this direction?</p> <p>6 or more times per week 5 times per week 4 times per week 2–3 times per week Once per week 2–3 times per month Once per month Less than once per month</p>																				



occ	<p>Including you, how many people were in the vehicle on your trip?</p> <p>1 (I drove alone) 2 3 4 5 or more</p>
tolls	<p><i>If troad = 2 and oroad = 2 (so did not select a tollway or travel on any tollways):</i> Did you pay any tolls on your trip?</p> <p>Yes No</p> <p><i>Write out a 1 if troad = 1 or oroad = 1 (they already said they used a tollway)</i></p>
toll	<p><i>If troad = 1, oroad = 1, or tolls = 1:</i> How much did you pay in tolls for your <purpose> trip?</p> <p>\$ _____ on the Jane Addams Memorial (I-90) \$ _____ on the Reagan Memorial (I-88) \$ _____ on the Tri-State Tollway (I-94, I-294, I-80/I-294) \$ _____ on the Veterans Memorial (I-355) \$ _____ on other roads \$ _____ TOTAL</p> <p><i>(checkbox):</i> I don't know</p>
etc	<p>Do you currently have a transponder such as I-PASS, i-Zoom, or E-ZPass in your vehicle for electronic toll collection (ETC)?</p> <p>Yes No I don't know what an electronic transponder is</p>
tranfreq	<p>How often do you travel by transit using PACE, CTA, or Metra?</p> <p>6 or more times per week 5 times per week 4 times per week 2-3 times per week Once per week 2-3 times per month Once per month Less than once per month I never use transit</p>



transit	<p>Assume for the moment, that you had to use transit for all or part of your trip. Which of the following transit options are available for you to use for your trip?</p> <p>Please select all that apply.</p> <p>CTA bus CTA train Metra PACE bus Other, please specify: I have no possible transit alternative to make my trip</p>
preftran	<p><i>If has a transit option:</i> What form of transit would you prefer to make your trip?</p> <p><i><list transit alternatives selected in the previous question></i></p>
tranacc	<p><i>If has a transit option:</i> How do you typically get to public transit?</p> <p>Please select all that apply.</p> <p>Walk to transit Bicycle to transit Drive self to transit Get dropped off at transit Other, please specify:</p>
Stated Preference Questions	



slide1

Managed Lane respondent:

As a way to reduce rush-hour congestion on interstates, the Illinois Tollway is considering an “express” or “managed” lane along both expressways and tollways throughout the Chicago area.

On the managed lane, traffic would move at nearly free-flow speeds at all times. Tolls could be higher during rush hour (6-9AM and 3:30-6:30PM) or congested periods to maintain highway speeds. Existing tollway lanes at current toll rates and existing toll-free expressway lanes would still be available for all travelers.

Please click “Next Question” to continue.

Highway pricing respondent (Tollways only):

As a way to reduce rush-hour congestion on interstates, the Illinois Tollway is studying higher toll rates during the rush hour (6-9AM and 3:30-6:30PM) along the tollways throughout the Chicago area.

The purpose of charging higher toll rates during the rush hour would be to reduce traffic congestion and make travel faster. The fee charged and the time it takes to make your trip could also vary depending on when you travel during the rush hour period. Those traveling outside of the rush hour would continue to pay current toll rates on the tollways.

Please click “Next Question” to continue.

Highway pricing respondent (Tollways AND Expressways):

As a way to reduce rush-hour congestion on interstates, the Illinois Tollway is studying higher toll rates during the rush hour (6-9AM and 3:30-6:30PM) along the tollways throughout the Chicago area. Travelers using the expressways during the rush hour would also pay a toll throughout the Chicago area.

The purpose of charging higher toll rates during the rush hour would be to reduce traffic congestion and make travel faster. The fee charged and the time it takes to make your trip could also vary depending on when you travel during the rush hour period. Those traveling outside of the rush hour would continue to pay current toll rates on the tollways and would continue to travel toll-free on the expressways.

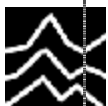
Please click “Next Question” to continue.

Highway pricing respondent (Expressways only):

As a way to reduce rush-hour congestion on interstates, the Illinois Tollway is studying charging tolls during the rush hour (6-9AM and 3:30-6:30PM) along the expressways throughout the Chicago area.

The purpose of charging tolls during the rush hour would be to reduce traffic congestion and make travel faster. The fee charged and the time it takes to make your trip could also vary depending on when you travel during the rush hour period. Those traveling outside of the rush hour would continue to travel toll-free on the expressways.

Please click “Next Question” to continue.



slide2	<p><i>Managed Lane respondent:</i></p> <p>In the next section, you will see 8 questions asking you to compare the trip you just described with 3 alternate ways of making your trip.</p> <ol style="list-style-type: none"> 1) Your current trip using <most frequently traveled highway> 2) Use a managed lane on <most frequently traveled highway> with a toll paid using I-PASS 3) Travel using city streets or local roads only 4) Travel by your preferred form of transit <p>For each question, please indicate the option you would choose to make your <purpose> trip that used <most frequently traveled highway>.</p> <p>Please click "Next Question" to continue.</p> <p><i>Highway pricing respondent:</i></p> <p>In the next section, you will see 8 questions asking you to compare the trip you just described with 3 alternate ways of making your trip.</p> <ol style="list-style-type: none"> 1) Your current trip using <most frequently traveled highway> 2) Travel the <most frequently traveled highway> at a different time of day 3) Travel using city streets or local roads only 4) Travel by your preferred form of transit <p>For each question, please indicate the option you would choose to make your <purpose> trip that used <most frequently traveled highway>.</p> <p>Please click "Next Question" to continue.</p>
cbc	<p><i>If n = 1</i></p> <p>If the following options were available to you for making your <purpose> trip that used <most frequently traveled highway>, which would you choose?</p> <p>Pay close attention to travel times and tolls because they will be changing on each screen.</p> <p><i>If n = 2</i></p> <p>If the following options were available to you for making your <purpose> trip that used <most frequently traveled highway>, which would you choose?</p> <p>The information in <red/blue> may have changed.</p> <p>See PowerPoint for CBC details.</p>
Debrief Questions	



ynoml	<p><i>If respondent never selected managed lane option in SP section. Answer choices shown in random order.</i></p> <p>What is the primary reason you did not choose the managed lane option in the previous section?</p> <p>Time savings not worth the toll cost Toll too high Time savings not great enough Opposed to paying an additional managed lane fee Do not want to set up an I-PASS account (only If don't have I-PASS) Do not want to use electronic toll collection (only If don't have I-PASS) Other, please specify:</p>
ynots	<p><i>If respondent never selected time shift option in SP section. Answer choices shown in random order.</i></p> <p>What is the primary reason you did not choose to change the time of your current trip in the previous section?</p> <p>Do not have flexibility in arrival time Time savings not enough Cost savings not enough Time required to shift current trip is too great Other appointments prevent changing travel time Willing to use public transit Other, please specify:</p>
ynotransit	<p><i>If respondent never selected transit option in SP section.</i></p> <p>What is the primary reason you did not choose the public transit option in the previous section?</p> <p>Travel time is too long using public transit Using public transit is not convenient Transit fares are too high Traveling by car is more convenient for my trip It is too difficult to get to/from public transit I do not like public transit I need my car for other reasons Other, please specify: <i>Options will be randomly ordered</i></p>



opinion	<p><i>If managed lane respondent:</i></p> <p>Which of the following best describes how you would feel if the Illinois Tollway implemented a managed lane to reduce rush-hour congestion on the <tollways/tollways and expressways/expressways>?</p> <p><i>If highway pricing respondent (tollways only):</i></p> <p>Which of the following best describes how you would feel if the Illinois Tollway implemented higher toll rates to reduce rush-hour congestion on the tollways?</p> <p><i>If highway pricing respondent (tollways and expressways):</i></p> <p>Which of the following best describes how you would feel if, to reduce rush-hour congestion, the Illinois Tollway implemented higher toll rates on the tollways and charged tolls on the expressways?</p> <p><i>If highway pricing respondent (expressways only):</i></p> <p>Which of the following best describes how you would feel if the Illinois Tollway charged tolls to reduce rush-hour congestion on the expressways?</p> <p>Strongly favor it Somewhat favor it Neutral/no opinion Somewhat opposed to it Strongly opposed to it</p>
---------	--



autodebr	How strongly do you agree or disagree with each of the following statements?					
	<i>Statements will be shown in random order.</i>					
		Strongly disagree	Disagree	Neutral	Agree	Strongly agree
	I will use a toll route if the tolls are reasonable and I will save time.					
	I support using tolls to pay for highway improvements that relieve congestion.					
	I support increased or new taxes to pay for highway improvements that relieve congestion.					
	Current Northern Illinois toll rates are reasonable.					
	I would change the time at which I travel to pay a lower toll amount than I normally do.					
	I will pay an extra toll if it assures me my travel won't be slowed by traffic conditions.					
	Having the same toll rates for I-PASS and cash paying travelers is fair.					



trandebr	How strongly do you agree or disagree with each of the following statements?					
	<i>Statements will be shown in random order.</i>					
		Strongly disagree	Disagree	Neutral	Agree	Strongly agree
	I support using tolls to pay for public transportation improvements in the Chicago area.					
	I would use public transit to travel to downtown Chicago.					
	I would use public transit to travel to other locations outside downtown Chicago.					
	Current Chicago area public transit fares are reasonable.					
	The frequency of transit running in my neighborhood is sufficient for my travel needs.					
I am able to access a sufficient number of transit routes from my neighborhood.						



green	How strongly do you agree or disagree with each of the following statements?					
	<i>Statements will be shown in random order.</i>					
		Strongly disagree	Disagree	Neutral	Agree	Strongly agree
	I understand what vehicle carbon emissions are.					
	Carbon emissions from my vehicle contribute to climate change.					
	I am willing to carpool or take public transit more frequently in order to reduce carbon emissions from my vehicle.					
	I am willing to pay higher tolls if they are used to reduce air pollution and carbon emissions.					
	To improve air quality, I am willing to pay a little more to use an electric or other clean-fuel vehicle.					
Demographic Questions						
state	What state do you live in? Illinois Indiana Iowa Michigan Minnesota Missouri Wisconsin Other, please specify:					



resident	<p><i>If Illinois resident:</i> What county do you live in?</p> <p>Boone Cook DeKalb DuPage Ford Grundy Iroquois Kane Kankakee Kendall Lake La Salle Lee Livingston Ogle McHenry Stephenson Will Winnebago Other, please specify</p>
hhsiz, numveh	<p>How many people live in your household?</p> <p>1 person (I live alone) 2 people 3 people 4 people 5 people 6 or more people</p> <p>How many cars, motorcycles, pickup trucks, minivans, etc are there in your household?</p> <p>0 (no vehicles) 1 vehicle 2 vehicles 3 vehicles 4 vehicles 5 or more vehicles</p>



gender, age	<p>What is your gender?</p> <p>Female Male</p> <p>Which category represents your age?</p> <p>16–24 25–34 35–44 45–54 55–64 65–74 75 or older</p>
employ	<p>What is your employment status?</p> <p>Employed full-time Employed part-time Self-employed Student Student and employed Retired Homemaker Not currently employed</p>
income	<p>Which category best represents your household's annual income before taxes?</p> <p>*Note: this information is used only to make sure we have acquired a representative sample of the population.</p> <p>Less than \$25,000 \$25,000–\$49,999 \$50,000–\$74,999 \$75,000–\$99,999 \$100,000–\$149,999 \$150,000–\$199,999 \$200,000–\$249,999 \$250,000 or more</p>



raffle	<p>Thank you for completing this survey.</p> <p>Please provide your contact information to enter the prize drawing. From all surveys completed, 25 winners will be awarded \$50.</p> <p>This is optional; you may choose not to enter the drawing. Your contact information will remain confidential and will only be used for communication regarding this study. Your name and address will never be sold to any other organization.</p> <p>Name: Address: City: State: Zip/Postal Code: Telephone: Email:</p>
comments	<p>Thank you for participating!</p> <p>If you have additional comments on this survey or about traffic conditions in the Chicago area, please type them in the box below.</p> <p>This is optional; you may click "Next Page" to end the survey.</p>
end	<p>Thank you for your participation.</p> <p>This survey is conducted by: Resource Systems Group Inc. (http://www.rsginc.com)</p> <p>For: Wilbur Smith Associates (http://www.wilbursmith.com)</p> <p>For: the Illinois State Toll Highway Authority (http://www.illinoistollway.com)</p> <p>For MPC</p> <p>For CMAP</p>



APPENDIX B: SCREENSHOTS

Welcome



Survey Information & Instructions

A blue-themed graphic for the Chicago Travel Options Study. It features a map of the Chicago area on the left with labels for 'LAKE' and 'DUPAGE' counties. Two circular inset images are positioned in the upper center: the top one shows an aerial view of the Chicago skyline and Lake Michigan, and the bottom one shows a traffic jam with cars on a highway. To the right of these images, the title 'Chicago Travel Options Study' is written in a large, bold, white font. Below the title, the word 'WELCOME' is in a smaller white font. Underneath 'WELCOME' is a white rectangular button with the text 'Begin Survey' in blue. At the bottom right, in small white text, it says: 'For information call toll-free 1-888-774-8886 or email chicagotravel@surveycafe.com'.

The Federal Highway Administration, the Metropolitan Planning Council, the Chicago Metropolitan Agency for Planning, and the Illinois Tollway are researching solutions to reduce rush hour congestion on interstates throughout the Chicago area. This survey will help us understand your own and other travelers' preferences.

Everyone who completes this survey is eligible for a prize drawing. From all surveys completed, 25 winners will be awarded \$50. Questions throughout this survey are customized based on your responses. Your answers will be kept confidential and will be used only for this study.

Survey Instructions


After answering each question, please click "Next Question" to continue. If you need to back up to change an answer, use the back button on your browser. Answering all of the questions should take 10-15 minutes.

Please click "Next Question" to begin.

NEXT QUESTION ➤

Questions or problems? Please email chicagotravel@surveycafe.com

Screeners



Chicago Travel Options Study

Which of the following roads have you traveled on:

- In the past month and
- On a weekday and
- From 5AM-10AM or 3PM-8PM

Please select all that apply.

Tollways

- ☐ 1 Jane Addams Memorial Tollway (I-90)
(formerly the Northwest Tollway)
- ☐ 2 Ronald Reagan Memorial Tollway (I-88)
(formerly the East-West Tollway)
- ☐ 3 Tri-State Tollway (I-94, I-294,
I-80/I-294)
- ☐ 4 Veterans Memorial Tollway (I-355)
(formerly the North-South Tollway)

Toll-Free Expressways

- ☐ 5 Dan Ryan Expressway (I-94/I-90)
- ☐ 6 Edens Expressway (I-94)
- ☐ 7 Eisenhower Expressway (I-290)
- ☐ 8 Elgin-O'Hare Expressway
- ☐ 9 Kennedy Expressway (I-90)
- ☐ 10 Stevenson Expressway (I-55)
- ☐ 11 IL 53 (north from Jane Addams Memorial
Tollway (I-90))
- ☐ 12 I-57
- ☐ 13 I-80
- ☐ 14 Bishop Ford Freeway

None of the Above

- ☐ I have not made a trip within the past
month that used any of the above roads



NEXT QUESTION ►

Questions or problems? Please email chicago@surveygale.com

Termination Screen





Chicago Travel Options Study

Thank you for taking the time to participate in this study. Although we appreciate your interest, we cannot invite you to continue with the survey.

Questions or problems? Please email chicagotravel@surveycafe.com

Survey Information & Instructions



Chicago Travel Options Study

All the questions in this survey will ask you about your MOST RECENT trip that took at least 15 minutes and that used the Ronald Reagan Memorial Tollway (I-88).

When answering the following questions, please think of a "trip" as the one-way portion of your drive, not including the return portion. For instance, a "trip" is your drive from home to work or from work to a shopping mall.


What direction were you traveling on your MOST RECENT trip using the Ronald Reagan Memorial Tollway (I-88)?

- ☐ Toward downtown Chicago
- ☐ Away from downtown Chicago
- ☐ Neither toward nor away from downtown Chicago

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Screeners # 2



Chicago Travel Options Study

What other roads did you use on your most recent trip that used the Ronald Reagan Memorial Tollway (I-88)?



Please select all that apply.

- ☐ The Dan Ryan Expressway (I-94)
- ☐ The Edens Expressway (I-94)
- ☐ The Eisenhower Expressway (I-290)
- ☐ The Elgin-O'Hare Expressway
- ☐ The Jane Addams Memorial Tollway (I-90) (formerly the Northwest Tollway)
- ☐ The Kennedy Expressway (I-90)
- ☐ The Stevenson Expressway (I-55)
- ☐ The Tri-State Tollway (I-94, I-294, I-80/I-294)
- ☐ The Veterans Memorial Tollway (I-355) (formerly the North-South Tollway)
- ☐ IL 53 (northbound from Jane Addams Memorial Tollway (I-90))
- ☐ I-57
- ☐ I-80
- ☐ Bishop Ford Freeway
- ☐ I did not use any other roads

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Day Of Week Trip Was Made



Chicago Travel Options Study

On what weekday did you make your trip?

☐ Monday

☐ Tuesday

☐ Wednesday



☐ Thursday

☐ Friday

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Driving Purpose



Chicago Travel Options Study

What was the main purpose of your trip that used the Ronald Reagan Memorial Tollway (I-88)?

☐ Go to/from work

☐ Work-related business

☐ Go to/from school

☐ Shopping

☐ Social or recreational (such as visiting a friend or going to the movies)

☐ Other personal business (such as a medical appointment)

☐ Go to/from O'Hare Airport

☐ Go to/from Midway Airport

☐ Vacation

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

If Travel To Airport – Reason For Airport Trip



Chicago Travel Options Study


Which of the following best describes your trip to/from Midway Airport?

- ☐ I went to the airport to depart on a flight
- ☐ I went to the airport to pick someone up or drop someone off
- ☐ I came from the airport after arriving on a flight
- ☐ I came from the airport after picking someone up or dropping someone off
- ☐ I work at the airport

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

If Took A Flight – Purpose Of Flight



Chicago Travel Options Study



Was your flight mainly for business?

- ☐ Yes
- ☐ No

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Start Time Of Trip



Chicago Travel Options Study



What time did you start your trip?

<input type="radio"/> 5:00-5:30 AM	<input type="radio"/> 3:00-3:30 PM
<input type="radio"/> 5:30-6:00 AM	<input type="radio"/> 3:30-4:00 PM
<input type="radio"/> 6:00-6:30 AM	<input type="radio"/> 4:00-4:30 PM
<input type="radio"/> 6:30-7:00 AM	<input type="radio"/> 4:30-5:00 PM
<input type="radio"/> 7:00-7:30 AM	<input type="radio"/> 5:00-5:30 PM
<input type="radio"/> 7:30-8:00 AM	<input type="radio"/> 5:30-6:00 PM
<input type="radio"/> 8:00-8:30 AM	<input type="radio"/> 6:00-6:30 PM
<input type="radio"/> 8:30-9:00 AM	<input type="radio"/> 6:30-7:00 PM
<input type="radio"/> 9:00-9:30 AM	<input type="radio"/> 7:00-7:30 PM
<input type="radio"/> 9:30-10:00 AM	<input type="radio"/> 7:30-8:00 PM

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Begin/End Locations Of Trip



Chicago Travel Options Study

Where did your trip begin and end?



Please describe a one-way trip, not a round-trip. For instance, your trip may be your drive from home to work or from work to a shopping mall.

Where did you start your trip? <ul style="list-style-type: none"><input type="radio"/> Home<input type="radio"/> Work<input type="radio"/> Another place	Where did you end your trip? <ul style="list-style-type: none"><input type="radio"/> Home<input type="radio"/> Work<input type="radio"/> Another place
---	---

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Confirm Trip Details



Chicago Travel Options Study

You have told us the following information about your most recent trip that took at least 15 minutes and used the Ronald Reagan Memorial Tollway (I-88).

You traveled:

Toward downtown Chicago

on a Wednesday

for a shopping trip

between 7:30-8:00 AM

from your home to your work

Is this information correct?

☐ Yes

☐ No, I need to change one or more pieces of information.

NEXT QUESTION ►

Questions or problems? Please email chicago@surveycafe.com

Confirm Trip Details #2



Chicago Travel Options Study

You have told us the following information about your most recent trip that took at least 15 minutes and used the Kennedy Expressway (I-90).

You traveled:

Away from downtown Chicago

on a Wednesday

for a Midway Airport trip

between 7:00-7:30 AM

from your work to your work **remember: these two places should not be the same place.**

Is this information correct?



☐ Yes

☐ No, I need to change one or more pieces of information.

NEXT QUESTION ►

Questions or problems? Please email chicago@surveycafe.com

Change Trip Details



Chicago Travel Options Study

Please select which pieces of information you would like to change.

☐ Toward downtown Chicago

☐ on a Wednesday

☐ for a shopping trip



☐ between 7:30-8:00 AM

☐ from your home to your work

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Trip Begin Location



Chicago Travel Options Study

Where did your trip BEGIN?

☐ Check this box and click "Next Question" if you don't know the address or prefer to use a map

Street Address or Intersection :

(example: Sandy Hollow Road & 20th Street)



City: State:

Zip Code:

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com


Trip Beginning Map



Chicago Travel Options Study

Please click on the map to zoom to the location.

If the location is off the map, click the arrows to move side-to-side or up-and-down.



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Questions or problems? Please email chicago@travel@surveycafe.com

Trip End Location



Chicago Travel Options Study

Where did your trip END?

☐ Check this box and click "Next Question" if you don't know the address or prefer to use a map.

Street Address or Intersection:

(example: Sandy Hollow Road @ 20th Street)



City: State:

Zip Code:

NEXT QUESTION ►

Questions or problems? Please email chicagoctravel@surveycafe.com


Trip Ending Map



Chicago Travel Options Study

Please click on the map to zoom to the location.

If the location is off the map, click the arrows to move side-to-side or up-and-down.



Questions or problems? Please email chicagoctravel@surveycafe.com

Trip Length



Chicago Travel Options Study

How long was your trip?

Please only include the time you spent traveling, and not time spent at any stops you may have made along the way.

Hours	Minutes
<input type="radio"/> 0	<input type="radio"/> 0 <input type="radio"/> 30
<input type="radio"/> 1	<input type="radio"/> 5 <input type="radio"/> 35
<input type="radio"/> 2	<input type="radio"/> 10 <input type="radio"/> 40
<input type="radio"/> 3	<input type="radio"/> 15 <input type="radio"/> 45
	<input type="radio"/> 20 <input type="radio"/> 50
	<input type="radio"/> 25 <input type="radio"/> 55

☐ Trip took 4 hours or more

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Warning Screen



Chicago Travel Options Study

The time you reported to make your trip is significantly shorter than the time we estimate it would take to get from where your trip started to where your trip ended.



Is your travel time of 20 mins. correct?

Please click the "Back" button on your browser to re-enter your information if necessary OR click "Next Question" to continue if the information is correct.

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Delay



Chicago Travel Options Study

Did this trip take longer than normal due to traffic conditions?

☐ No, the trip did not take longer than usual

☐ Yes, the trip took about 5 minutes longer than usual

☐ Yes, the trip took 5-10 minutes longer than usual



☐ Yes, the trip took about 10-20 minutes longer than usual

☐ Yes, the trip took at least 20 minutes longer than usual

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Trip Frequency



Chicago Travel Options Study

How often do you make this same shopping trip in this direction?

☐ 6 or more times per week

☐ 5 times per week

☐ 4 times per week

☐ 2-3 times per week

☐ Once per week

☐ 2-3 times per month



☐ Once per month

☐ Less than once per month

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Number Of Passengers On Trip



Chicago Travel Options Study

Including you, how many people were in the vehicle on your trip?

☐ 1 (I drove alone)

☐ 2

☐ 3

☐ 4

☐ 5 or more

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Tolls



Chicago Travel Options Study

Did you pay any tolls on your trip?



☐ Yes

☐ No

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Amount Paid In Tolls



Chicago Travel Options Study

How much did you pay in tolls for your shopping trip?

\$ on the Jane Addams Memorial (I-90) (formerly the Northwest Tollway)

\$ on the Reagan Memorial (I-88) (formerly the East-West Tollway)

\$ on other roads



\$ TOTAL

☐ I don't know

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

ETC Ownership



Chicago Travel Options Study

Do you currently have a transponder such as I-PASS, i-Zoom, or E-ZPass in your vehicle for electronic toll collection (ETC)?

☐ Yes



☐ No

☐ I don't know what an electronic transponder is

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Public Transportation Frequency



Chicago Travel Options Study

How often do you travel by transit using PACE, CTA, or Metra?

☐ 6 or more times per week

☐ 5 times per week

☐ 4 times per week

☐ 2-3 times per week

☐ Once per week

☐ 2-3 times per month

☐ Once per month



☐ Less than once per month

☐ I never use transit

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Public Transportation Mode



Chicago Travel Options Study

Assume for the moment, that you had to use transit for all or part of your trip. Which of the following transit options are available for you to use for your trip?

Please select all that apply.

☐ CTA bus

☐ CTA train

☐ Metra

☐ PACE bus



☐ Other, please specify:

☐ I have no possible transit alternative to make my trip

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Public Transportation (Preferred Form)



Chicago Travel Options Study

What one form of transit would you prefer to make your trip?

☐ CTA bus

☐ CTA train



☒ Metra

☐ PACE bus

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Public Transportation Access



Chicago Travel Options Study

How do you typically get to the Metra station?

Please select all that apply.

☐ Walk

☐ Bicycle

☐ Drive self


☐ Get dropped off

☐ Other, please specify:

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Planning Information – Managed Lane Respondents



Chicago Travel Options Study

The Metropolitan Planning Council, the Chicago Metropolitan Agency for Planning, and the Illinois Tollway are researching solutions to reduce rush-hour congestion on interstates throughout the Chicago area. One option being considered is an "express" or "managed" lane along both expressways and tollways throughout the Chicago area.


On the managed lane, traffic would move at nearly free-flow speeds at all times. Tolls could be higher during rush hour (6-9AM and 3:30-6:30PM) or congested periods to maintain highway speeds. Existing tollway lanes at current toll rates and existing toll-free expressway lanes would still be available for all travelers.

Please click "Next Question" to continue.

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Survey Information Details – Managed Lane Respondents



Chicago Travel Options Study

In the next section, you will see 8 questions asking you to compare the trip you just described with 3 alternate ways of making your trip.

- Travel a managed lane on the Ronald Reagan Memorial Tollway (I-88) with a toll paid using I-PASS
- Your current trip using the Ronald Reagan Memorial Tollway (I-88)
- Travel using city streets or local roads only
- Travel by your preferred form of transit


For each question, please indicate the option you would choose to make your shopping trip that used the Ronald Reagan Memorial Tollway (I-88).

Please click "Next Question" to continue.

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Planning Information – Preferred Transit Respondents



Chicago Travel Options Study

The Metropolitan Planning Council, the Chicago Metropolitan Agency for Planning, and the Illinois Tollway are researching solutions to reduce rush-hour congestion on interstates throughout the Chicago area. One option being considered is to charge higher toll rates during the rush hour along the tollways throughout the Chicago area.


The purpose of charging higher toll rates during the rush hour (6-9AM and 3:30-6:30PM) would be to reduce traffic congestion and make travel faster. The fee charged and the time it takes to make your trip could also vary depending on when you travel during the rush hour period. Those traveling outside of the rush hour would continue to pay current toll rates on the tollways.

Please click "Next Question" to continue.

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Survey Information Details – Preferred Transit Respondents



Chicago Travel Options Study

In the next section, you will see 8 questions asking you to compare the trip you just described with 3 alternate ways of making your trip.

- Your current trip using the Tri-State Tollway (I-94, I-294, I-80/I-294)
- Travel the Tri-State Tollway (I-94, I-294, I-80/I-294) at a different time of day
- Travel using city streets or local roads only
- Travel by your preferred form of transit

For each question, please indicate the option you would choose to make your personal business trip that used the Tri-State Tollway (I-94, I-294, I-80/I-294).

Please click "Next Question" to continue.

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Stated Preference Screen – Managed Lane Respondents



Chicago Travel Options Study

If the following options were available to you for making your trip on
the Ronald Reagan Memorial Tollway (I-88), which would you choose?

Pay close attention to travel times and tolls because they will be changing on each screen.



Managed lane	Regular lanes	City streets or local roads only	Preferred form of transit
Travel time: 1 hr. 2 mins.	Travel time: 1 hr. 18 mins.	Travel time: 2 hrs. 5 mins.	Travel time: 1 hr. 18 mins.
Managed lane toll on tollways & expressways: \$5.00	Current toll on tollways: \$3.00	Toll-free	One-way fare: \$2.25
Toll on other roads: \$1.00	Toll on other roads: \$1.00	Toll on other roads: \$1.00	
1 out of 10 trips there is an additional delay of 10 mins.	1 out of 10 trips there is an additional delay of 20 mins.	1 out of 10 trips there is an additional delay of 10 mins.	1 out of 10 trips there is an additional delay of 30 mins.
<input type="radio"/> Managed Lane	<input type="radio"/> Regular Lanes	<input type="radio"/> Toll-Free Route	<input type="radio"/> Transit

Question 1 of 8

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Stated Preference Screen – Managed Lane Respondents #2



Chicago Travel Options Study

If the following options were available to you for making your trip on **the Ronald Reagan Memorial Tollway (I-88)**, which would you choose?

The information in **red** may have changed.


Managed lane	Regular lanes	City streets or local roads only	Preferred form of transit
Travel time: 1 hr. 21 mins.	Travel time: 1 hr. 34 mins.	Travel time: 1 hr. 55 mins.	Travel time: 1 hr. 34 mins.
Managed lane toll on tollways: \$3.95	Current toll on tollways: \$3.00	Toll-free	One-way fare: \$2.25
1 out of 10 trips there is an additional delay of 2 mins.	1 out of 10 trips there is an additional delay of 10 mins.	1 out of 10 trips there is an additional delay of 20 mins.	1 out of 10 trips there is an additional delay of 10 mins.
<input type="radio"/> Managed Lane	<input type="radio"/> Regular Lanes	<input type="radio"/> Toll-Free Route	<input type="radio"/> Transit

Question 2 of 8

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Stated Preference Screen – Highway Pricing Respondents



Chicago Travel Options Study

If the following options were available to you for making your trip on
the Tri-State Tollway (I-94, I-294, I-80/I-294), which would you choose?

Pay close attention to travel times and tolls because they will be changing on each screen.


Current route	Current route at different time of day	City streets or local roads only	Preferred form of transit
Travel time: 3 hrs. 50 mins.	Travel time: 3 hrs. 31 mins.	Travel time: 4 hrs. 28 mins.	Travel time: 5 hrs. 2 mins.
Toll on tollways & expressways: \$8.50	Toll on tollways & expressways: \$5.00	Toll-free	One-way fare: \$8.00
Toll on other roads: \$5.00	Toll on other roads: \$5.00	Toll on other roads: \$5.00	1 out of 10 trips there is an additional delay of 30 mins.
1 out of 10 trips there is an additional delay of 20 mins.	1 out of 10 trips there is an additional delay of 40 mins.	1 out of 10 trips there is an additional delay of 20 mins.	1 out of 10 trips there is an additional delay of 30 mins.
<input type="radio"/> Current Route	<input type="radio"/> Current Route at Different Time	<input type="radio"/> Toll-Free Route	<input type="radio"/> Transit

Question 1 of 8

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Stated Preference Screen – Highway Pricing Respondents #2



Chicago Travel Options Study

If the following options were available to you for making your trip on the Tri-State Tollway (I-94, I-294, I-80/I-294), which would you choose?

The information in red may have changed.


Current route	Current route at different time of day	City streets or local roads only	Preferred form of transit
Travel time: 3 hrs. 52 mins.	Travel time: 3 hrs. 37 mins.	Travel time: 4 hrs. 36 mins.	Travel time: 3 hrs. 52 mins.
Toll on tollways: \$4.05	Depart 1 hr. earlier than you do now Toll on tollways: \$2.65	Toll-free	One-way fare: \$2.25
1 out of 10 trips there is an additional delay of 40 mins.	1 out of 10 trips there is an additional delay of 20 mins.	1 out of 10 trips there is an additional delay of 10 mins.	1 out of 10 trips there is an additional delay of 30 mins.
<input type="radio"/> Current Route	<input type="radio"/> Current Route at Different Time	<input type="radio"/> Toll-Free Route	<input type="radio"/> Transit

Question 2 of 8

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Reason For Not Choosing Managed Lane (Managed Lane Respondents)



Chicago Travel Options Study

What is the primary reason you did not choose the managed lane option in the previous section?

☐ Time savings not great enough

☐ Opposed to paying an additional managed lane fee

☐ Toll too high


☐ Time savings not worth the toll cost

☐ Other, please specify:

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Highway Toll Opinion (Highway Pricing Respondents)



Chicago Travel Options Study

Which of the following best describes how you would feel if you were charged higher toll rates to reduce rush-hour congestion on the tollways?

☐ Strongly favor it

☐ Somewhat favor it

☐ Neutral/no opinion



☐ Somewhat opposed to it

☐ Strongly opposed to it

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Reason For Not Changing Time Of Departure (Highway Pricing Respondents)



Chicago Travel Options Study



What is the primary reason you did not choose to change the time of your current trip in the previous section?

- ☐ Willing to use public transit
- ☐ Time savings not enough
- ☐ Do not have flexibility in arrival time
- ☐ Time required to shift current trip is too great
- ☐ Other appointments prevent changing travel time
- ☐ Cost savings not enough
- ☐ Other, please specify:

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Reason For Not Taking Public Transportation



Chicago Travel Options Study


What is the primary reason you did not choose the public transit option in the previous section?

- ☐ I need my car for other reasons
- ☐ Using public transit is not convenient
- ☐ It is too difficult to get to/from public transit
- ☐ Travel time is too long using public transit
- ☐ I do not like public transit
- ☐ Traveling by car is more convenient for my trip
- ☐ Transit fares are too high
- ☐ Other, please specify:

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Managed Lane Opinion



Chicago Travel Options Study


Which of the following best describes how you would feel if a managed lane was implemented to reduce rush-hour congestion on the tollways and expressways?

☐ Strongly favor it
☐ Somewhat favor it
☐ Neutral/no opinion
☐ Somewhat opposed to it
☐ Strongly opposed to it

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Opinion Questions



Chicago Travel Options Study

How strongly do you agree or disagree with each of the following statements?

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
Current Northern Illinois toll rates are reasonable.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support using tolls to pay for highway improvements that relieve congestion.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I will use a toll route if the tolls are reasonable and I will save time.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I will pay an extra toll if it assures me my travel won't be slowed by traffic conditions.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having the same toll rates for I-PASS and cash paying travelers is fair.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support increased or new taxes to pay for highway improvements that relieve congestion.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would change the time at which I travel to pay a lower toll amount than I normally do.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Public Transportation Questions



Chicago Travel
Options Study


How strongly do you agree or disagree with each of the following statements?

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I would use public transit to travel to downtown Chicago.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would use public transit to travel to other locations outside downtown Chicago.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Current Chicago area public transit fares are reasonable.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The frequency of transit running in my neighborhood is sufficient for my travel needs.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am able to access a sufficient number of transit routes from my neighborhood.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support using tolls to pay for public transportation improvements in the Chicago area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Environmental Questions



Chicago Travel Options Study


How strongly do you agree or disagree with each of the following statements?

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
Carbon emissions from my vehicle contribute to climate change.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I understand what vehicle carbon emissions are.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am willing to carpool or take public transit more frequently in order to reduce carbon emissions from my vehicle.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To improve air quality, I am willing to pay a little more to use an electric or other clean-fuel vehicle.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am willing to pay higher tolls if they are used to reduce air pollution and carbon emissions.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

State Of Residence



Chicago Travel Options Study

What state do you live in?

☐ Illinois

☐ Indiana

☐ Iowa

☐ Michigan

☐ Minnesota

☐ Missouri

☐ Wisconsin

☐ Other, please specify:

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

County Of Residence (Illinois Residents)

Chicago Travel Options Study

What county do you live in?

<input type="radio"/> Boone	<input type="radio"/> Lake
<input type="radio"/> Cook	<input type="radio"/> La Salle
<input type="radio"/> DeKalb	<input type="radio"/> Lee
<input type="radio"/> DuPage	<input type="radio"/> Livingston
<input type="radio"/> Ford	<input type="radio"/> Ogle
<input type="radio"/> Grundy	<input type="radio"/> McHenry
<input type="radio"/> Iroquois	<input type="radio"/> Stephenson
<input type="radio"/> Kane	<input type="radio"/> Will
<input type="radio"/> Kankakee	<input type="radio"/> Winnebago
<input type="radio"/> Kendall	<input type="radio"/> Other, please specify: <input type="text"/>

NEXT QUESTION ►

Questions or problems? Please email chicagoctravel@surveycafe.com

Household Size & Number Of Vehicles Owned

Chicago Travel Options Study

How many people live in your household?

☐ 1 person (I live alone)

☐ 2 people

☐ 3 people

☐ 4 people

☐ 5 people

☐ 6 or more people

How many cars, motorcycles, pickup trucks, minivans, etc. are there in your household?

☐ 0 (no vehicles)

☐ 1 vehicle

☐ 2 vehicles

☐ 3 vehicles


☐ 4 vehicles

☐ 5 or more vehicles

NEXT QUESTION ►

Questions or problems? Please email chicagoctravel@surveycafe.com

Gender & Age



The survey form for the Chicago Travel Options Study features a blue header with two circular images on the left: one showing a city skyline and another showing a car. The title "Chicago Travel Options Study" is in white text on the right. The main content area is white and contains two questions with radio button options. The first question asks for gender, with options for Female and Male. The second question asks for age category, with options ranging from 10-24 to 75 or older. A "NEXT QUESTION" button with a right-pointing arrow is located below the age options. A footer bar at the bottom contains the text "Questions or problems? Please email chicagotravel@surveysafe.com".

Chicago Travel Options Study

What is your gender?

☐ Female

☐ Male

Which category represents your age?

☐ 10-24

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55-64

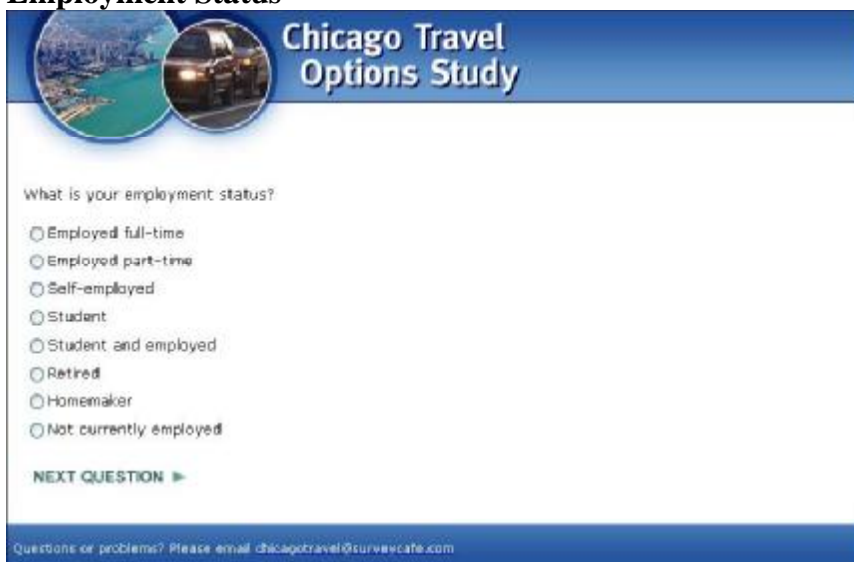
☐ 65-74

☐ 75 or older

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveysafe.com

Employment Status



The survey form for the Chicago Travel Options Study features a blue header with two circular images on the left: one showing a city skyline and another showing a car. The title "Chicago Travel Options Study" is in white text on the right. The main content area is white and contains one question with radio button options. The question asks for employment status, with options including Employed full-time, Employed part-time, Self-employed, Student, Student and employed, Retired, Homemaker, and Not currently employed. A "NEXT QUESTION" button with a right-pointing arrow is located below the employment options. A footer bar at the bottom contains the text "Questions or problems? Please email chicagotravel@surveysafe.com".

Chicago Travel Options Study

What is your employment status?

☐ Employed full-time

☐ Employed part-time

☐ Self-employed

☐ Student

☐ Student and employed

☐ Retired


☐ Homemaker

☐ Not currently employed

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveysafe.com

Annual Household Income



Chicago Travel Options Study

Which category best represents your household's annual income before taxes?

*Note: this information is used only to make sure we have acquired a representative sample of the population.

☐ Less than \$25,000

☐ \$25,000-\$49,999

☐ \$50,000-\$74,999

☐ \$75,000-\$99,999

☐ \$100,000-\$149,999

☐ \$150,000-\$199,999


☐ \$200,000-\$249,999

☐ \$250,000 or more

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

Additional Comments



Chicago Travel Options Study

Thank you for participating!

If you have additional comments on this survey or about traffic conditions in the Chicago area, please type them in the box below.

This is optional; you may click "Next Question" to end the survey.

NEXT QUESTION ►

Questions or problems? Please email chicagotravel@surveycafe.com

End Page



Chicago Travel Options Study

Thank you for your participation.

This survey is conducted by Resource Systems Group Inc. (RSG)—www.rsginc.com

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ECONOMISTS

For the Illinois State Toll Highway Authority—www.illinoistollway.com

**Illinois
Tollway**

For the Chicago Metropolitan Agency for Planning—www.cmap.illinois.gov

**Chicago Metropolitan
Agency for Planning**


For the Metropolitan Planning Council —www.metroplanning.org

METROPOLITAN PLANNING COUNCIL


Questions or problems? Please email chicagotravel@surveycafe.com

APPENDIX C: TABULATIONS

Respondent Source

	Frequency	Percent	Valid Percent
I-PASS monthly newsletter	1852	93.7%	93.7
Postcard handout - Waukegan (Plaza 21)	15	.8%	.8
Postcard handout - 163rd Street (Plaza 41)	8	.4%	.4
Postcard handout - Meyers Road (Plaza 52)	12	.6%	.6
Postcard handout - Army Trail Road (Plaza 73)	29	1.5%	1.5
Postcard handout - Devon Avenue (Plaza 17)	16	.8%	.8
Postcard handout - River Road (Plaza 19)	26	1.3%	1.3
MPC Talking Transit newsletter	18	.9%	.9
Total	1976	100.0%	100.0

Respondent Source

	Frequency	Percent	Valid Percent
I-PASS source	1852	93.7%	93.7
Cash source (postcard)	106	5.4%	5.4
Other (MPC Talking Transit)	18	.9%	.9
Total	1976	100.0%	100.0

Roads Traveled on a Weekday from 5-10AM or 3-8PM in the Last Month
(select all that apply)

	Cases	Col Response %
Tollways: Dan Ryan Expressway (I-94/I-90)	594	30.1%
Edens Expressway (I-94)	624	31.6%
Eisenhower Expressway (I-290)	752	38.1%
Elgin-O'Hare Expressway	312	15.8%
Jane Addams Memorial Tollway (I-90) (formerly the Northwest Tollway)	755	38.2%
Kennedy Expressway (I-90)	857	43.4%
Ronald Reagan Memorial Tollway (I-88) (formerly the East-West Tollway)	746	37.8%
Stevenson Expressway (I-55)	618	31.3%
Tri-State Tollway (I-94, I-294, I-80/I-294)	1394	70.5%
Veterans Memorial Tollway (I-355) (formerly the North-South Tollway) Toll-Free Expressways	817	41.3%
IL 53 (north from Jane Addams Memorial Tollway (I-90))	535	27.1%
Tollways: I-57	286	14.5%
Tollways: I-80	476	24.1%
Bishop Ford Freeway	173	8.8%

Most frequently traveled road

	Frequency	Percent	Valid Percent
The Dan Ryan Expressway (I-94)	57	2.9%	2.9
The Edens Expressway (I-94)	193	9.8%	9.8
The Eisenhower Expressway (I-290)	135	6.8%	6.8
The Elgin-O'Hare Expressway	47	2.4%	2.4
The Jane Addams Memorial Tollway (I-90) (formerly the Northwest Tollway)	193	9.8%	9.8
The Kennedy Expressway (I-90)	184	9.3%	9.3
The Ronald Reagan Memorial Tollway (I-88) (formerly the East-West Tollway)	203	10.3%	10.3
The Stevenson Expressway (I-55)	151	7.6%	7.6
The Tri-State Tollway (I-94, I-294, I-80/I-294)	465	23.5%	23.5
The Veterans Memorial Tollway (I-355) (formerly the North-South Tollway)	175	8.9%	8.9
IL 53 (northbound from Jane Addams Memorial Tollway (I-90))	95	4.8%	4.8
I-57	27	1.4%	1.4
I-80	41	2.1%	2.1
Bishop Ford Freeway	10	.5%	.5
Total	1976	100.0%	100.0

Primary road traveled on trip

	Frequency	Percent	Valid Percent
Reported traveling on a tollway	1036	52.4%	52.4
Did not report traveling on a tollway	940	47.6%	47.6
Total	1976	100.0%	100.0

Direction traveling on trip

	Frequency	Percent	Valid Percent
Toward downtown Chicago	818	41.4%	41.4
Away from downtown Chicago	699	35.4%	35.4
Neither toward nor away from downtown Chicago	459	23.2%	23.2
Total	1976	100.0%	100.0

Other roads traveled on trip (select all that apply)

	Cases	Col Response %
The Dan Ryan Expressway (I-94)	166	8.4%
The Edens Expressway (I-94)	133	6.7%
The Eisenhower Expressway (I-290)	279	14.1%
The Elgin-O'Hare Expressway	80	4.0%
The Jane Addams Memorial Tollway (I-90) (formerly the Northwest Tollway)	144	7.3%
The Kennedy Expressway (I-90)	307	15.5%
The Ronald Reagan Memorial Tollway (I-88) (formerly the East-West Tollway)	173	8.8%
The Stevenson Expressway (I-55)	146	7.4%
The Tri-State Tollway (I-94, I-294, I-80/I-294)	305	15.4%
The Veterans Memorial Tollway (I-355) (formerly the North-South Tollway)	205	10.4%
IL 53 (northbound from Jane Addams Memorial Tollway (I-90))	137	6.9%
I-57	78	3.9%
I-80	147	7.4%
Bishop Ford Freeway	30	1.5%
I did not use any other roads	540	27.3%

Other roads traveled on trip

	Frequency	Percent	Valid Percent
Reported traveling on a tollway	708	35.8%	35.8
Did not report traveling on a tollway	1268	64.2%	64.2
Total	1976	100.0%	100.0

Trip weekday

	Frequency	Percent	Valid Percent
Monday	363	18.4%	18.4
Tuesday	382	19.3%	19.3
Wednesday	448	22.7%	22.7
Thursday	433	21.9%	21.9
Friday	350	17.7%	17.7
Total	1976	100.0%	100.0

Trip purpose

	Frequency	Percent	Valid Percent
Go to/from work	876	44.3%	44.3
Work-related business	316	16.0%	16.0
Go to/from school	25	1.3%	1.3
Shopping	46	2.3%	2.3
Social or recreational (such as visiting a friend or going to the movies)	381	19.3%	19.3
Other personal business (such as a medical appointment)	166	8.4%	8.4
Go to/from O'Hare Airport	82	4.1%	4.1
Go to/from Midway Airport	7	.4%	.4
Vacation	77	3.9%	3.9
Total	1976	100.0%	100.0

Airport trip purpose

	Frequency	Percent	Valid Percent
I went to the airport to depart on a flight	31	1.6%	34.8
I went to the airport to pick someone up or drop someone off	41	2.1%	46.1
I came from the airport after arriving on a flight	10	.5%	11.2
I came from the airport after picking someone up or dropping someone off	3	.2%	3.4
I work at the airport	4	.2%	4.5
Total	89	4.5%	100.0
Did not answer question	1887	95.5%	

Flight purpose for Work Reasons

	Frequency	Percent	Valid Percent
Yes	26	1.3%	63.4
No	15	.8%	36.6
Total	41	2.1%	100.0
Did not answer question	1935	97.9%	

Trip start time

	Frequency	Percent	Valid Percent
5:00-5:30 AM	85	4.3%	4.3
5:30-6:00 AM	72	3.6%	3.6
6:00-6:30 AM	114	5.8%	5.8
6:30-7:00 AM	123	6.2%	6.2
7:00-7:30 AM	158	8.0%	8.0
7:30-8:00 AM	116	5.9%	5.9
8:00-8:30 AM	139	7.0%	7.0
8:30-9:00 AM	72	3.6%	3.6
9:00-9:30 AM	121	6.1%	6.1
9:30-10:00 AM	189	9.6%	9.6
3:00-3:30 PM	186	9.4%	9.4
3:30-4:00 PM	85	4.3%	4.3
4:00-4:30 PM	92	4.7%	4.7
4:30-5:00 PM	73	3.7%	3.7
5:00-5:30 PM	104	5.3%	5.3
5:30-6:00 PM	67	3.4%	3.4
6:00-6:30 PM	53	2.7%	2.7
6:30-7:00 PM	36	1.8%	1.8
7:00-7:30 PM	29	1.5%	1.5
7:30-8:00 PM	62	3.1%	3.1
Total	1976	100.0%	100.0

Trip time period

	Frequency	Percent	Valid Percent
AM or PM Shoulder	780	39.5%	39.5
AM Peak (6-9AM)	722	36.5%	36.5
PM Peak (3:30-6:30PM)	474	24.0%	24.0
Total	1976	100.0%	100.0

Trip time period

	Frequency	Percent	Valid Percent
AM Peak (6-9AM)	722	36.5%	36.5
AM Shoulder (5-6AM, 9-10AM)	467	23.6%	23.6
PM Peak (3:30-6:30PM)	474	24.0%	24.0
PM Shoulder (3-3:30PM, 6:30-8PM)	313	15.8%	15.8
Total	1976	100.0%	100.0

Trip time period

	Frequency	Percent	Valid Percent
AM Super Peak (7-8AM)	274	13.9%	13.9
AM Peak (6-7AM, 8-9AM)	448	22.7%	22.7
AM Shoulder (5-6AM, 9-10AM)	467	23.6%	23.6
PM Super Peak (5-6PM)	171	8.7%	8.7
PM Peak (3:30-5PM, 6-6:30PM)	303	15.3%	15.3
PM Shoulder (3-3:30PM, 6:30-8PM)	313	15.8%	15.8
Total	1976	100.0%	100.0

Trip start location

	Frequency	Percent	Valid Percent
Home	1326	67.1%	67.1
Work	401	20.3%	20.3
Another place	249	12.6%	12.6
Total	1976	100.0%	100.0

Trip end location

	Frequency	Percent	Valid Percent
Home	466	23.6%	23.6
Work	703	35.6%	35.6
Another place	807	40.8%	40.8
Total	1976	100.0%	100.0

Reported Travel Time

	Frequency	Percent	Valid Percent
15-29 minutes	130	6.6%	6.6
30-44 minutes	331	16.8%	16.8
45-59 minutes	386	19.5%	19.5
60-74 minutes	338	17.1%	17.1
75-89 minutes	226	11.4%	11.4
90-119 minutes	234	11.8%	11.8
120-239 minutes	230	11.6%	11.6
4 hours or more	101	5.1%	5.1
Total	1976	100.0%	100.0

Calculated Travel Time

	Frequency	Percent	Valid Percent
0-14 minutes	175	8.9%	8.9
15-29 minutes	624	31.6%	31.6
30-44 minutes	603	30.5%	30.5
45-59 minutes	226	11.4%	11.4
60-74 minutes	79	4.0%	4.0
75-89 minutes	51	2.6%	2.6
90-119 minutes	65	3.3%	3.3
120-239 minutes	88	4.5%	4.5
4 hours or more	65	3.3%	3.3
Total	1976	100.0%	100.0

Calculated Travel Distance

	Frequency	Percent	Valid Percent
Less than 10 miles	160	8.1%	8.1
10-19 miles	449	22.7%	22.7
20-29 miles	541	27.4%	27.4
30-39 miles	314	15.9%	15.9
40-49 miles	145	7.3%	7.3
50-99 miles	189	9.6%	9.6
100 or more miles	178	9.0%	9.0
Total	1976	100.0%	100.0

Trip take longer than normal due to traffic conditions

	Frequency	Percent	Valid Percent
No, the trip did not take longer than usual	744	37.7%	37.7
Yes, the trip took about 5 minutes longer than usual	113	5.7%	5.7
Yes, the trip took 5-10 minutes longer than usual	307	15.5%	15.5
Yes, the trip took about 10-20 minutes longer than usual	350	17.7%	17.7
Yes, the trip took at least 20 minutes longer than usual	462	23.4%	23.4
Total	1976	100.0%	100.0

Trip frequency

	Frequency	Percent	Valid Percent
6 or more times per week	68	3.4%	3.4
5 times per week	546	27.6%	27.6
4 times per week	113	5.7%	5.7
2-3 times per week	209	10.6%	10.6
Once per week	166	8.4%	8.4
2-3 times per month	313	15.8%	15.8
Once per month	180	9.1%	9.1
Less than once per month	381	19.3%	19.3
Total	1976	100.0%	100.0

Vehicle occupancy

	Frequency	Percent	Valid Percent
1 (I drove alone)	1379	69.8%	69.8
2 people	401	20.3%	20.3
3 or more people	196	9.9%	9.9
Total	1976	100.0%	100.0

Tolls paid on trip

	Frequency	Percent	Valid Percent
Yes	1504	76.1%	76.1
No	472	23.9%	23.9
Total	1976	100.0%	100.0

Jane Adam Memorial Tollway (I-90)

	Frequency	Percent	Valid Percent
Less than \$0.50	67	3.4%	39.0
\$0.50-\$0.99	63	3.2%	36.6
\$1.00-\$1.49	15	.8%	8.7
\$1.50-\$1.99	15	.8%	8.7
\$2.00-\$2.49	6	.3%	3.5
\$3.00 or more	6	.3%	3.5
Total	172	8.7%	100.0
Did not report paying a toll on I-90	1804	91.3%	

Reagan Memorial Tollway (I-88)

	Frequency	Percent	Valid Percent
Less than \$0.50	98	5.0%	50.3
\$0.50-\$0.99	70	3.5%	35.9
\$1.00-\$1.49	14	.7%	7.2
\$1.50-\$1.99	4	.2%	2.1
\$2.00-\$2.49	3	.2%	1.5
\$2.50-\$2.99	1	.1%	.5
\$3.00 or more	5	.3%	2.6
Total	195	9.9%	100.0
Did not report paying a toll on I-88	1781	90.1%	

Tri-State Tollway (I-94, I-294, I-80/I-294)

	Frequency	Percent	Valid Percent
Less than \$0.50	122	6.2%	29.0
\$0.50-\$0.99	149	7.5%	35.5
\$1.00-\$1.49	69	3.5%	16.4
\$1.50-\$1.99	32	1.6%	7.6
\$2.00-\$2.49	17	.9%	4.0
\$2.50-\$2.99	5	.3%	1.2
\$3.00 or more	26	1.3%	6.2
Total	420	21.3%	100.0
Did not report paying a toll on the Tri-State	1556	78.7%	

Veterans Memorial Tollway (I-355)

	Frequency	Percent	Valid Percent
Less than \$0.50	34	1.7%	17.4
\$0.50-\$0.99	77	3.9%	39.5
\$1.00-\$1.49	48	2.4%	24.6
\$1.50-\$1.99	13	.7%	6.7
\$2.00-\$2.49	16	.8%	8.2
\$2.50-\$2.99	1	.1%	.5
\$3.00 or more	6	.3%	3.1
Total	195	9.9%	100.0
Did not report paying a toll on I-355	1781	90.1%	

Other toll roads

	Frequency	Percent	Valid Percent
Less than \$0.50	22	1.1%	24.4
\$0.50-\$0.99	22	1.1%	24.4
\$1.00-\$1.49	7	.4%	7.8
\$1.50-\$1.99	7	.4%	7.8
\$2.00-\$2.49	3	.2%	3.3
\$3.00 or more	29	1.5%	32.2
Total	90	4.6%	100.0
Did not report paying a toll on other roads	1886	95.4%	

Total tolls

	Frequency	Percent	Valid Percent
Less than \$0.50	168	8.5%	20.0
\$0.50-\$0.99	306	15.5%	36.5
\$1.00-\$1.49	139	7.0%	16.6
\$1.50-\$1.99	76	3.8%	9.1
\$2.00-\$2.49	58	2.9%	6.9
\$2.50-\$4.99	54	2.7%	6.4
\$5.00 or more	37	1.9%	4.4
Total	838	42.4%	100.0
Did not report paying tolls or could not estimate tolls paid	1138	57.6%	

Don't know how much in tolls I paid

	Frequency	Percent	Valid Percent
Respondent did not know how much they paid in tolls	659	33.4%	100.0
Respondent did not pay tolls on trip or knew how much they paid	1317	66.6%	
Total	1976	100.0%	

Current ETC transponder ownership

	Frequency	Percent	Valid Percent
Yes	1875	94.9%	94.9
No	99	5.0%	5.0
I don't know what an electronic transponder is	2	.1%	.1
Total	1976	100.0%	100.0

Frequency of travel by transit using PACE, CTA, or Metra

	Frequency	Percent	Valid Percent
6 or more times per week	70	3.5%	3.5
5 times per week	40	2.0%	2.0
4 times per week	29	1.5%	1.5
2-3 times per week	74	3.7%	3.7
Once per week	61	3.1%	3.1
2-3 times per month	125	6.3%	6.3
Once per month	119	6.0%	6.0
Less than once per month	622	31.5%	31.5
I never use transit	836	42.3%	42.3
Total	1976	100.0%	100.0

Transit Options Available for Trip (select all that apply)

	Cases	Col Response %
CTA bus	291	14.7%
CTA train	351	17.8%
Metra	773	39.1%
PACE bus	288	14.6%
Other	87	4.4%
I have no possible transit alternative to make my trip	930	47.1%

Preferred form of transit

	Frequency	Percent	Valid Percent
CTA bus	34	1.7%	3.3
CTA train	193	9.8%	18.5
Metra	689	34.9%	65.9
PACE bus	68	3.4%	6.5
Other	62	3.1%	5.9
Total	1046	52.9%	100.0
No transit available to respondent	930	47.1%	

Typical Method to Travel to Transit (select all that apply)

	Cases	Col Response %
Walk	314	30.0%
Bicycle	56	5.4%
Drive self	597	57.1%
Get dropped off	164	15.7%
Other	97	9.3%

Trip type

	Frequency	Percent	Valid Percent
Tollway only trip	435	22.0%	22.0
Tollway and expressway trip	986	49.9%	49.9
Expressway only trip	555	28.1%	28.1
Total	1976	100.0%	100.0

Stated preference type

	Frequency	Percent	Valid Percent
Price tollways only or price expressways only	824	41.7%	41.7
Price tollways and expressways	328	16.6%	16.6
Price managed lanes	824	41.7%	41.7
Total	1976	100.0%	100.0

Stated preference type

	Frequency	Percent	Valid Percent
Price tollways and/or expressways	1152	58.3%	58.3
Price managed lanes	824	41.7%	41.7
Total	1976	100.0%	100.0

Segment

	Frequency	Percent	Valid Percent
Tollway Only Trip: Price Tollways	209	10.6%	10.6
Tollway Only Trip: Managed Lane	226	11.4%	11.4
Tollway & Expressway Trip: Price Tollways	325	16.4%	16.4
Tollway & Expressway Trip: Price Tollways & Expressways	328	16.6%	16.6
Tollway & Expressway Trip: Managed Lane	333	16.9%	16.9
Expressway Only Trip: Price Expressways	290	14.7%	14.7
Expressway Only Trip: Managed Lane	265	13.4%	13.4
Total	1976	100.0%	100.0

Transit alternative shown to respondent

	Frequency	Percent	Valid Percent
Respondent does not have transit available to them	930	47.1%	47.1
Respondent has transit available to them	1046	52.9%	52.9
Total	1976	100.0%	100.0

Primary reason did not choose public transit

	Frequency	Percent	Valid Percent
Traveling by car is more convenient for my trip	152	7.7%	22.8
I need my car for other reasons	106	5.4%	15.9
Using public transit is not convenient	105	5.3%	15.8
Travel time is too long using public transit	104	5.3%	15.6
It is too difficult to get to/from public transit	89	4.5%	13.4
Other	77	3.9%	11.6
I do not like public transit	23	1.2%	3.5
Transit fares are too high	10	.5%	1.5
Total	666	33.7%	100.0
Did not see question	1310	66.3%	

Primary reason did not choose managed lane option

	Frequency	Percent	Valid Percent
Time savings not worth the toll cost	103	5.2%	38.4
Opposed to paying an additional managed lane fee	63	3.2%	23.5
Toll too high	37	1.9%	13.8
Time savings not great enough	33	1.7%	12.3
Other	30	1.5%	11.2
Do not want to set up an I-PASS account	2	.1%	.7
Total	268	13.6%	100.0
Did not see question	1708	86.4%	

Primary reason did not choose to change the time of current trip

	Frequency	Percent	Valid Percent
Time savings not worth the toll cost	169	8.6%	49.4
Other	45	2.3%	13.2
Do not want to set up an I-PASS account	36	1.8%	10.5
Toll too high	32	1.6%	9.4
Time savings not great enough	22	1.1%	6.4
Opposed to paying an additional managed lane fee	21	1.1%	6.1
Do not want to use electronic toll collection	17	.9%	5.0
Total	342	17.3%	100.0
Did not see question	1634	82.7%	

Opinion

	Frequency	Percent	Valid Percent
Strongly favor it	253	12.8%	12.8
Somewhat favor it	489	24.7%	24.7
Neutral/no opinion	235	11.9%	11.9
Somewhat opposed to it	342	17.3%	17.3
Strongly opposed to it	657	33.2%	33.2
Total	1976	100.0%	100.0

I will use a toll route if the tolls are reasonable and I will save time.

	Frequency	Percent	Valid Percent
Strongly disagree	54	2.7%	2.7
Disagree	40	2.0%	2.0
Neutral	142	7.2%	7.2
Agree	929	47.0%	47.0
Strongly agree	811	41.0%	41.0
Total	1976	100.0%	100.0

I support using tolls to pay for highway improvements that relieve congestion.

	Frequency	Percent	Valid Percent
Strongly disagree	204	10.3%	10.3
Disagree	198	10.0%	10.0
Neutral	286	14.5%	14.5
Agree	847	42.9%	42.9
Strongly agree	441	22.3%	22.3
Total	1976	100.0%	100.0

I support increased or new taxes to pay for highway improvements that relieve congestion.

	Frequency	Percent	Valid Percent
Strongly disagree	484	24.5%	24.5
Disagree	444	22.5%	22.5
Neutral	398	20.1%	20.1
Agree	478	24.2%	24.2
Strongly agree	172	8.7%	8.7
Total	1976	100.0%	100.0

Current Northern Illinois toll rates are reasonable.

	Frequency	Percent	Valid Percent
Strongly disagree	260	13.2%	13.2
Disagree	367	18.6%	18.6
Neutral	540	27.3%	27.3
Agree	647	32.7%	32.7
Strongly agree	162	8.2%	8.2
Total	1976	100.0%	100.0

I would change the time at which I travel to pay a lower toll amount than I normally do.

	Frequency	Percent	Valid Percent
Strongly disagree	390	19.7%	19.7
Disagree	494	25.0%	25.0
Neutral	437	22.1%	22.1
Agree	503	25.5%	25.5
Strongly agree	152	7.7%	7.7
Total	1976	100.0%	100.0

I will pay an extra toll if it assures me my travel won't be slowed by traffic conditions.

	Frequency	Percent	Valid Percent
Strongly disagree	245	12.4%	12.4
Disagree	307	15.5%	15.5
Neutral	366	18.5%	18.5
Agree	724	36.6%	36.6
Strongly agree	334	16.9%	16.9
Total	1976	100.0%	100.0

Having the same toll rates for I-PASS and cash paying travelers is fair.

	Frequency	Percent	Valid Percent
Strongly disagree	534	27.0%	27.0
Disagree	614	31.1%	31.1
Neutral	316	16.0%	16.0
Agree	320	16.2%	16.2
Strongly agree	192	9.7%	9.7
Total	1976	100.0%	100.0

I support using tolls to pay for public transportation improvements in the Chicago area.

	Frequency	Percent	Valid Percent
Strongly disagree	413	20.9%	20.9
Disagree	368	18.6%	18.6
Neutral	371	18.8%	18.8
Agree	540	27.3%	27.3
Strongly agree	284	14.4%	14.4
Total	1976	100.0%	100.0

I would use public transit to travel to downtown Chicago.

	Frequency	Percent	Valid Percent
Strongly disagree	116	5.9%	5.9
Disagree	93	4.7%	4.7
Neutral	251	12.7%	12.7
Agree	799	40.4%	40.4
Strongly agree	717	36.3%	36.3
Total	1976	100.0%	100.0

I would use public transit to travel to other locations outside downtown Chicago.

	Frequency	Percent	Valid Percent
Strongly disagree	251	12.7%	12.7
Disagree	384	19.4%	19.4
Neutral	443	22.4%	22.4
Agree	635	32.1%	32.1
Strongly agree	263	13.3%	13.3
Total	1976	100.0%	100.0

Current Chicago area public transit fares are reasonable.

	Frequency	Percent	Valid Percent
Strongly disagree	90	4.6%	4.6
Disagree	198	10.0%	10.0
Neutral	840	42.5%	42.5
Agree	698	35.3%	35.3
Strongly agree	150	7.6%	7.6
Total	1976	100.0%	100.0

The frequency of transit running in my neighborhood is sufficient for my travel needs.

	Frequency	Percent	Valid Percent
Strongly disagree	648	32.8%	32.8
Disagree	428	21.7%	21.7
Neutral	461	23.3%	23.3
Agree	357	18.1%	18.1
Strongly agree	82	4.1%	4.1
Total	1976	100.0%	100.0

I am able to access a sufficient number of transit routes from my neighborhood.

	Frequency	Percent	Valid Percent
Strongly disagree	603	30.5%	30.5
Disagree	478	24.2%	24.2
Neutral	338	17.1%	17.1
Agree	418	21.2%	21.2
Strongly agree	139	7.0%	7.0
Total	1976	100.0%	100.0

I understand what vehicle carbon emissions are.

	Frequency	Percent	Valid Percent
Strongly disagree	15	.8%	.8
Disagree	35	1.8%	1.8
Neutral	105	5.3%	5.3
Agree	963	48.7%	48.7
Strongly agree	858	43.4%	43.4
Total	1976	100.0%	100.0

Carbon emissions from my vehicle contribute to climate change.

	Frequency	Percent	Valid Percent
Strongly disagree	206	10.4%	10.4
Disagree	166	8.4%	8.4
Neutral	434	22.0%	22.0
Agree	762	38.6%	38.6
Strongly agree	408	20.6%	20.6
Total	1976	100.0%	100.0

I am willing to carpool or take public transit more frequently in order to reduce carbon emissions from my vehicle.

	Frequency	Percent	Valid Percent
Strongly disagree	217	11.0%	11.0
Disagree	326	16.5%	16.5
Neutral	505	25.6%	25.6
Agree	631	31.9%	31.9
Strongly agree	297	15.0%	15.0
Total	1976	100.0%	100.0

I am willing to pay higher tolls if they are used to reduce air pollution and carbon emissions.

	Frequency	Percent	Valid Percent
Strongly disagree	415	21.0%	21.0
Disagree	460	23.3%	23.3
Neutral	472	23.9%	23.9
Agree	463	23.4%	23.4
Strongly agree	166	8.4%	8.4
Total	1976	100.0%	100.0

To improve air quality, I am willing to pay a little more to use an electric or other clean-fuel vehicle.

	Frequency	Percent	Valid Percent
Strongly disagree	180	9.1%	9.1
Disagree	226	11.4%	11.4
Neutral	425	21.5%	21.5
Agree	777	39.3%	39.3
Strongly agree	368	18.6%	18.6
Total	1976	100.0%	100.0

State of residence

	Frequency	Percent	Valid Percent
Illinois	1780	90.1%	90.1
Indiana	53	2.7%	2.7
Iowa	2	.1%	.1
Michigan	23	1.2%	1.2
Minnesota	1	.1%	.1
Missouri	1	.1%	.1
Wisconsin	95	4.8%	4.8
Other, please specify:	21	1.1%	1.1
Total	1976	100.0%	100.0

County of residence

	Frequency	Percent	Valid Percent
Boone	8	.4%	.4
Cook	873	44.2%	49.0
DeKalb	20	1.0%	1.1
DuPage	294	14.9%	16.5
Grundy	6	.3%	.3
Iroquois	2	.1%	.1
Kane	105	5.3%	5.9
Kankakee	4	.2%	.2
Kendall	23	1.2%	1.3
Lake	194	9.8%	10.9
La Salle	4	.2%	.2
McHenry	43	2.2%	2.4
Stephenson	3	.2%	.2
Will	155	7.8%	8.7
Winnebago	32	1.6%	1.8
Other, please specify:	14	.7%	.8
Total	1780	90.1%	100.0
Not a resident of Illinois	196	9.9%	

How many people live in your household?

	Frequency	Percent	Valid Percent
1 person (I live alone)	392	19.8%	19.8
2 people	737	37.3%	37.3
3 people	346	17.5%	17.5
4 people	301	15.2%	15.2
5 people	145	7.3%	7.3
6 or more people	55	2.8%	2.8
Total	1976	100.0%	100.0

Household vehicles

	Frequency	Percent	Valid Percent
0 (no vehicles)	4	.2%	.2
1 vehicle	468	23.7%	23.7
2 vehicles	905	45.8%	45.8
3 vehicles	360	18.2%	18.2
4 vehicles	165	8.4%	8.4
5 or more vehicles	74	3.7%	3.7
Total	1976	100.0%	100.0

Gender

	Frequency	Percent	Valid Percent
Female	843	42.7%	42.7
Male	1133	57.3%	57.3
Total	1976	100.0%	100.0

Age

	Frequency	Percent	Valid Percent
16–24	66	3.3%	3.3
25–34	343	17.4%	17.4
35–44	416	21.1%	21.1
45–54	531	26.9%	26.9
55–64	449	22.7%	22.7
65–74	146	7.4%	7.4
75 or older	25	1.3%	1.3
Total	1976	100.0%	100.0

Employment status

	Frequency	Percent	Valid Percent
Employed full-time	1432	72.5%	72.5
Employed part-time	92	4.7%	4.7
Self-employed	143	7.2%	7.2
Student	18	.9%	.9
Student and employed	37	1.9%	1.9
Retired	172	8.7%	8.7
Homemaker	31	1.6%	1.6
Not currently employed	51	2.6%	2.6
Total	1976	100.0%	100.0

Household Income

	Frequency	Percent	Valid Percent
Less than \$25,000	49	2.5%	2.6
\$25,000–\$49,999	263	13.3%	14.1
\$50,000–\$74,999	379	19.2%	20.4
\$75,000–\$99,999	405	20.5%	21.8
\$100,000–\$149,999	461	23.3%	24.8
\$150,000–\$199,999	170	8.6%	9.1
\$200,000–\$249,999	49	2.5%	2.6
\$250,000 or more	83	4.2%	4.5
Total	1859	94.1%	100.0
Prefer not to answer	117	5.9%	

APPENDIX D: SURVEY COMMENTS

Number of Comments	Comment Category
214	Public transportation / transit
204	Road construction & repair
191	Congestion / Traffic Related
134	Against toll increases / toll costs
75	Miscellaneous
65	Survey Related
21	Environmental

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ID Number	Comment
a23113nx	Raising the cost of tolls to relieve rush hour congestion is ridiculous. Why penalize those who choose to patronize your roads on a daily basis? We are already having enough problems trying to afford the gas to get to work especially for someone such as myself who has a very long commute; we don't need the added financial stress of increased tolls!!!!
a23380rb	Do not sell, trade, or give my phone number, address, name, or email address to anyone outside of this survey.
r34645rc	I believe that the tolls should NOT be increased. I do not own an IPASS and pay tolls twice a day, full fare. I also believe that the money should be used to improve the layout of the merge lanes at the toll booths because that is where the congestion is. I also have a problem merging right into the IPASS only lane in the toll booth, because the people coming off the 294 do NOT slow down for people who do not have IPASS on the 90! It is a stupid layout and I feel forced to get an IPASS just for my safety.
m20358fc	The I-335 extension has become a nightmare during rush hour at the Boughton Plaza. It appears that the powers that be were looking one directional; not giving much thought to reverse flow traffic.
d29224st	I suggest that you include on your survey the option of regional high speed rail transit as well as current Metra rail service.
a24153ad	The Elgin O'Hare "Expressway" needs to be expanded to 3 lanes in both directions for the full length of the "expressway". I would be happy to pay a toll for a limited time period to specifically fund this expansion. As the population of the western suburbs increases, our antiquated infrastructure needs to meet the increase in population. Since the Elgin O'Hare goes to neither Elgin or O'Hare, let's at least make it habitable to commuters during rush hour. Thank you for the opportunity to voice my concern over the EOE.
a24008cc	As a former Arizona resident I find the condition of the roads in this state deplorable. The road conditions are infuriating. The amount of time it takes for construction and the quality of the roads after construction are unacceptable.
d29774bd	I wish I could take the train which would drop me off 1 block from my work. Now I would have to drive either to downtown Barrington to take the train which would take a good 45 mins. or to the train station by Schaumburg Flyers stadium, which would take me all the way to downtown Chicago and then switch trains to get back. That would probably take at least another 1 hr.
r36963ax	thank u
m21272ze	I think any increase in tolls is unfair. There are people out there that cannot afford to pay some of these high tolls. I don't believe the tollway system should be run as a monopoly. I think the i-pass system needs to clear up all the unjust and unfair practices they are committing before we think about altering the current system in any way. They need to accept and make right the things that they have made wrong.
n15346zr	It boggles the mind to even try to understand the logic of charging the working class up to \$12 one way to commute to work! That's \$24 a day ---\$120 a week! If there were a way for me to get from home to work via public transit in less than 3 hrs one way I would be doing that right now! I am at work over 10 hrs/day - I simply cannot add 6 hrs commuting - the current 2-3 hrs/ day is bad enough.
a24229dk	if you could keep people off cell phones it would help a lot .
p337814nb	It is important that all tax & toll dollars be used efficiently and appropriately to provide infrastructure improvements and services that are well managed. This does not appear to be the case at present time. (e.g. expensive road improvements

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ID Number	Comment
	that do little to improve, too many simultaneous construction projects that leave all roads congested for extended periods, missing money, questionable compensation and expense reimbursement plans, etc). Make sure that expansion projects are planned to accomodate future growth instead of just catching up a little to past growth (add 3 lanes now instead of just 2) and fix one road quickly, then move on to the next. Also, I am agaisn express/managed lanes because they take up a lot of space and have the side effect of becoming deadlocked when an accident or mechanical malfunction occurs from cars ahead. Then, you are stuck. The current express lanes could be eliminated and would have enough room to provide at least 1 extra lane each way, possibly 2.
p51586ft	The Illinois Tollway Authority ought to be ashamed of themselves. The waste that's going on is killing our economy. There's no need to raise tolls. We need some simple auditing and I bet there will be major discrepancies found. i.s \$15,000 for "Open Road Tolls, Rod Blagojevich, Governor"... WHAT A WASTE.... Awful, evil, people... Every last one of them.
a24026ru	Do not distribute, sell, trade or give my email, address, or contact information to anyone outside this survey
p354753an	Expressways and tollways need to be built to higher standards. The heavy traffic (both number of vehicles and weight) quickly tears up these roads which then need repair. The MAJOR cause of congestion on these roads is construction. Public transportation is good, but not particularly useful for individuals with significant "baggage". An over-sized box, even if it is light, essentially rules out public transportation. Perhaps a "baggage car" in each "train" would be useful. I doubt this would work for buses, but who knows.
p341235ek	I wish I could take public transit, but it takes me close to two hours one way. (even though the trip planner says an hour) I don't feel safe waiting for bus in the vicinity of the Howard street station. My job also requires me to be at work at a moments notice. The other person in my household cycles and uses Metra to travel to his job. We need more efficient, cleaner, safer public transit.
p696390ms	It seems like every spring road construction begins on all roads leaving no alternative during morning and evening rush hours. Sometimes roads are closed off and the work doesn't even begin for weeks!!!! Leaving an alternate available would be great instead of having every north, east, south and west road being worked on. For those of us who spend hours in our cars each way every day it's very frustrating, especially with the price of gas now to spend half of you travel time just "sitting" in traffic and going no where!!!!
p831475ws	Provide alternatives to Metra's hub-spoke approach such that wide area loop light rail or subway solutions are avialable. Extend Metra to actually stop in Oswego, we have a station location for it. Provide more loop/North-South high speed roads to support far West suburbs (Oswego, Yorkville, Aurora, Batavia, etc.). Provide a real Chicago area subway/metro system, like Tokyo, London, Stockholm.
p762308ru	We need better public transit options in the suburbs!!!
p873541rr	No new taxes or tolls on people, the people of Illinois are being sucked dry. Metra has reported record level riders, lets get Metra to run more cars and more frequently, and expand service! More people will use it if it is more convenient!
p488473nd	Traffic on city streets is horrendous and is compounded by non-synchronized lights. To help with gas mileage, increased travel times as well as reducing carbon emissions, Chicago needs to utilize smart technology to better manage traffic flow on major arteries.

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ID Number	Comment
p878227ne	It is critical that we expand public transportation so that more commuters who currently use the highways to commute to work can use public transit instead. This will reduce congestion and fossil fuel consumption. Additionally, I fully support congestion pricing and if I could pay a little more to blast down the highway at any time, I would gladly do so. I use public transit to travel whenever I can vs. driving, but when I drive I want to go fast!
p592184fn	I realize Chicago has 2 seasons - winter and construction - but truly - who in the hell decides to rip up ALL the routes at the same time? We try doing back roads and streets in Chgo - but they are torn up too, i.e., Evanston, Golf/Emerson, parts of Montrose, 1-88 is a nightmare. My god! I mean, does it really make sense to do all this construction at the SAME TIME? Totally stupid.
p124546ua	The managed lane is a very good idea. It would open up traffic quite significantly and reduce very costly delays. It would also get people to travel at different times to smooth out traffic...
p475720xz	Road conditions are not necessarily poor, but anywhere there are exchanges / ramps, traffic during rush hour becomes a nightmare. As an example, E bound 90 at the 355 exchange will regularly be backed up greater than 2 miles due to road work on 53/355. There are no adequate routes to go north or south - if there is road construction on 53/355, basically, you're out of luck. It seems as if the Illinois Tollway system focuses only on drivers who head either into or out of the city. The remainder of drivers going perpendicular to those roads are out of luck.
p224245sr	The engineers designing roadways need to travel the roads before being allowed to redesign them. I also don't understand why the government insists on not doing things right the first time and then we have to go back and pay for the project the first time which makes it more expensive and frustrating in the long run... If there is a "managed toll" lane on the toll-free highways, I will be avoiding them all. Tollways were TEMPORARY and were supposed to be gone years ago.
p139967df	There is entirely too much construction in the Chicagoland Area. There is not a Single road that isnt under construction in some way shape or form. I do not think the Gov cares about or has taken people's lives inconsideration in the ridiculously aggressive construction plan.
p131874tb	The problem with the Reagan tollway and most others is the length of time it takes to conduct the improvements and repairs. This causes more congestion than anything. Who was the incompetent bureaucrat who decided that the 4 lane improvement on I88 should be done in sections instead of all at once? How many years have we been at this now? Your climate change questions reflect ignorance. What do you know about climate science? What does the person you listen to on TV know about climate science? Do you know who Milankovitch is? If you don't, you don't have any business asking those questions.
p726418mh	Please use the electronic signs on the expressway (the ones that list travel times) to remind drivers to drive better - perhaps rotating messages: slow down, use signals when changing lanes, use hands free or not use cell phones when driving, ask slow drivers to stay to the right. Also, more of these electronic signs would be helpful to post travel times, alert drivers of crashes or delays ahead (before it's too late to get off the x-way), and post "reminder" messages (that I've noted above). Also, I've noticed signs in other states that give a number (something like dial "777" from your cell) to report erratic or dangerous driving behavior by other drivers, or roadway emergencies. (Unfortunately, there are a lot of nut cases out there who think the x-way is a video game or raceway, and lots of unnecessarily aggressive drivers.)

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ID Number	Comment
p946878wb	Why are there no car pool lanes?
p917545km	Wish I had known it was so long! Good questions.
p731496ub	I strongly disagree with the notion of increasing the tolls during rush hour (or any other time). Already there is a toll for the convenience to use this road. Increasing the toll only suggests a punishment for using the road (or, worse yet, corruption by those wanting the increase). At a time when the economy is bad, gas prices are up, and Cook County taxes are up, this is a mean-spirited suggestion. Many people are not able to change the time that they travel since they must be at work at the same time each day. And many people do not have the option of public transportation because the location of their homes and the location of their jobs are both in the suburbs. For me, if I were to take public transportation to work, I would have to change trains or buses several times. This is not a feasible option. For those who cannot change the time that they travel to work but choose to continue to use the tollway, it will just be more money out of their pocket with nothing beneficial gained. For those who cannot change the time that they travel to work but choose to take local streets instead of the tollway, this will just move the congestion from the tollway to the local streets. Increasing the tolls during rush hour (or any other time) is a very bad idea. There is no redeeming quality to this suggestion ... especially in a time of high gas prices and taxes.
p31512xz	THERE ARE NO OTHER OPTIONS FOR ME TO GET TO WORK SINCE I DO NOT WORK DOWNTOWN CHICAGO. NO TRAINS GO FROM AURORA TO WOODFIELD—ONE SHOULD BE IMPLEMENTED. IT WAS TALKED ABOUT A COUPLE OF YEARS AGO. WHAT HAPPENED?
p380191kh	How about developing a site with software that you can go to on the web. It would show the major expressways with color codes signifying heavy congestion (red); to no congestion or no accidents (green). They do this on the news, but it would be helpful if it were easily accessed at the consumers choice on the internet.
p719157fb	For my route, metra is terrific (10 minutes) from Harlem & 32nd. The problem for me is getting to Union Station to my office (980 N. Michigan) it's either 45 minute walk, bus or cta. I would love to use mass transit but it's not ideal.
p130481er	I feel it would be fair that if people who live out of state want a transponder, they can have one but have to pay the cash price for tolls. If they work in Illinois, why not live here too? I don't know about other highways/tollways connecting to Chicago, but 290 really needs more lanes and has for years. After millions of dollars of work, the Hillside Strangler just moved to Mannheim so what was gained? Spend some time figuring out why traffic always slows down between Mannheim and 1st Avenue - get this figured out and traffic could flow much smoother.
p624014zz	I-55 needs either an express lane directly to down town, or it needs another lane. Also there needs to be some sort of law that allows people who cruise in the left lane to be ticketed. This impedes traffic progress, and passing.
p158408tn	Work on public transportation that will go down I-88 and I-55. Like a monorail system down both interstates. That will save time, energy and congestion.
p402041rw	It would be nice if our roads were "built to last," instead of having to be torn up and re-done every couple of years. The endless construction causes more problems than anything else.
p769887cs	You are too worried with justifying to yourself about raising tolls. Increase all expressways to 8 lanes in each direction (10 in each direction through Chicago). Stop the Chicago area tax dollars going to down state interests (get Madigan out of office) and put the money to work in the areas that generate the money! I'm getting tired of paying you folks for half-ass,

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ID Number	Comment
p1074052bh	<p>short-term/short-sited fixes with all the transportation systems. Here's a novel idea: start making contractors PAY huge fines when they over-run budgets and/or don't meet completion times.</p> <p>Your organization is impossible to get a hold of for questions and emails are never responded to. You also have far too much highway under construction at the same time. The problem with the rush hour congestion has to do with both too many drivers on the road AND mostly the fact that the Illinois Tollway has 40 straight miles of road construction going on all at once. When 40 miles of highway that is supposed to be 4 - 5 lanes is condensed into 2 and 1 lanes, and the cars are constantly swerving because of the road dividers traffic jams are going to happen. Easy solution. Stop shutting down so much road all at once. Take it a little at a few miles at a time.</p> <p>Build more through roads (e.g. Route 53). Widen I-94/I-90 Kennedy Expy.</p> <p>Gas tax makes much more sense to pay for transportation costs than tolls. Gas tax requires no overhead for infrastructure (toll plazas) or extra personnel, and does not waste gas as people slow down, stop, and accelerate again. please finish the blue line renovations to o'hare as quickly as possible!!!!</p> <p>You have to be kidding me that you would think about raising rates as a method of convincing drivers to modify their travel plans. If the backup at Deerfield and again at Half Day Road isn't enough to do that, then they need to travel during rush hour. Look around and use those engineers you have or get new ones.</p> <p>I-53 at its northernmost end is badly in need of resurfacing.</p> <p>I think it is unfair to be charged extra on tolls because you drive at certain times of the day. These are ILLINOIS tollways and all the money acquired from tolls is used to fix expressways all over the state that do not collect tolls. Try making more off ramps going eastbound on I-90 towards RT 53. Make a ramp at Beverly Rd. After Rt. 59 there isn't another exit until Rt. 53 and that is where the most backups happen on the Jane Addams. I wouldn't mind paying one additional toll if I could get off the tollway sooner. But because we are rush hour travelers we shouldn't have to pay more. We actually paid for the road's that the non rush hour people travel on.</p> <p>Please consider adding a metro station in the Belvidere/Rockford area. It is a growing area, and because of it the traffic driving to Chicago is horrible and even worse coming back. The closest station are Elgin and Woodstock, but they do not have early enough times to get me to work on time, so I have to drive instead.</p> <p>I think it is crazy that every road goes under construction at the same time so there are NO good alternatives to travel. Milwaukee AND 294 AND the Edens are ALL torn up as I write.. give the poor commuter a BREAK and spread it out so we have at LEAST ONE way to go.....</p> <p>adding a north south train on the west side, would greatly help travelers</p> <p>I think the real problem I see on the toll ways that I see is people use the far left lane until 100 yards before their exit then cut across all lanes of traffic to exit slowing traffic on the entire toll way, there is no way I see to fix this problem except to put a wall or some divider long before an exit, also I see drivers cutting off other drivers at the exits causing the people waiting to wait longer, and this also ties another lane causing more traffic congestions, so the only thing that would seem possible t these points would be to have mobile patrol police to try to discourage drivers from doing these things and this would generate a ton of money in fines until people started to drive properly of payt he fines, but this would be a win win for the travelers and the city and state of IL.</p>
p707699mu	
p206778zs	
p367655cc	
p149465fe	
p326394rd	
p763454xk	
p167208fu	
p287756th	
p563535st	
p429407cf	

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ID Number	Comment
p88306bc	I travel I55 & I88 quite a bit, i notice that the speed limit in the construction zones are different. One is 45 MPH and the other is 55 MPH. Why is that? Also I am not seeing traffic slow down that much. Are tickets really being issue from remote cameras? I never see them.
p1032829aa	Hi, This survey is really interesting and I appreciate your concerns. I have a long drive from home to work. I would rather take the train and I'm willing to move to a new location close to a metra station but there is either no connection between the train station and my work or not enough trains. For now, the car is the cheapest, fastest and I beleive "cleanest" way to travel.
p476515xx	If the CTA system were kept up to date & expanded, ie-route connecting the blue & brown lines further west than having to go into the Loop, I would use it more frequently.
p1076078bs	Exits eastbound at Barrington or Roselle would probably clear congestion on 90 before 53. People could exit at Roselle and take highways to get further east thereby relieving some congestion off the expressway.
p92575sb	I do not support charging tolls on Chicago area expressways. Drivers have had to contend with changing the tollways for several years now (two different incarnations of i-pass lanes/thru-toll driving) and having to go through that again is ridiculous, especially on roads that have previously been "free of charge." Tolls will not stop people from driving when and where they want. If you are commuting and have no other choice but to drive your car, even though there may be other options available, then you are going to have to drive (e.g. sales, contractors, laborers etc.) I frequently take other side routes to avoid congestion but more and more others are too. It does not usually save time, it is just less aggravating. The side roads are deteriorating at a faster rate than the major arteries. Charge trucking companies more for their fees and licenses. The heavy trucks are destroying the roads. Charge companies whose workers drive expressways a fee. Tax those who insist on living more than X number of miles from their jobs especially if they have other forms of public transportation available. Chicago city employees have to live within the city limits, what's so bad about imposing the same limitations on others? As a resident of the City of Chicago, I am bombarded by taxes and fees— \$100 for vehicle/residential parking stickers and I still have to fight for a spot to park due to valet parkers and non-residents "looting" residential parking areas. How about decreasing the amount of pay to our officials. One might accuse Mayor Daly an Gov Blago for corruption, but "we ain't seen nuttin" yet!" Kick out Todd Stroger and his cronies. He got his cushy job by default!
p577778sb	There are no public transit options in this area, and because we have two rivers to cross local roads are not easily used.
p33510uk	Why don't you get some of the major corporations in the Chicago suburban area to get on-board with the idea of reducing traffic congestion. A number of commuters here having been trying to get upper level management to offer alternative work arrangements without success. A little media focus might help. When working on major tollways, why not start setting lines for light rail transit. If you read this far, thanks!!
p472572nx	Tolls are high enough. You have been screwing with the people from the northwest suburbs for about 6-8 years with constant construction stopping the flow of traffic.PLEASE FINISH SOMETHING.
p960163af	The Metra North Central line needs to be expanded. If the track was double all the way, it could accomodate both freight and commuters, and I would never need to drive. It makes no sense for the line including O'Hare Transfer to rarely run, and the trains are just packed around commuter times. If it ran more, fewer people would drive!!!!

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ID Number	Comment
p401222nf	The roads in Lake County are woefully underbuilt, and traffic congestion costs me a ton of money in wasted gas. Why can't you widen US 45, IL 120, IL 60??? We're dying out here!
p316125mw	I strongly recommend building the Star line to connect the ends of the METRA system so that the rail lines are more useful to the outer suburbs. I think we should also promote monorails or light rail between suburbs where no heavy rail exists—like along the Prairie path, etc. to reduce vehicle transit.
p38554sn	- Improve exit from I90 Eastbound to 55/355 Southbound which creates a huge backup - Add an exit from I90 Eastbound between Arlington Heights Road and O'Hare exits
p727342er	Metra to Rockford would be wonderful. More Metra runs to suburbs would be welcome.
p265840ca	What about permanent expressways into and out of the city? Double decker expressways going around the city with only a few exits?
p251525hn	If raising tolls at certain times is on the table, Please consider raising fines for persons speeding/ reckless driving during rush hour.
p302200he	I would pay a slightly higher toll (like \$0.80) for rush hour relief but the number in your survey are outrageous \$7.00 to leave at 6 am????
p122166tn	How about a second level on top of existing roads for "thru" traffic?
p13631kc	Should build "Crosstown Expressway", as a toll road, to relieve congestion. Should be an entrance & exit from Tri-State Tollway at either Central Ave. or 111th St. Central Ave. should be made a through street North/South with an underpass at the 73rd St RR tracks.
p247878fr	Traffic in Chicago is some of the worst in the entire country. I feel that many people would be willing to pay significantly more in order to reduce congestion. Public transportation is too expensive and actually takes longer than driving in traffic. More express trains may help.
p177173uu	why not restrict the semi trucks via increased tolls for day/ decreased tolls for night? Reroute them around city completely unless they purchase a City Delivery Permit!
p10693rm	Chicago land's rail service is effective and maybe the tollway system should think about providing rail service along side all the tollways and connect to existing services. Park and ride at the terminal ends such as Rockford.
p1001094au	In regards to public transit: there are currently not enough options for transit. For those of us who live to the north, the only things we can really do are drive about 15-30 minutes to a train station, which generally only allows us to go downtown. Then, once you are downtown, there are not enough local trains. CTA trains only basically go north, south, east, west. These trains need to CROSS OVER EACH OTHER by adding more train lines. This would create a much easier way of getting from point to point. System maps from London and Paris should be studied, and then you will see how much Chicago is lacking in this category. As far as Metra trains go, it is a similar problem. There should be a couple of train lines to essentially "circle" the suburbs. For example, many people who live in Wisconsin commute to Schaumburg. There is no easy way of getting there however, especially with the way that the road conditions are set up. THINK EXPANSION AND ROUTES THAT CROSS EACH OTHER.
p136210fr	I am strongly opposed to raising tolls or adding more tax to gas. This state has the worst traffic and construction planning

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ID Number	Comment
	in the entire United States.
p537353kx	driving commute equals 1 hour or 1hr 20 min public commute for the same trip 3hours to 31/2 hrs
p428349kf	Constuction maybe necessary; however, there is no excuse for it on every single major highway at the very same time! Pick "a job" ONE, and DO IT –Complete it , or ACTUALLY WORK on it and FINISH IT!!!! Before starting a next major project!
p705223ax	Being born and raised here,I am greatly disappointed in whoever is in charge of road projects of every nature.Poor pot hole repair work,still not close to done.BY FAR the biggest problem is all of these road projects seem to all go on an on at the SAME TIME.At the very least,the most important work should go AROUND THE CLOCK,and get them done.This constant construction is costing us far more than it will ever earn us.Thanx.
p641825he	I think traffic would move better if we enforced the no trucks in the left lane laws. Indiana enforces theirs and traffic moves well across 80/94 around Gary.
p699663cd	I strongly encourage a program to develop more bicycling in Chicago. I see more bicyclists on the road given gas prices. Good luck.
p787687xw	I feel that the 45 mph is ridiculous. The drivers do not follow the law and it is dangerous trying to obey the speed limit while drivers are tailgating or whizzing past you. The law should only be in effect when there are actually workers present.
m20580kc	I would like to see the L Red or Brown Line directly connect to Union Station to increase access for residents living in LakeView/ Lincoln Park area. I would love to take the Metra to work daily, but do not at this time because it adds an additional 30 min to my commute which is currently 1 hr 30 min. There are many young professionals living in the city who work in the suburbs and this would lessen traffic and help the environment if there was a more viable way to take the Metra. Now I only use it on occasion. Thank you for your consideration, I am happy to be in a city where the government takes an active interest in receiving feedback from residents.
p447452ma	A sure way to relieve some congestion on Chicago's expressways (during rush hour or non-rush hour) is to enforce the truck lane restrictions - Every day on the Edens - there are numerous trucks in the right lane (when signs are clearly posted - "Trucks use Left Lane" and on the Kennedy (both inbound and outbound) trucks routinely drive in the left center and left lanes when the signs are clearly posted "Trucks use 2 Right Lanes" - These trucks cause bumper to bumper traffic due to their inability to keep up with the cars in front of them when traffic is not moving at the posted speed limit creating space and backups - Also by enforcing the slow traffic in the left lane laws - No need to spend millions of dollars on easing traffic congestion when most of the congestion is caused by bad drivers (changing lanes last minute and breaking and stopping traffic, drivers 3 across on highways stalling traffic and trucks not using proper lanes (even using Kennedy express lanes lately - need bigger NO TRUCKS IN EXPRESS LANES SIGNS)
p20287tu	Need more parking spaces at Glen Ellyn/Wheaton train stations.
d29333zb	There needs to be WAY better public transportation into and from the suburbs!!! I would be more than happy to take any train or bus to my work in the suburbs from the city.. But there is simply no such option for me that would take less than 2 hours each way.
p11273mf	Metra trains too crowded

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p321648fn	My biggest complaint about traffic are the long thin advertising trucks that do nothing but drive around and waste gas and slow down traffic. There are enough billboards and advertising options available without those stupid trucks.
p606986ad	Congratulations for the freeway spread!!!
p87920mx	The solution to our problems is not raise taxes or we have to pay more, the solution is the government must do with less, and we must explore new technology and incentivize people to maintain and improve our way of life, not retreat to the European way of life. Beware those people who want us to go backward, they are anti American.
w12342ws	Build the IL-53 extension into Lake County, IL; Redesign many of the state highways in Lake County to 4 lanes (i.e. IL 22 from Buffalo Grove to Lake Zurich, IL 21 from Gurnee to Libertyville; synchronize traffic signals (i.e. IL 60 and IL 21); separate railroad grade crossings (Butterfield Road & IL 60 and IL 22 & Waukegan Road); Implement a S.T.A.R. for Lake County; hire construction companies who can complete a project ahead of schedule and under budget (see Milwaukee Journal Sentinel, July 2, 2008); have construction crews work third shift; implement more buses connected corporate complexes to additional train stations on additional routes, implement better government planning by addressing traffic conditions before building subdivisions.
p253594cm	Why not HOV lanes in this area. Most large metro areas have them yet we don't. This could encourage carpooling, and reduce congestion without serious budget impacts, low hanging fruit guys.....
p491436wh	I was disappointed that the survey did not discuss the following in great detail; car-pooling lanes, motorcycle lanes, high speed train rails, paying more for a fast lane, pollution and TIME. I would gladly pay more \$ to guarantee that my commute is not hindered by traffic jams. I would gladly ditch my car and pay for public transportation if it was easily accessible, convenient and time efficient, I believe more people would car pool if there was a lane dedicated to car-pooling (and motorcycles), decreasing the number of vehicles on the road and decreasing commute times, air pollution, etc., I would also like to see better public transportation connecting Chicago (including O'hare), Kenosha, Racine, Milwaukee and Madison such as a minimal stop high speed train. I believe a minimal stop high speed train connecting major cities would greatly reduce traffic on the interstates, reduce pollution, increase \$ for the government and increase travel & spending between these cities. Thanks for listening, Jason
p361308sm	Traffic management in Chicago is a joke! It takes me 30-50 minutes to go 5 to 6 miles to get home at 3pm. With all the taxes coming from gasoline you are asking me if tolls or higher taxes are ok? Have you guys lost your mind? You should be thinking about reprogramming the lights on the street so you don't have one street empty and the other filled to the max! Stop waiting for people to call 311 to fix the streets and get someone out there to start planning to fix all this mess. Take that money and get more workers and equipment to do the work! The feds just backed off and you guys are already handing out work to private companies! Why were they in your hair in the first place?
p860930ch	i would dearly love to have a metro "ring" out in the suburbs, instead of the hub/spoke set-up currently in place. Similar to the Metro in Paris...I would use a subway system in a heartbeat.
p781894du	I do not believe expensive tolls is the way to relieve traffic congestion. The best way to relieve congestion is to put in place white diamond dedicated lanes on all Chicago expressways for cars with 2 or more occupants. At the same time you could interdict trucks from driving on the highway during rush hour traffic. Eliminate the tolls on all toll roads and if you have to allow trucks during rush hour, make them pay tolls and shift them on the beltway of Chicago and do not allow

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	<p>them to pass through Chicago on I-94 (the free route). Another idea would be to extend Lake Shore Drive to highway status to the north and to the south of where the expressway currently ends. Eliminate all redlights on Lake Shore drive by inserting high speed tunnel/bridge ramps at key points in the loop. South Loop, and at Chicago Ave to merge with the side streets. This will allow you to increase the speed limit on Lake Shore Dr. from 35-45 mph currently to 70 mph. You could also increase the speed limit on all Chicago Highways from 45-55 pmh to 70 mph. The sensors that you currently have in place on the highways to sense traffic congestion could monitor the traffic and control electronic variable speed limits like the Germans have on the Autoband. Some of the ideas I gave are rather inexpensive to implement considering the sensor and camera infrastructure already built in to the Chicago highways. White diamond lanes and truck restrictions are practically FREE. Lake shore congefston could be fixed with a few million dollars worth of ramps. I think it is doable if the city Government is willing to take appropriate action. Signed, new Chicago/Indiana resident that is tired of the parking lot traffic in Chicago. You can write me at ttawd@hotmail.com if you need additional excellent ideas.</p>
p726754zn	<p>I strongly appose raising tolls to decrease road congestion. I currently comute from the city to the suburbs, and have tried taking public transit out of the city to work. This trip involves me taking the El to the Metra to a shuttle, which more then doubles my transit time, does not save me much on cost, and makes me dependent on when the shuttle leaves from work. I have recently purchased a Prius to save on cost of gas and lower my emissions as well. Driving to work early in the morning on the Express ways/Toll ways I found is the quickest and most efficient route to work. Local roads increase my trip by about 30-45 minutes.</p>
p817921du	<p>i am in suburban cook county which should probably be an additional option on the select county map. I have many more opportunities traveling by public south than north.</p>
p1051044dk	<p>Road construction should only be done at night such as Nevada does..State police should be assigned to sit at entrance to construction zone Tolls should be suspended during construction to compensate the driver for the inconvenience and congestion IDOT needs to use more common sense</p>
p299504wt	<p>Suburban transit options are currently so limited in usability. If I had better options that were also timely I would seriously consider public transit to my job in the suburbs.</p>
p242322cz	<p>I would use public transport from home (Chicago) to work (Batavia) if the connection between the CTA trains and Metra were better and if there was a decent enough service (PACE; additional trains) in the suburbs (the place I work is not well connected to the nearest Metra stations, the only way for me to use the Metra is to leave my car at the train station and use it for a short commute from the train station to work). I firmly believe that the only way to improve the traffic in the Chicago area is to reduce the number of people using cars to commute from/to work. This does require extending the public transport network with faster and more frequent trains (both in the city and between the city and the suburb) and the only way to achieve this is an increase in the public funding for Metra/PACE/CTA and one way to reach that goal is to use part of the tolls from the highway system. Increasing and improving the rail infrastructure in the Chicago area requires investments which only the public can make (federal government, Illinois state). One of the main issues is the separation of freight and passenger traffic on the lines used by the Metra trains and this does require extensive investments. But this is the only way to avoid a complete collapse of the system. Currently if I want to commute via public transport from home to work I have to take a CTA train, walk from the CTA station to Union station, take a Metra train and then I would be left in the middle of nowhere (i.e. I need a car for the last 5 miles). I would be extremely happy to use public transportation</p>

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	instead of driving.
p361817kr	Having construction on BOTH the edens and the Tri-Sate at the same time is moronic. I am sure there are other pairings that make as little sense but this one effects me so I know about it. Have construction on ONE route and have the other route free to help ease the congestion!
p62555cf	Let's build a by-pass expressway around the city, let's widen the east/west road in Lake County. the oases on the tollroad are great, if you have grandsons who like to watch trucks there's no better place for lunch.
p981740zh	I was eager to take public transportation after returning to Chicago, but was very disappointed about the distance from my apartment and work to train stations, as well as the limited train routes. My work requires flexibility, which also means I need to travel solo and have options for travel times.
p463656bh	smoother, bump-free roads = lesser mechanical breakdowns = better traffic flow ... please fix those hazardous bumps and potholes! a train to Rockford area would be great!
p84636mh	Thanks for asking!
p174121nh	WHY are all the major tollways / highways under construction at the same time? There are NO alternative routes when EVERYTHING is torn up. I HATE the tollway system.
p989756fn	Extend Rte. 53!!!
p924278md	I think raising tolls is a very horrible idea. Tolls are already extreme. On top of gas, I pay close to \$80 a month to use the toll road. Besides, Tolls were supposed to be temporary, right?
p130110bk	How about a fast lane? (autobahn)
p176798eh	I would use public transportation if it can get me to places in the same amount of time by car. I would have to get up two hours earlier to get to work on time when using public transportation. Who ever designed the Dan Ryan did a poor job of it. The cars are always merging off the ramp to move ahead in the line so there's more congestion of oncoming cars. It should have been off ramp going up to reduce speed and onramp coming down to speed up to merge into traffic. Its a real mess out there during rush hour and I wish there were police watching all these folks who purposely keep getting on and off. I do take side roads when I see traffic is bad. Also one more thing Semi trucks should be limited to only being on the road from 6pm to 6am, that would free up alot of roads. Thank you.
p456252ac	try using the Kennedy express lanes for hov only during rush hours only and watch the results
p492330cs	Don't do construction on all routes in one direction. Going west-bound from Chicago is nearly impossible. I-88 is under construction, 22nd and Butterfield are under constuction. And Ogden in Naperville is under construction. What idiot decided this was a good idea?! Does anyone in the travel department live in Aurora or Naperville?
p848822dd	Traffic issues will never be solved in our lifetimes. In our society, we dont carpool or live within walking distance of our jobs. We travel to see friends and family on a regular basis and are driving farther and farther every day. Raising tolls is not going to solve the problem unless the state is going to add lanes to the roads and stop people from driving like assholes. Accidents cause backups and longer travel time!!!! Solve the REAL problems and everything else will follow.
p149805wd	This seemed to be a good survey, but I think it misses an important consideration for improving congestion and that is improving infrastructure to facilitate people's ability to work from home and not have to use transit or vehicles at all.

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p82021hu	We need more bicycle routes/lanes, a safe way for commuting bicycles to get across the Des Plaines river (the section between Central and Palatine Rd.) and trains that run between suburbs or better bus transport between suburbs - currently would take three hours to commute 1 way by bus or train and cannot ride bike due to safety concerns. We also need to encourage businesses to provide flex hours for carpools and to facilitate working from home or compressed work weeks.
p416724md	I used to live in the western suburbs and took Metra and CTA to work. It would be nice if there were more express routes for Metra (I always wondered why there was not an express route on the train that runs from downtown and terminates in Joliet because I-55 is so horribly congested - I commuted via I-55 for a short time, too) and also for CTA. The elimination of the cermak route of the blue line also increased my commute time. Even though the roads are horribly congested during rush hour, it took me LONGER to commute via Metra and CTA. Now the trade off is the high cost of gas, but my time is worth money too, so it would be nice to have more express routes on public transit.
p94791nr	We already pay way too much for Taxes and tolls. Try managing the roadways more efficiently!
p956764rc	Please consider that in my case my use is of the roadways is due to trips through Chicago more often than not. Generally if landing at the airports I take taxis to the hotels, etc. but the traffic makes making connections to the airports difficult. The train line was not operational that I needed when arriving into the airport on the weekend. Generally I drive through Chicago to go to locations in WI about four to six times a year.
p246342bf	How about getting rid of the "temporary" toll booths. 10 lanes merging into 3 doesn't help traffic conditions.
p845801ff	We would like to see a bypass around the downtown Chicago area. It is difficult to connect from Wisconsin to Michigan without spending hours sitting in traffic going no where. I once took a trip from my worksite near I-94 and IL 137 to a workshop seminar near I-90 and Harlem, a distance of 22 miles that took me 2 hours on a Friday afternoon and that was before the current Lake County I-94 construction work.
p738950re	Need to add a 3rd lane in each direction from just west of IL Rt 45 (LaGrange Road) to the new Veterans Memorial tollway extension; or terminate the 3rd lane in the Westbound lanes at the IL Rt.45 (LaGrange Road) exit ramp instead of the current 3 lanes into 2 lanes merge west of LaGrange Rd.
p525958zr	There should be more exits off 290 between St Charles Road and the Avenues, than just Mannheim. There should at least be one at Wolf Rd. That would help ease some of the congestion.
p113195ec	Enforce laws to use left lane for passing/faster traffic. Move slower traffic from VI to middle or right lanes.
p102415mh	The survey times and conditions were ridiculous. Local and highway should never be that close in times - even at rush hour. I am limited to my use of public transit by the amount of materials that generally travel with me.
p730854kb	Thank you for asking for our input. I really do think there are better ways to reduce rush-hour congestion than raising tolls. Campaigns for bicycling to work, for instance, would require some funding to do right, but improving bike paths and access on major roadways would reduce congestion, vehicle emissions, fuel consumption and improve the public health of our nation. Thanks!
p31202xc	I think it is necessary to provide MORE transit for NORTH-SOUTH SUBURBAN commuters, particularly those headed to the North Shore suburbs for work. There is no good "alternative" for commuters sometimes; especially when work schedules vary from day to day. It would be nearly impossible for me to carpool or take transit without disrupting my

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	<p>schedule to my disadvantage and causing added stress. Also, yes, MORE FUNDING is needed to improve the roads (use concrete for one) - see "life cycle costs." However, I am not sure if taxes are the answer. I'd be willing to pay slightly more but not everyone can in this economy. Where does all that lottery money go that is supposed to go to schools and road improvements? Also, increasing SPEED and creating these "special managed lanes" is NOT the best idea, in my opinion. Too many people already speed on the tollway, particularly the Tri-State, and it is very dangerous already. How is ENCOURAGING speeding a good idea? I am not sure that it is. People would zoom through those managed lanes, regardless of what types of signs were posted. I guarantee it. Furthermore, I think we pay enough already for the privilege of using these roads -- I had to replace a wheel rim to the tune of \$375 this past spring due to the terrible roadway conditions. How about guaranteeing safe and durable roads? Why would I want to pay more to drive on bad roads? In fact, the tollway construction, with the uneven surfaces and frightening merge conditions, has caused many "near-accidents" due to some motorists not adjusting to the conditions and thereby endangering others. I understand we need the roads to be fixed, but using concrete to begin with would help them to remain trouble-free for longer periods if the paving is done properly, with considerations for Chicago winters.</p> <p>YOU SHOULD BE ASHAMED AT YOUR ROADS1!!! YOU SHOULD PAY ME FOR HAVING TO TRAVEL THESE INFERIOR HIGHWAYS,SEE OTHER STATES!!</p>
p615931bn	
p159634at	<p>For a good 3 months my options to head north from Addison included highways/tollways that were under construction.(I-290 N & S at Jane Adams, I-294 from O'hare north and the Edens I-94) Can't we start and finish one project at a time to give people options to miss construction. The same happened with the Dan Ryan (I-90/94) and the Tri-state tollway (I-294) south of I-290 the last 3-4 years or so.</p>
p540044fe	<p>I can't envision how toll collection points on the Stevenson or Eisenhower would "ease" traffic congestion.</p>
p440539ee	<p>I think charging (extra) during peak hrs would be a horrible decision. I have to take 94N to get to work because there are no viable public transportation options to get me from point A to point B in a reasonable amount of time. Those of us who are forced to drive to work (especially those who take public transportation or walk whenever else they can) would be unduly impacted by having to pay yet another fee to get to and from work. For those coming from the city and working in the northern suburbs there are no good alternate routes!!! If a toll were introduced on the Edens, I would have to consider a new job as my hours are non-negotiable. :(</p>
p314655kf	<p>Aggressive and distracted drivers make expressway travel very risky. The presence of trucks on the expressway causes damage to vehicles and restricts vision. SUVs in the left lane also contribute to all of the above. Recently I have been taking side streets to and from work (26 miles each way) to avoid all of the above. I highly encourage the use of cameras on the expressways, when drivers are aware of the presence of cameras, they drive with much more respect for other vehicles.</p>
p435623wt	<p>the traffic in chicago area sucks every time they to construction on a road it is to late by the time it is done the road is already to small again because more people are hitting the road every week in northern il</p>
p445999ws	<p>I saw when the Kennedy Expressway was being built and all I can say is over the years the city should have been making FUTURE PLANS to widen or add another highway over or under the existing as seen done on other cities. I believe there is a lot of money wasted in politics and us poor citizens are always getting hit with increases of all kinds. The rich get richer and the middle class get poorer. We need change!</p>

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ID Number	Comment
p121739kt	Do not allow traffic to merge into express lanes in the middle!!! Consider carpooling lanes during rush hour like in Phoenix, Arizona (a lane you can use only if you have more than 1 person in your car). Less cash lanes at toll plazas. Consider an express lane that is bi-directional (i.e. eastbound traffic into Chicago uses it in the am and westbound traffic away from Chicago uses it in the pm). More marketing for public transportation options.
p20496mx	It takes so much control to go the work speed limit of 45 mph when everyone else is whizzing by. Where are the cameras for the photo enforced speed control? I was glad to learn from your website that the speed limits are enforced 24 hrs/day even if workers are not present.
p588465zw	Somehow tolls should be eliminated. I am totally against paying for Chicago costs and I am a senior who can travel for free.
p62768zd	The I-355 extension south has totally destroyed travel times on 355. What used to take me 40 minutes now takes at least 55-60 minutes because of the congestion.
p527047ab	I would like a train that connected the outer suburbs so that I would not have to travel into the city and then out of the city to reach another suburb. a ring running half way between downtown and the end of the metra lines
p388643mk	Tolls are ridiculous my taxes which are high enough should be paying for these roads.. The state needs to hire better construction contracts so roads last longer that need less repair and are completed in faster timeframes. Not one tollway/expressway does not have some sort of long term construction.
p988101rf	was not able to follow detour for Skyway from I-65. Ended up on I-80/94 going East, turned around and went back west. Ended up being a better option than the single exit lane from 65 to 80/94. This also means that the warning about long traffic delays did not also explain that it was only the exit/on ramp that was single lane.
p217402fc	We need more rail service. Stop building more highways, they only become obsolete before they are completed and with the price of fuel, no one will be able to use them, anyway.
p369408fb	With the price of gasoline going up it is making it very hard to plan trips/outings with the family. If the tolls were increased even more I would have to find an alternative route for my travel plans and avoid the toll roads. It does not matter how much time I would save. If tolls were increased again I would not use the toll roads. Let's not forget that the toll roads is a system that was originally designed to last for a short period of time. It was suppose to have ended a long time ago and yet Illinois is still a state that enforces tolls to be paid and higher tolls for those who do not have IPASS which is totally wrong.
p22506bn	How can they post 45 mph construction speed limit when everybody is going 60 - 70 mph? Does not the law say go with the flow? I would go 45 if somebody else does but I will not be the leader. Have a good day and good luck.
p157779dw	Extend 53N!
p812653xh	I would strongly support highway tolls being used to fund better mass transit.
p479108ce	ASK THE BUSINESS SECTOR TO VOLUNTARILY LET PEOPLE START WORK EARLIER / LATER BY 15 MINUTES WHICH WOULD CUT TOTAL NUMBER OF VEHICLES SITTING IN TRAFFIC POLLUTING THE AIR IN THE RUSH HOUR TIMES.....
p826558cu	High speed trains are the future to transportation.
p175184bk	I need a better way to go east and west across the north suburbs!

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ID Number	Comment
p34645bn	besides working on roads there should be a public transit system from the southwest suburbs to the northwest suburbs. Alongside of similar to Route 355. That would address a significant amount of traffic.
p646698hd	Tax money is WASTED. Too much money goes to subsidize the CTA and downstate. On the transit fares, they should be double to reflect the cost of providing transit. I would pay \$5 per day for a causeway that would start at Wolf Road and go downtown. This would be meaningful. Trucks should pay even more for the tollway, at least \$100 during rush hours. The proposed options are simply dumb.
p599478bh	It seems like you can never tell where a back-up may be. I almost always take 294 because the Edens through downtown is so backed-up. It would be shorter and faster for me if I could take the highway through downtown. Thanks.
p1025082ka	Traveling to other cities makes Chicago public transportation look old and dirty--especially European cities. Chicago and Chicagoans deserve better. We need additional public transportation to/from/between suburbs and we need L service that allows for transferring between lines even when outside the loop.
p52844cs	We moved back into the City 3 years ago. There is no convenient public transportation from Northbrook. A train or a bus every hour is not convenient.
p69661cb	Public transportation (rail) doesn't conveniently fit if you do not have a start and end point on the train line.
p82338xh	Public transit in DuPage County is a joke. Everything is oriented toward getting people to and from the commuter stations. I live and work in the same town. It takes me 10 minutes to drive to work and 20 to bike. It would take over an hour to ride two buses to go to work. No wonder nobody rides.
p876129tt	I cannot take Metra to work (Downers Grove) because there is no fast way for me to get from Roscoe Village to Union Station. People have to be at work certain hours (i.e. 9-5) and it's wrong to charge more tolls for people in white-collar jobs that get off work between 4-6 and have no choice. Our bosses will not let us leave any earlier or we get fired. Lastly, the stupid left-hand exits and reduced lanes on 290 through Oak Park are maddening. What happened to the idea of tunneling 290 under Oak Park there, or stacking it, so more lanes can be added? Why isn't eminent domain declared on Oak Park and just add more lanes there?
p259407aa	I need to drive because my vehicle is a work truck, loaded with tools.
p692509zm	I live in the city and work in the suburbs. To take public transportation I would need to use the CTA, Metra, & PACE. It would take me 2 to 2 1/2 time longer. If there were an El line to Woodfield Mall, I'd consider using it.
p946753mw	I am willing to move away from Chicago to avoid the traffic! I don't think increasing tolls will change driving behaviors. If it did, why wouldn't everyone buy an I-Pass?
p242125ne	DO NOT EVER CHARGE A TOLL ON EXPRESSWAYS THAT HAVE ALREADY BEEN PAID FOR!!!!!!!!!!!!!!
p1015466nk	Existing tolls should be used for congestion relief without increasing tolls
p802213au	Some questions were so phrased that no clear answer was possible. The choice of the answer was not satisfactory to me.
p467337rh	Car pool lanes set up on I 290. Single passenger cars limited to far right lanes. Tax incentives for using Metra or car pooling to help relieve the congestion. More police presence to eliminate drivers traveling in the median and weaving in and out of lanes.

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ID Number	Comment
p57217hd	I want to see the star line completed. Route 53 needs to be extended through lake county and to the wisconsin border.
p964604fz	Chicago traffic is terrible and will be terrible no matter what measures are taken, there seems to be construction on every tollway every year
p823522cz	Charging higher tolls is not going to solve the problem!
p917889ta	I always use public transit if it is available and practical given the time it will take. ALWAYS. Investing in public transit is the #1 thing the region can do to improve the lives of its citizens and the economy.
p925996kr	The signage on the toll roads needs to be improved. There is not enough "heads up" for someone not familiar with the highway. The detour for I 90 at I 65 is not clearly marked. There is not enough time to react, especially for a big truck.
p131028se	My major obstacle to using public transit -- Metra/CTA -- to commute to work is the irregularity of my work schedule (inconsistent times leaving my office and late night work) and the unreliability of CTA to deliver me to the outbound train on schedule.
p243421su	As more people reach senior citizen status, more people will require public transportation. Right now for me to reach Woodfield from Roselle, I must take metra EAST to Franklin Park and then TWO Pace buses to Woodfield. Ridiculous; I could walk faster. Thank you for asking. I love the governor's Open Road Tolling. Bless his little crooked heart!!
p442169fc	Need a new by-pass, west of 294
p451167sf	Traffic in Illinois is the worst. The road repairs never end. I have traveled the nation. Buffalo, New York has more snow and just as much heat but they don't have near the road problems road (crumbling, potholes etc...) Minnesota roads better, Iowa roads better, Wisconsin roads better. I could go on. Our politicians have friends in the construction field and standards for concrete and asphalt must be lower than the other states. ie: planned repairs.
p184043hn	Real-time traffic updates via GPS and web would be enormously helpful. More people in the suburbs would take public transit if more rail-based options were available. People in the "burbs thirst for decent public transit and are frustrated that the STAR route and similar options take so long to get going while huge \$\$\$ goes to tollways and expressways. The tollways should partner with Metra for light-rail or Diesel Multiple Unit cars to build along the tollways. Gas is only going up and conservation and hybrids can only take us so far. Public transit, like found in the East Coast and especially in Europe, is the only way to go. People WILL PAY for quality, innovative transit.
p27581kc	Lake Shore Drive can use improvement also!
p101572bn	Part of the traffic problem is due to roadway configuration. Look at the Bishop Ford northbound. You start with three lanes, then are forced into the two left lanes at Stony Island. Less than a mile later you are forced into two right lanes.
p17456rc	It is wrong and very poor planning to put all possible routes under construction at the same time. It is wrong to have butterfield, part of ogden and other roads torn up while 88 is so bad. the westbound 88 configuration is unworkable and causes totally unacceptable delay. it is an insult to hear the radio commercials from road worker unions promote the need update our infrastructure and roads. i am glad that you get to spend your federal dollars but some thought about the taxpayers need to get to work would have been nice. 88 west is a disgrace, shame on you!
p177545xs	With gas and county taxes, tolls are too high now! Your efforts to change traffic patterns would be better spent by implementing incentives / penalties to companies for flexible work schedules or working from home programs. Most

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ID Number	Comment
	commuters have no choice of when they are on the roads due to work hours. If the tolls that were suggested are implemented myself and many others will be forced to use other streets and increase the local congestion.
p938738er	Driving to Chicago from Appleton, Wisconsin, is extremely frustrating and timeconsuming. We understand the population pressure. We hope that the eternal construction is eventually completed. Thank you for asking!
p1047044bc	raising tolls and taxes is not the answer. Try to get businesses to allow people work from home, 4 day work weeks, company run buses
p460508ec	Lite rail along 94 would be GREAT!
p804036bh	I 57 exit at Monee gets backed up onto expressway at times needs better control at top
p866818ua	Northern Will county has very little public transportation connection people to the new strip malls along Weber Road. A bus system would be nice in Romeoville and Bolingbrook.
p570748zf	The traffic around Manheim rd, on 1-290 is always a big delay. both ways
p500419wx	I really wish there were more convenient options like the el for the suburbs- the train sched ends far too early and the nearest bus stop that would get me to the city is close to 10 miles away.
p565798br	Build more lanes on expressways like every other state and city does. Get the Star Line rail going in the western suburbs sooner rather than later.
p140713zz	No more tolls. Manage the budget better to improve streets.
p12004ba	The 8 options are kind of silly. My day is not so structured. In the end, I think high gas prices will do more to reduce congestion than any construction program. We ought to be spending our money on improved public transport.
p662617dd	Entry onto I-94 south (east) from Hwy 120 should be blocked until construction is complete. That only creates a major traffic block in one of the busiest sections of the freeway. Instead of trying to work the freeway system around all the drivers, go to the root of the problem. Offer incentives to companies to allow employees to work non-standard schedules such as four ten-hour days. Offer other incentives to companies to pilot telecommuting. Let's get more cars off the road by enabling people to work at home. Employees are already equipped to do so, yet a lot of today's managers are too conservative.
p111669bd	i would like as much information as possible about the following... high speed trains, heavy and light rail, personal transit, renewable fuels, and any other information that you feel is related to this survey
p378569dz	Highway congestion is awful and is getting worse. The Eisenhower Expressway is one of the worst 7 days a week. The Kennedy/Edens junction is also bad, even when it is not under construction.
p353295kw	The question about public transportation may be misleading. You asked which method I preferred but my commute would not take just the L or the Pace bus, or the CTA bus but all three. To avoid any of them I would still have to drive.
p981805fd	On the City streets they should enact a ban from 6am-9am and 3pm-6pm where NO VEHICLES (trucks,buses,autos,motorcycles,mopeds) allowed to be stopped,parked,standing along curbs or double parked next to parked vehicles
p966814kc	Traffic congestion due to construction is ridiculous right now. I drive throughout much of the North/Northwest Suburban

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	areas every weekend, and I find myself frustrated daily by traffic jams. There is no frustration like that I experience on 294 between Irving Park road and Townline Road. It seems that there are delays at nearly every time of day on that stretch of 294. Why does such a large stretch need to have lane reductions at one time? Workers can't possibly be actually working on a stretch that spans 30 miles all at once. Also, why do the bridges at Willow, Lake Cook, and Townline road need to be under construction all at once? What alternative does that leave drivers? Those are all of the major E-W thoroughfares in the Northern Suburbs! Again, is it really possible to have work actually being done at the same time on all of those bridges?
p171188as	The most important variables to me are that the commute time be relatively low and that the commute be predictable. I am not in favor of just building roads to address congestion. Other options, like a toll/restricted access to get congestion free are better solutions as is alt transportation.
p165000dt	I would DEFINITELY use public transportation if it was AVAILABLE (which it is NOT), easily accessible (which it is NOT), and scheduled in a way that was even somewhat compatible with my need (which it is NOT!). ALL of my neighbors feel the same (most of whom work in Chicago). MAKE PUBLIC TRANSPORTATION FEASIBLE FOR US!!!
p980895zz	I think carpool lanes should strongly be considered.
p435184kw	It would really be great if we also research on expanding public transportation from the city of Chicago to major suburban office/work centers. not just metra.. but expand into high speed transit or more cta lines to more suburban locations
p105457wd	There seems to be an assumption in this survey that instituting tolls on current expressways will help cut down on traffic. I have found the opposite to be true. Adding toll plazas causes congestion around them. The way to reduce congestion is not to add more toll plazas: it is to remove toll plazas. Not many years ago, there was ALWAYS congestion at the Deerfield toll plaza. The toll plaza was removed, and there was less congestion in that area afterwards. For people who do a reverse commute, especially between suburbs, it is often more expensive to take Metra (with Pace or parking costs) than it is to drive – even with gas at \$4/gallon.
p209328hd	I'd love to see some exits added to I-90E near Schaumburg, e.g. Barrington Road or Roselle.
p123776tn	I would love it if CTA, Pace, and Metra had a common payment card. Also, I would pay higher taxes to have more rail in Chicagoland – and "superstations" which are fairly common in Asia.
p722680wd	We need a forth highway, particularly along the lake. Going North in Chicago is only via 90 from downtown. Please take over the US-41 or Lake Shore Drive. Make it a super highway. It's current owner doesn't know how to take care of it. If you allow for more than one route to the north side, it will reduce traffic, also a LOOP or half circle around the loop can also help to connect 90/94, 290. Check out Houston, TX.
p1026567cf	I think the Metra system is the major reason that Chicago doesn't have the type of major traffic problems that some West Coast cities that I have lived in. The traffic is really not that bad except during periods of construction like now on the Edens and at peak periods of the day.
p447411kb	Chicago needs to fix the CTA system. A world class city deserves world class public transportation. The money spent trying to get the Olympics should be used for public transportation. Both my wife and I take Metra to and from work every day. Tolls on the highways should be used to fund public transportation, not to build more roads that will lead to more cars and more pollution and higher gasoline prices.

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p135557ct	can we get better pictures/maps ont he web of before and after construction so we can understand what the improvement is to the road? It's hard to look and drive. Of course you have heard a million times not to tear up every road at the same time.
p678462se	I would love to commute more often by bicycle, but once outside the city of chicago bike routes are not well planned.
p960561un	I am very tired trying to keep to 4 miles above the speed limit, ESPECIALLY IN A WORK ZONE. At that speed I feel like a hazard to other drivers going much faster. How am I supposed to train my kids without them getting penalties. I think the tickets should start to be handed out after an announcement of a start date. Please. People don't want to stop at stop signs anymore. I am tired of trying to do the right thing without any assistance.
p146943un	I strongly oppose the use of tolls on the expressways during the morning and evening rush hour. Typically, the expressways going to/from Chicago are much more congested than the tollways (I-290,I-55,Dan Ryan,Kennedy,Edens) so tolls would only make things worse.
p243105ft	tell the big wigs to donate a third of there pay to the cause-then take a pay cut of about half there current pay-rate, then ask me the stupid questions you commies.
a23901zs	I'm a truck driver. I've driven thru just about every state in the U.S.A... Most states have only two lanes to drive in. The I-55, it's the worst thing I've ever been thru! Traffic for no reason! Maybe it's because I'm in a truck that I could see WHAT is causing the traffic. NOT ME!!! There are no signs in Chicagos" expressways, highway, tollways, ect. saying, SLOWER TRAFFIC KEEP RIGHT or LEFT LANE FOR PASSING ONLY! All the other states do! Put up those signs and enforce it! THAT is wa hat makes a traffic jam, Conjestion . It's that driver in the left lane that is not passing up the car on its right... I see these things... I cant let it stress me out thou. What I do to deconjest traffic is porposly imepad traffic from/while in the center lane with intention of decongestion, and it works as long as I'm consistence. I will do 2 to 3 mph slower than the traffic and quickly it stars to break up. to breath, so car coming on to the experssway can come in and or cars can , just switch lanes! TAIL GATERS and road hogs is what Chicago is! I have honestly considered putting up those signs up myself!!! SLOWER TRAFFIC KEEP RIGHT! or even better would be LEFT LANE FOR PASSING ONLY!!! Thank you for this chance to get your attention! FORGET CHARGING MORE MONEY! ouch!! Most Chicago driver only know they had to pay 20dls for a drivers licence!!! Most Chicago drivers do not know what tailgating even means! Use the electric signs for now if you have to! On my way home,on the I-55, there is usually a back up from Harlem ave to California ave. Only because there is a hill you cant see over before Kedzie!!! Dangit! LEFT LANE FOR PASSING ONLY!!! and a picture describing what tailgating is too here and there would be nice. It would save a life. Thank you and I do hope you reply or even call me on the matter!! saul.zavala@comcast.net or 773-459-0850
p242538cu	The traffic conditions at rush hour are deplorable. The construction aimed at reducing congestion is causing a tremendous amount of idling which is emitting a substantial amount of emmissions. There needs to be a means to get from suburb to suburb in an efficient manner. This does not exist at this time.
p215041az	I truly do not believe that the toll money is used to improve the highway system. The circle interchange is the worst designed highway merge in the country and needs to be changed. Also, more trains need to run from suburb to suburb north and south, instead of "all roads leading to Rome." There are just too many people trying to take the same routes. Also, why do seniors not pay for the metra? That makes no sense at all and should be removed immediately. The state's budget is so completely mismanaged, it is completely shameful. How can a government expect its citizens to pay taxes to

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	make up for their mistakes? This is an elitist point of view and should be considered. The state needs to cut out its frivolous spending on waste. Get people what they really need, secure borders, secure streets, good roads, and that's about it.
p600298zm	Traffic is terrible in the chicaland area.Our highways are not sufficient for the amt of cars traveling on them. Ever since the Kennedy/ Edens redo a few yrs back it seems to be more congested most of the time. Large cities like Chicago need a much more sophisticated highway system. I feel our city has not kept up with the times in its free highway system. Tollway (when finished) hopefully won't be as congested anymore.
p171085fc	I can't understand why they are doing construction on the ORT lanes on 294 when they were just recently installed. Seems to be wasteful spending and beaurecratic garbage.
p728355ed	Public transportation should be highly subsidized. There needs to be planning to locate businesses close to public transit. Probably the more that's in the city, the better. Maybe there should be incentives to employers to locate within walking distance of public transit.
p173107kh	It would be nice to have more warning of what kind of roadwork was going on. I was traveling on 294 S at Touhy and did not know what the backup was until I was 5 miles from Touhy and by then there were no other exits to take an alternate route. I could have avoided the whole delay by getting off at Dempster or Lake Cook Rd. It took over an hour to go 5 miles.
p29878xf	I think setting up lanes of traffic where there are two or more people in the vehicle would be useful - express lanes.
r36530rt	I do agree on the need for improved/enlarged roads in the Chicago area as well as upgrading mass transit, especially with Chicago bidding for the Olympics. However, I do not agree with the ways the Chicago area is handling these issues and I would respectfully suggest the following: (1) The Chicago area needs to construct better-quality roads. Too many are in disrepair now and appear to need repair too often (potholes!). I have been to neighboring states many times and in my experience, Chicago-area roads are by far the worst. Better-quality roads may cost more upfront but should more than pay for themselves in the long run (fewer repairs, fewer commuter delays, perhaps fewer accidents). (2) To finance transportation improvements, I would agree with the need for more revenue but respectfully disagree with the Chicago area's emphasis on tolls. In my experience tollbooths are a major cause of congestion and even open-road tolling is not as effective as advertised. I also feel tolls are a wasteful and inefficient way to raise funds. Toll plazas have to be constructed, maintained, powered, and staffed. Toll scofflaws have to be pursued and forced to pay. I would suggest instead a higher gasoline tax to raise revenue. This method would be fairer...you use more gas, you pay more tax, collected by gas stations at point of purchase. No gamesmanship. As of now, two people could be spending much different amounts of money, even if both drive the same distance, based on whether they want or have to use toll roads. (3) I am still trying to understand why all the work was/is being done on the Edens Expressway. I took the Edens until work started, earlier this year. Many other Chicago-area roads are in much worse condition and while I am sure the finished product will be impressive, thanks to the hardworking construction workers. I frankly believe work on the Edens definitely did not need to be the highest priority. (4) In addition to buying new Metra cars and rehabbing "el" stations and tracks, I think the experience of riding the "el" could be vastly improved simply by cleaning/washing the stations more often and installing better lighting! Is the "el"'s current condition really something Chicago wants to showcase to the Olympic Committee?

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p193547mb	<p>Open Tollroad was a God send, they just need to work on the lanes and lane movement where it bunches up with the toll payers...the toll areas that flow the best even in rush hours have a long entrance area to the open toll cameras-there is no weaving and positioning and then add a longer merge after the toll to enter back into the regular traffic lanes. The Chicago area has obnoxious traffic with part of the blame on weather-pot holes,etc to the limited months able to do work. My biggest snarl is tearing up a huge portion of road and then no one works on it....pick a place and continue to work on it until completed then move on (like the Edens was done in the 80"s(?) Lastly, good job on taking the el to the airport...maybe they could add overhead lipped racks or something to contain some of the luggage (not all cars and something that could contain the bags without falling on people. Additional bicycle areas would be nice too.</p>
p16064xw	<p>First, your survey is grossly flawed. You were very detailed about exactly which trip I should answer about even though that particular trip was a rare or one-time trip which is unlikely to give you any particularly useful information. In particular, my answers regarding the toll options would have been different for a trip I made frequently than for a one-time trip. You also specifically asked for information regarding my last trip without placing any time limits on it but when asking questions about what time the trip began listed times covering only a portion of a day (and not the portion when my trip began) forcing me to choose an untruthful answer. Also, you tied many questions regarding choice of autos and public transportation to motives (e.g. improving air quality). That is reasonable if what you want to know about is my level of motivation on those issues, but it would be more reliable to just ask direct questions on that subject. If, on the other hand, you are more interested in knowing, say, whether I would consider purchasing an electric car if that were a viable option, does my motive for doing so really matter? And if my motive does not match your question what good is my answer to you? As for easing congestion, the state contributes to much of the congestion on the highways. Speed limits which are too low force people to be on highways longer than they need to be thereby increasing congestion levels. Construction projects which go on forever impede traffic and alter traffic flows. While construction projects are a necessary evil, it seems to me that they take an incredible amount of time here compared to what I have seen elsewhere (e.g. Southern California). Worst of all, the impediment to traffic is often entirely disproportionate to the need. Often miles and miles of road will have a lane closed for months while construction goes on in a 500 ft stretch of that road. How does that make sense?</p>
p127154nf	<p>My job takes me to different places each day, sometimes in one day. Transit does not operate in a timely enough fashion to get me where I am going in the time I have to do so.</p>
p751619wt	<p>I find it ridiculous that the tollway authority and idiot do not communicate with the each other when it comes to planning road work. What had been a 45-50 minute ride has suddenly turned into a 80-90 minute ride do to road work on numerous road, with no option to avoid road work. Available online updates of lane configuration changes would be a great resource to avoid accidents as the laneconfigurations change .</p>
p67073mu	<p>I travel because I have to for work. I cannot use public transportation because I need my tools and supplies to do my job.</p>
p49522wb	<p>Build an entrance and exit ramp off Eola RD on I88</p>
d30373nk	<p>The tollways were supposed to be toll-free after they were paid off years ago. The number one reason for congestion on the highway is toll booths which waste gas and time and generate more pollution. Increase my taxes if you must, but dismantle the tollbooths. I cannot emphasize how much I hate paying tolls when I already pay taxes. I hated the toll before I had to use it for work and I hate it now more than ever. NO MORE TOLLS!!EVERYBODY HATES THESE THINGS!</p>

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p634288kk	i drive a civic hybrid, can we get a special lane, or hybrid/car pool lane?
p199276fk	Consider elevated express premium priced, very limited access lanes built over, I.E. above the Eisenhower, Kennedy, Stevenson, Ryan. Really needed on Eisenhower, seems only way to increase traffic and reduce congestion
p609034wb	One of the most vexing issues to me and everyone I know is that lanes are reduced for vast stretches on the highways/tollways when work is being done on only a small portion. This is obviously done as a convenience for the construction companies with total disregard for motorists.
p148167za	I am disappointed in the questions presented. In order to get transit to work, transit has to be present as an infrastructure, not just a bundle of independent lines with no inter-line organization. Think outside the box, civil engineers. It is not about tolls, it is about access. I would even bike to work if it wasn't for being killed on the road since there is no bike pad infrastructure for non-recreational bikers.
p440262bb	Night-time roadway amongst the various roadways should be COORDINATED so that not ALL major routes are being disrupted at once! ie It is major stupidity to cut ALL major routes in a region down to ONE LANE AT THE SAME TIME! My travel time late at night should not be DOUBLED because normal routes cannot be used! THINK PEOPLE! I travel over 40 miles EACH WAY to work, and cannot devote any more time to SITTING IN MY CAR IN TRAFFIC!
p143901ad	Get the 18 wheelers OUT of the two left lanes and INTO the two right lanes, where they legally belong. Trucks should NOT be using the same I-Pass lanes as cars. Trucks using the wrong lanes and tailgating, are very serious traffic violations that rarely go punished by the state police.
p839677ut	thanks for asking
p33380bu	When is rt. 53 going to be extended into lake county?
p84023fr	NW Tollway to Kennedy is a common combination of routes from the NW suburbs to downtown. Having to select just one can distort the results. Use of CTA trains has been very negatively impacted by the slow zones and construction work to eliminate them. Transit choices in the suburbs are very limited if one doesn't live close to a Metra station.
p806966bm	The entry traffic lights on the expressways are a huge waste of gasoline by forcing cars to stop and go repeatedly. They do nothing to help the flow of traffic on the expressways. They should be removed immediately.
p773984xa	consider building an overpass along I-90 to relieve the bottleneck area near the Des Plaines/Devon Ave location.
p504735nm	Perform temporary construction or repair work between 8pm & 5am. With the COST of GAS this would HELP to eliminate lane closures on expressways, tollways or CITY STREETS and definitely reduce the use of GAS/cars & trucks & peoples time. Times are changing & so should the systems we currently use. SAVE the TAXPAYERS & GOVT money.
p54200sw	I certainly hope that the work currently being done on the North Tri-state to add a 4th lane will relieve congestion when completed!
p307115mr	I feel no highway or tollway project should be done without either a HOV lane or light rail included. Minimum should include HOV lane for rush hour travel times. IPASS users should get a price break. Use of IPASS greatly improves travel

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	times.
p69240ta	Dan Ryan to I-57 Halstead street exit should be modified to eliminate traffic jam. I 80 through joliet on the steel bridge should have trucks in right lane only.
p957266ft	The route I described is one of many trips I make in and through the Chicago area during a month. I am usually traveling in the Greater Chicago area 2-3 times a week to different areas.
p291796fk	There should be a lane for express entering and exiting to two or three exits only allowing traffic to move.
p219894ek	I have just moved to WI from IL where the traffic congestion is always horrible, no matter what time of day. And the constant construction makes getting anywhere difficult and stressful. It is quite different here, less traffic, of course, but also no tolls & much less constant construction. I am glad we moved but dread each time I must travel to IL because of the construction and traffic.
p1061144nk	The Metra is fantastic - clean, fast, and efficient. However, it's not easy to access the stops in the city as they are few and far between. Has there been any consideration towards building a Metra loop that connects the different lines? Or having express CTA buses to the different stations? For instance, I live in the Ravenswood area of the city and have a Metra stop very close to my house, but it's the wrong line. So, I have to drive to the Jefferson Park Metra station, and many times I can't find a parking space there or it's too expensive, so I just end up driving. Also, I sometimes commute on the Metra from Ravenswood north. There are really only two train options to get all the way to the Waukegan area by 8 o'clock. There seem to be a LOT of people riding in this direction - has there been talk of adding additional trains?
p203085ba	I think there needs to be more public transportation options available for those who live in the city and commute out to the suburbs for work.
p554635eh	need north-south roads that can carry traffic away from Chicago and Cook County. Horrible times to go from Antioch to Naperville.
p355545uf	Get the GPS system in all of the CTA buses, that helps my commute out a lot
p21269uw	A by-pass under Lake Michigan is needed to reduce the congestion going under the Lake thru Indiana. Every truck and car going from the east coast to points west use 80/94/90 and there is not enough room. A route 10 miles south to by pass for those not going to Chicago would help eliminate that congestion
p435566rb	I believe public transportation should be far less expensive so that people are encouraged to use it. Also, high prices gauge those least able to pay for it and who need it most.
p319066kz	I feel the problem here in Chicagoland is infrastructure. For our politicians to sit around and gripe that there are too many people on the road and the public should shift their routines is absurd. Industry drives our routines. Quite frankly, I have to be to work at a certain time and make my travel plans accordingly. I answered questions about I-55 N. on this survey, and that trip takes me about 2 hrs to make in rush hour traffic. I don't know how many trucks I see come down the Pulaski ramp just to go up the Kedzie ramp. Why do you think they do that? There's no better way around Corwith, that's why. So what do you think all that truck traffic does to the highway? You can head out to I-55 tomorrow about 7 AM and find out. I realize that's just a small part of it, but that's the point. My government here in Chicago and Illinois haven't done enough to handle these issues in the past. It seems to me that every town and village around here waits until it's too late, then something drastic has to be done. If the small steps had been made 20 years ago, I wouldn't have to hear

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p915677ft	some jack-ass tell me I'm going to pay a toll for going to work. It's simply a crime to punish me because I have to earn a living. I'm not out there for my health or fun. Come back down to Earth.
p382412tm	Love public transportation, but need more tax based resources to modernize it. Long term, need train links between NE Cook Co. and NW and W and S Cook Co.
p501320bz	I think the roadways should be planned for future expansion and not when the traffic is so bad that construction slows and irritates everyone. The current I55 improvements should include improving and widening at least to Dwight on I55. Once the current situation on I55 is completed it will be a nightmare at the end after passing I80. By widening the road now before traffic and housing clog the highway it can save much aggravation by all. Also, Rte 47 should be definitely expanded from I80 to I90 as another N/S route before that becomes a residential haven. The property should be reserved now by the state before it becomes too expensive and homeowners have to be moved. The state should really concern themselves with improving our infrastructure.
p368077df	I'm sure you have gotten a completely misleading picture of my driving situation, due to the inflexibility of your questions and choices for answers. For example, I usually take Metra into Chicago; then I take a government car and drive to various companies throughout the metropolitan area. The car has an I-Pass and the government (my employer) pays the tolls. Typically, I drive 2-4 hours per day (during the rush hour periods).
p27098cu	If we had the option of an earlier train(Metra) out of Harvard that would get me into Des plaines by 6:00 am I would be riding the train everyday and so would a few other people I know aprox 6 that I work with so if you decide to get an earlier train I will be on it
p546623zf	Survey on commuting time didn't ask if my commute was shorter than normal - which is was by 20 minutes because of a light traffic day.
p74929ft	Please we need public transportation with routes that you can use. Currantly there is nothing where I live, and even if I drive half the way to Aurora, there is nothing to go from Aurora to Naperville. With all the offices down some main streets there is no way to take the bus. NO ROUTES.
p729355as	A significant portion of highway (freeway) was left out of the question (or I missed it). When choosing between 53/355, 53 was described as that portion north of I90. I assumed the rest was 355. However, when answering the question about tolls, I had to enter a value of at least \$0.15 even when portions of 355 are toll-free (355 north of Army Trail). I enter 355 northbound at Army Trail then use the 290 on ramp. There is no toll for my trip, however I was required to state a minimum \$0.15 toll charge.
p39828ak	What happened to the idea of the high-occupancy lane? I'm more in favor of that.
p408445bs	I like the open road tolling. It helps with congestion. I wish construction projects could be completed quicker and have heard people wonder if working on one road at a time would make a project go quicker rather then working on five different projects and splitting up crews. I wish there were more options for public transportation that ran north/south. Everything seems to go downtown...east/west. Is the elgin ohare ever going to actually go to elgin or ohare?
p74829bz	I feel like I am being ripped off when I have to pay tolls to move at stop and go traffic speeds. You should waive tolls when the speeds are below the posted speed limit.
	Not to pick on the truckers, but it would appear the extra time they need to both start and stop creates a logjam behind

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	them and prompts less-patient drivers to change lanes frequently and abruptly. Any thought of adjusting the toll fee structure to make it prohibitively expensive to run during the peak rush times in exchange for free passage in the overnight hours?
p1068861af	If I have to pay tolls, I expect a clear traffic flow with no delays. If not, I am not getting my money's worth.
p941682ku	The only reason I don't use Metra now is that it is not convenient to where I live. I'd have to add about 2 hours additional time to my daily commute to take a bus and then the train to and from work. My neighborhood is such that I wouldn't be safe walking alone to the Metra station at 5:30 in the morning. Thus I have to drive. It would be extremely unfair to charge tolls on expressways for folks like me that don't have other options. Going the "back way" also adds time and extra gas usage.
p582928ms	The tollway system is poorly run and spends millions on useless projects, overpays employees and has a lush pension system. Get the trucks off the tollway at rush hour to start.
p159430zb	My home and office are in Chicago. The primary reason I drive on the highways and toll roads is for work. My travel expenses are reimbursed, so changing toll rates will not change my driving behavior. I will change my departure time to have a shorter drive, but only if I arrive at my destination at a time that makes sense. I currently drive from home to work on the Eisenhower - my total commute less than 15 minutes. I would love to take the CTA, but the best commute time I can achieve on the CTA is about 50 minutes, and that is only if the buses make the connection right on time. I am willing to pay for my car, gas, Loop parking rates, and all the rest to save the 1.5 hours a day over taking the CTA. If the CTA improved its service to my neighborhood, I would take it rather than drive.
p329945fd	The constant traffic congestion on the I-290 is much worse than I-88. The Eisenhower obviously needs to be widened to four lanes through Oak Park to cut down on the delays caused by the lane reduction there. Oak Park should not be able to hamper the I-290 expansion in any way—it is one community and the expressway is used by millions of cars from throughout the state and country.
p477808km	This study is biased toward toll ways. We need an integrated approach that includes all forms of transportation with single fares (including parking), unlimited transfers better frequency, more routes and tax incentives for business and individuals to telecommute.
p120337es	I would suggest you do road construction around the clock, if you are not already doing it, to reduce the time it takes.
p139777tk	I would take public transportation to work if it was an easy option. Right now, I can take metra to a station that is 3 miles south of my work. I'm not sure how to get from there to my office, and if there is a bus, etc., if the times would work without my commute being extremely long. I'd like to see non-expressway street routes with lights set to minimize stopping and maximize fuel. Sometimes it seems as if the lights are set to make you stop every other light or so...for no reason other than to make you stop. This is especially true downtown. If we could all go a consistent speed and not have to stop every 2 blocks, that would make people happier, save on gas, get us there faster, etc. Oh, and how about having less 4-way stop signs in the "burbs? I have a Prius, so I am already trying to help with emissions and saving on fuel, but driving around here is very frustrating and a huge waste of time. Wish it was easier, so I hope you can come up with some solid solutions besides raising tolls. That's just going to force folks to either pay more to go at their regular times that they can't alter, or force people to go at times they don't want to and force heavier traffic off-peak. I already try to go

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	off-peak so that would just make my life harder.
p213445aa	I would love to take a bus to work daily, however there is no bus that runs down Lake Ave from where I live to where I work, only 4.2 miles.
p488113zr	Need more options to come into Illinois from Wisconsin - bus systems?
p851019rx	Consider the whole commute. Leaving earlier for work means leaving work earlier in the evening. Sometimes that is not a possibility. Also, the reverse commute (going into the city in the evening) is far worse. The survey should take the round-trip into consideration.
p234955dz	I wonder why Chicago doesn't use HOV lanes during rush hour to help combat congestion. I was intrigued and impressed with the "slug" concept in D.C. and think that it works well with the HOV system.
p85097he	Some intersections should not allow right on red; as they allow cars to block cars turning on left turn arrows.
p878792fm	There are other options to reduce congestion other than building or improving highways. Businesses can go to a staggered 10 hour workday. A certain percentage of employees would not be in to work, nor would they be adding to the congestion or emissions. Improved highways with better travelling times encourage more people to drive the highways. More lanes on a highway also encourage more reckless driving, which results in more accidents and delays. In Chicago proper, better flow on and off of the highway is the key to congestion. Trying to control traffic flow on a Chicago expressway that is 4 to 6 lanes exiting onto a city street that is two lanes is impossible. For example, I-55 at Cicero, the Midway airport exit which is normally backed up with traffic from Kedzie Ave attempting to exit enroute to the airport. Design the exit so traffic flows onto Cicero rather than stop for redlights and cross traffic.
p728414fb	Please consider additional roads along the expressways soon!
p491499dz	Provide and extension of the Metra BNSF Aurora rail line to Montgomery and Yorkville. Chicago expressway infrastructure is subpar. Many of Chicago's non-toll interstates that are 3 lanes each way should be widened to 4 lanes each way. Immediately widen the Eisenhower expressway to 4 lanes each way from Austin Blvd to Hillside.
p873023cw	The traffic congestion in the greater Chicagoland area is unbearable. I travel from suburb to suburb and I have no reasonable means to utilize public transportation for my trip. I don't understand why train lines only run from the "burbs into the city when plenty of us work and live in the suburbs and need forms of transportation as well. I'm also amazed that there seems to be little or no planning regarding the expansion of outlying suburbs and a correlating expansion of roads and tollways. When the city/county/state approves the annexation of land and residential properties, shouldn't there be a correlating plan to control traffic?
p200958ef	I'd like the exits on roads to make more sense. For example on the Jane Adams, you can exit at 59 but can't get off until 53/290 after that. I think this adds to congestion. If people could exit other places it might be better. Also there are few options for public transportation between suburbs. Unless I am going downtown, I really can't get anyway (I can't go from one metra line to another). This severely limits public transit options.
p846016fb	Depending the time of day, I would use the Dan Ryan, Kennedy & the Edens for the same trip.
p19715tr	I feel the study is skewed in favor of more highway construction to "relieve congestion." That won't happen; more highways begat more traffic. We should be spending money on high speed rail and more public transportation facilities.

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p22199kf	Raising rates on the tollways trying to shift traffic patterns does not work for the majority of people. We have set times at which we must be at work. Adding two hours or more to my day in order to shift times is not an option. My day is already long and I do not have enough hours in the day to complete the tasks which need to be completed.
p1058982kw	I would favor making the entire Kennedy Expressway a tollway, with the toll being inversely proportional to the passenger-miles per gallon, ie less for more riders in the vehicle, and less for a more fuel efficient vehicle. One person in a Hummer should pay 3-4 more than 2 people in a Beetle. That's a fair carbon/roadway tax system.
p1075351hk	You might want to limit (slow) access during high congestion times
p185855da	Taxes are too high already. Gas is too expensive. I am seriously thinking of changing jobs because it costs too much to get to work. And now you are considering making it more expensive??? My pockets are not that deep.
p12943df	It would be nice if the ongoing construction didn't include tearing up all of the alternate routes we have to choose from. This has been a horrendous summer so far with traffic congestion due to construction-NO MATTER WHERE YOU GO!
p54371mf	Since my 294 trips are to/from WI to my elderly Mom & I go in and out of Chicago just as often (mostly using CTA or Metra), I am more concerned about into/out of Chi traffic. Especially the Kennedy: change Express Lanes to HOV lanes, and ENFORCE it. P.S. - couldn't you stagger repairs so not EVERY SINGLE ^\$%^ road in the area is under construction at the same time?! AND, PLEASE ENFORCE the construction zone reduced speeds by ticketing at the very least vehicles endangering me (at a self-defensive 52-55 mph) which are whooshing past, weaving, trucks in the wrong lane, tailgating, passing me on the left in the temporary shoulder lane of the cars only separate lane, trucks IN the cars only lane, cars entering the cars only lane in the exit-from-cars-only separate lane, etc. It's dangerous out there . . .
p742009ee	I am strongly opposed to more tolling, even if you think it will reduce traffic. It won't. It will only slow it down even more. If there was a better use of Toll money, organized crime was eliminated from the road construction equation and Express lanes were only for car poolers, that would be a START!
p157115un	I beleive the Tollway system is a valuable asset. I have no problem payings tolls because it is MY option to use the tollroad. I could use local roads but CHOOSE to use the tollway for convience.
p22752nw	There should be stricter lane enforcement for Truck traffic, and possible time restrictions during rush hour to reduce conjection at on-of ramps and toll plaza's. Need to improve conjection when merging from open tolling lane with Pay plaza...Jane Adams & Kennedy inbound. Any new express lanes need to avoid this also to maximize the effect of the special lane.
p754482fx	I think buses should be available in more areas. I would definitely take a bus more often than drive if it were available in my area.
p347122hb	The two biggest problems that I see on my daily commute are this: 1) The toll plaza on the Eastbound end of the Jane Addams tollway creates an extremely heavy congestion zone. The ORT lanes on the left merge immediately with the cash lanes and this leaves no time benefit to the open road tolling. As such, I feel that the toll collection, on the Addams at least, creates more problems than benefits. Every day thousands of commuters wait through extra hours of traffic just because of toll collection. 2) The entrance ramps onto the Kennedy are insufficiently long, and too frequent. It's very convenient to have many entrances to the Kennedy on the Northwest side of the city, but in some places there are upwards of four onramps within the course of a mile. This doesn't allow the people merging onto the highway enough

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	opportunity to join the flow of traffic and causes a ripple-down effect through the entire highway. Particularly bad is the area between Lawrence and Harlem.
p448629dz	With the high prices of fuel I would support mass transit in my county for work and some other activates if it were timely and didn't require a lot of transfers to get to my destination.
p34923xt	it seems that we in the chicago area are in a dilemma, we keep moving out and trying to commute in, plus with the additional trucks our road systems are being updated to meet existing traffic and not the future. we need to update our rail systems to help alleviate some of this. if our rail systems could handle more, maybe we could lessen the trucks, which to me help in clogging our road systems, trucks are the road systems most major problem. they take up more space, they slow traffic way down because of their weight and length, they do NOT pay their fair share. toll charges should not be based on axles, but on weight. weight is what destroys the road. we should not be subsidizing the trucking industry by giving them cheap tolls, we should help the railroad industry. if we did that maybe we could cut the truck traffic down we would alleviate some of the congestion on the tollway. make them pay tolls on weight.
p438051nt	It is time to implement HOV lanes in Chicago during rush hour. I recognize this might not be possible on the Kennedy from O'Hare to Montrose or on the Edens given that they only have 3 lanes, but it certainly is possible on the Kennedy from Montrose to downtown. The express lanes can be used for this purpose.
p54314na	need more public transportation in will county!
p382780ra	I think tolls are just one element to the traffic problem in Chicago. We need to identify means to improving transportation commute times and not on simply taxing/tolling more. Make Public Transit have an express to the airports from downtown or build a double decker express on the Kennedy so that both directions can have 2 extra lanes. Add a lane to the Edens; Build a tunnel to the airport for taxi cabs, buses, trains. Build a better road to get from Lake Shore Drive to the Edens might alleviate traffic. Tolling more should not be a solution. Basically, you are trying to charge more to reduce traffic. I think that is not a pro-consumer approach.
p247287sc	Congestion is not always a fuction of the number of cars but sometimes a function of speed differences and lane management/usage. 1. Define what the real speed limit is. 55 or 75? Right now there is the posted limit and the accepted limit. 2. If the lane usage rules (travel right pass left) was understood and used the travel congestion would be reduced by 25% to 35% but drivers travel in the left lane not allowing faster vehicles to pass creating congestion and some drivers to weave in & out of traffic creating dangerous conditions and increased congestion. 3. Make the tests to obtain a license more difficult. Too many people that are not able to drive in a group of cars at speed are on the roads creating the majority of the congestion.
p906510fu	I commute to Westchester from the northside of Chicago 2-3 days per week. The other days I carpool to a site within Chicago. I also drive a hybrid which helps cut down emissions. I would try to carpool and would support HOV lanes such as they have in the Twin Cities if available for highway commutes. Also, if we want to increase fuel efficiency in Chicago - get rid of some of the stop signs on major streets so that traffic flows steadily.
p55728cc	Metra trains are a great option if you work downtown and live near a station. Unfortunately, I don't work downtown, so the only option for me is to take a CTA bus from the metra station to work. This combination of train/bus (plus driving from home to train station) DOUBLES my commute time, when compared to driving alone, and it's not cheap. A two-hour

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p94964cu	commute is unacceptable to me. There needs to be some tax incentives for businesses to allow employees to work from home. That would greatly reduce congestion.
p25288dw	With all the construction, why are you not building more dual direction entrances on the Tristate? I have to drive so far out of the way to go north. Both Touhy and Dempster are southbound only, but they both had room for northbound to be added.
p315048zd	To affect my commute and shorten travel times on the Stevenson, just fix the I-55/I-294/Joliet Road interchange for westbound travel. There is a large back-up there every day because too many lanes of traffic are trying to merge into too few lanes of travel.
p81831wf	Extending 53 north into Lake County would greatly relieve traffic congestion in Lake County, as would widening the multitude of 2-lane roads used as major roadways.
p359186db	I carpool with two other people on a daily basis, and a carpool lane would also reduce the number of cars on the road and would encourage more people to carpool.
p295539ze	There are not enough lanes of traffic on the expressways for the current and future needs of Chicagoland. The best solution would be to add an upper deck to the current expressways, with limited access. Only cars and vehicles under 5000 pounds could use it. See the expressways in the San Francisco area for guidance.
p347590ts	I don't feel the Jane Addams requires a managed lane as congestion is not normally severe.
p215498zx	Build the 355 extension to I-65. There is NO public transit here. I have to drive 30 miles to the South Shore, over an hour on the train, then walk from Michigan to Dearborn, then CTA L train to a bus ride. Total time 3 hrs 15 minutes, provided I don't miss the train. Driving is 55 minutes on average. CTA service is the worst in 60 years. Build the cross town e-way, Edens south extension. Build the 63rd street L back to Stony, south to 95th to loop into the Day Ryan line. Bring back the street cars and electric bus. Extend the Ravenswood to meet the Skokie Swift. Build a shuttle train from IC/SS terminal to State/Dearborn L. Build a street level shuttle spur from 63 Stony to the Museum of Science and Industry/lakefront. Have the South Shore go to the Gary airport TERMINAL as the CTA L does at MDW, ORD, and South Bend. Build a high speed rail from Crown Point/Lowell and Valparaiso/Portage to the Loop. Rebuild the Lawndale L line and extend it to Thacker. Extend the Congress to I-355 with a big parking lot. Extend Douglas to I-55 and Tristate. Extend 63/Ashland to Brookfield Zoo, then to Ogden @ Tristate in Hinsdale. Double deck the circle interchange to let through traffic jump over the merge/leave traffic from 18th to Ogden. Make the exit from N bound Dan Ryan to West Eisenhower 3 lanes, separate from two lanes to Eisenhower east. Make one lane direct to Wacker Dr. If CTA trains are good enough to sell to Philadelphia and other cities, they should be good enough to run in Chicago. Stop selling rolling stock and increase the number of trains. Stop the idiot practice of stopping yards before a station so the train/bus is never early. The "schedule" is baloney. Everyone loves arriving early, hold the train at the station. Nothing makes me madder than freezing on the platform waiting for a train stopped 100 yards down the track.
p429381aa	I don't have the option of flex hours in my employment. If I did I would elect to travel at off times. I do travel very early in the A.M. most times so I do miss some of the traffic. I can usually leave by 3:00 so I miss some of the traffic again.
p348754wu	Traffic to and from Chicago is frustrating so I take Metra whenever possible

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p997185bt	I am in full support of vastly improving public transportation, reducing vehicle emissions, and educating our public about global warming and its direct link to carbon emissions.
p283074az	To get anywhere outside of the Chicagoland area, without spending a fortune on public transportation, is impossible. The fares offered for Amtrack or a bus aren't worth the effort of avoiding driving and gas prices.
p1019398sn	I prefer public transportation whenever possible. Public transportation is frequently faster than driving. Also, in the question regarding how I got to the CTA train, taking a CTA or Pace bus to the train was not a response option. Many people take one or even two buses to reach a CTA train station.
p309031ma	I believe tolls collect should be used for road improvements. I also believe that those who abuse the system should be prosecuted to the fullest.
p565438eb	The weekend traffic problem has almost become worse than the weekday traffic problem. There are often no alternative routes than the expressways. We need traffic routes managed on regular streets with light management
p303648ds	I object to selling the toll roads to private companies, especially those outside of the United States. I believe that discounts for IPass is fair, but should also be extended at the same rate in other states... Also, charging higher rates for people traveling during rush hour is absurd. They must get to their jobs and are not flexible in their travel times. The American working class has no choice in that and they should not be penalized. I however am self employed so I can make necessary adjustments. Sometimes that will not be the case, and I still do not want to pay higher tolls. I always do what I can to save gas and reduce driving time.
p384481be	I would love to see public transportation in my area. I have to drive over 5 miles to get to very limited public transportation so I might as well drive the whole way. The roads in my area are terrible, We need 4 lane roads that are in reasonable repair.
p1065427rs	I am in full support of whatever it takes to cut-back or fully abolish our dependency on fossil fuels!
p404446wf	Our Illinois government does not care about working families. TAX and spend, limit freedom and choice. All the government cares about is controlling people to the point we have no freedom! Stay out of our lives and pockets!!!!
p260379za	I found it interesting and informative
p223035re	There some areas that are affected by no exits and/or half exits. For example, east bound on the Jane Addams, there are no exits between 59 and 53 causing back ups (Barrington Rd and Roselle). Hoffman Estates and Schaumburg are very busy suburbs. The 53 exchange can get overloaded. A similar issues is getting on to the Jane Addams westbound, it's either 53 or 59, with no westbound access at Barrington rd and Roselle rd. Huntley is another issue with no exit from the west or entrance to the west. I just don't get it. Similar issues from Arlington Heights Rd eastbound, there is no exit between AH and O'Hare.
p660974az	The Toll Authority needs to get their equipment working properly.
p229294bn	I am strongly against any increase in tolls. I have no confidence that the money generated from tolls is used properly. Money needed to improve or expand these roadways should be collected from other areas. A toll plaza does not improve traffic flow or congestion, and way too much money is spent on toll collection facilities. Illinois travelers pay tolls to build better toll plazas. That makes no sense! Remove all toll plazas, save millions of dollars, improve traffic flow and the

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	resulting congestion caused by toll collection areas. Keep traffic moving, this will result in better fuel efficiency and reduced vehicle emissions. Have you ever stood next to a toll plaza during rush hour? Wasted fuel, wasted money, and unnecessary emissions.
p59184nf	Use the tolls for the roads and for the betterment of the people who pay the tolls. No tolls should go to mass transit....only to improve roads. Pay to play...isn't that what the tolls are?
p433105hn	Tolls should not be increased in price.
p769326xe	I take alternative routes when I can, but it is hard to get to UIC downtown using other routes in town and not increase travel time. Also many of the streets are not in very good shape either.
p565637bk	Traffic is really bad on my route. Too many people not paying attention all the time, which leads to a caterpillar type traffic problem - speed up, slow down, stop, speed up again, which is very bad for gas mileage and emissions.
p739462bm	Any status on Midwest High-Speed Rail?
p1060195kr	I said I would prefer transit options to other means of travel to O'Hare airport, because I typically drive there to travel, and if I could use transit, I would not have to pay parking charges. Unfortunately, no direct or reasonable transit route is currently available from my neighborhood, so I have to drive.
p1032723zr	It seems to me you are going to penalize people if you raise the cost of tolls. Some people have to drive because they need their vehicles for work. Also, picking up someone from the airport is a very time-related task, so you can't necessarily leave the airport earlier because the plane probably won't be their early and you can't leave the airport earlier because the baggage wait is so long. In other words, due to circumstances beyond one's control, they travel when they need to, not when they want to. No one should be charged extra for that.
p63289cm	On the NB I294 exit to the eastbound Kennedy, it merges from the right hand side of the road with cash paying cars from the EB Kennedy on the left hand side of the road. Why were the iPass lanes put to the left side lanes where the EB Kennedy traffic is exiting iPass lanes specifically to PAY CASH and needing to merge to the right specifically to enter the cash lane? And the traffic from I294 needs to merge left to enter the iPass lanescausing SEVERE congestion. If the iPass lanes were to the right it would significantly reduce this congested safety hazard.
p189844az	Stop the road constructions by using concrete on the roads. Constructions every year are ridiculous and not adding any respect to you, guys. All self respecting states are using concrete on highways. Stop stealing money from us!
p522195lz	I strongly oppose the increased tolls on the Jane Addams. I travel 2.5 hours early now to arrive at work on time to avoid congestion. With the increase in gas this is the wrong time to increase tolls. I have to work! The metro times are not such that I would get enough sleep to work. I work in the medical field. My son and husband take metro when possible. The tickets and fees charged should be able to keep the roads free! the tolls were not suppose to continue. I don't mind paying minor fees but the increase proposed is unreasonable.
p820414nt	I live in one of the most expensive states and counties! IL, Cook. The highest taxes, gas prices, toll charges and still we have depleted roads and severe traffic congestion. Raising taxes and toll charges in not the answer to everything.
p301023ks	I love the new toll system on 294 with open road tolls, we also love our i-pass. i think the tollway system has been much improved, but why didn't you do all the work at once, why tear everything up AGAIN after we just got it back together?

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	Seems like poor planning.
p167929xb	How about using better materials to repair roads so that we are not constantly doing construction on the same roads?
p593060ar	I strongly agree with using current toll fees to improve mass transit, commute times, and emissions but not adding additional tolls to do so. I would be very open to using mass transit to commute to work if I didn't have a job (sales) where I travel all over Chicagoland on a daily basis and was not provided a company vehicle. I would strongly consider a more environmentally friendly vehicle but again it is not my decision as to what I drive since it is provided by my company. In my answers provided; I did not actually have a \$.15 toll charge on my trip b/c I was using I-355N and it turns in to I-290 from Army Trail where there is no toll at that part of the drive.
p72044dt	I want better access to small airports and air taxi services...More small airports are also required. I would like to see Public Transportation from the North Suburbs to the south Suburbs without going through Chicago such as Antioch to Plainfield...Also would like to see such a bypass road. Also, I would like to see Rockford Airport Expanded with a Rail system to O'hare and expanded capacity on I-90.
p250856un	The idea of increasing fares during rush hour does nothing to ease congestion. People are on those toll roads because they need to go to work and there are little if no other options available to get from point A to point B. There are no other highways or main roads for me to take to get to work and I cannot change the time I have to be at work. Any increase in the tolls would just make it financially harder on folks who are already struggling with high gas prices and a poor economy. Not to mention increase their travel time to get to work if they take side roads to save a few bucks. This would result in people spending even MORE time in their cars than they already do. A true alternative solution would be to offer Metra for travel between suburbs. A route north-south (Ex: Plainfield to Schaumburg) and an east-west route(Ex: Northbrook/Waukegan to Schaumburg) would significantly reduce congestion. Or perhaps a metra train line that formed the letter "C" which would begin in Orland or Lemont, have stops in Downers Grove, Wheaton/Naperville, continue on to Schaumburg, Palatine, Buffalo Grove, and Northbrook. The transportation dept should realize that many years ago, large corporations were primarily in the city. So travel into the city was common in the morning and out of the city in the afternoon. The "reverse" commute is very congested today because many big businesses have moved out to the suburbs. This puts many motorist out on the road during "rush hour" in all directions. A "C" shaped route by Metra would relieve a lot of this. Initially, the route could strategically place only a few stops (8-10), but near these large companies. Metra would be able to recover cost quickly and many employers would be happier to have their employees arrive on time and ease congestion in their parking lot.
p431836zn	We need a bicycle highway. I would rather ride my bike but too many roads are unsafe to ride on, particularly in the Industrial parks. Large numbers of the population would ride their bikes to work if they could only get from the trails to their companies safely. Gary Ave. in Carol Stream is really bad. It's only 1/2 mile from the Prairie Path to my company but it's too dangerous to attempt. This is shameful. Many coworkers agree.
p614956tm	How does Michigan support good roads in great condition without tolls? Tolls were originally sold to the public as a temporary means to build new highways. Who is mismanaging the funds?
p202154ed	When you suggest higher tolls in rush hour, would this just be the cash portion of the tolls or ipass users as well? I drive 294 5 days a week, you are already making enough money off me per day to raise my tolls. It doesn't help that you decided to rip up 50+ miles to rebuild instead of doing it sections at a time.

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p130086tw	During construction, it would help traffic flow to close some entrance ramps. As an example, the east bound entrance ramp at Route 31 on I-88
p43451rr	Like myself, I am sure there are many others that cannot change the time they travel and adding more time or cost to the trip is crazy. Your idea of increasing the cost during rush hours will only screw those that really need to use the road to get to work. I DO NOT LIKE the idea at all. My employer will not allow me to change the time I start work and for me to voluntarily add another hour or more to the trip is crazy. I spend over 5 hours every day traveling now, and you think it would be alright to add another hour or more to that? With the price of gas, doubling or tripling the tolls just because I happen to work is crazy. You punish me because I use the road. There is no public transportation that I can use. I have tried to make use of the public transportation system. It took me over 4 hours on public transit, I can drive the same route in 2 hours. It is bad enough that we are still paying for a tollway system that should have been paid for by now and has been and still is being mismanaged. I hate the idea that we will be forced to pay even more so that the tollway management can steal even more money from the citizens.
p248466us	Charging higher tolls when arrival time is not flexible would be unfair to those already struggling to make ends meet. I would gladly take the Metra if it arrived in the Northern suburbs at an earlier time. I need to be at work at 7:30 and there are no trains that arrive in Libertyville before 8:10 A.M.
p839825bd	I would like to see better coordination in schedules and service in public transportation. Service seems scattered between bus and rail. I have to walk several blocks to reach rail service at my home in Chicago. It is not very convenient and bus service is closer, but doesn't always get me where I need to go without traffic delays. We have Ed's mother with us for a couple of weeks. She's really showing signs of short term memory problems, so we have to watch her like a hawk. We're giving his step-dad a respite. I fear their days of remaining independent are fading fast. Someone needs to look at the big picture and make it easy to encourage use of transit.
p326382ec	There should have been questions concerning speed limits and speeds traveled.
p429523tz	We don't need any more tollway extensions. The TA should be disbanded and turned over to the state. Tired reading about all the felons on the TA board and their DUIs. With all the modern computer equipment why was does it take 2 years 2 issue TKTs? Should be 2 business days at most.
p1060372cs	Traffic in Chicago is abysmal, but it concerns me that so much emphasis has been placed on HWY construction to reduce congestion. Rail development has the potential to reduce travel times and congestion with a sounder environmental footprint and a lighter burden on the economy. The US spends only 2% of its GDP on infrastructure compared to 9% in China and 4-5% on average in Europe, and without a shift toward more cost effective transit (which highways are not when both user and tax payer dollars are considered), we will have a third world infrastructure in my lifetime. It is downright negligent to backburner rail development in the midwest given the what's at stake economically.
p99828ra	In the next few years, I will retire downstate near where my daughter lives. One of the reasons for moving will be to get away from the extreme traffic congestion I deal with on a daily basis commuting on surface streets to and from my job and my college. It is completely frustrating to encounter road construction and lane closures on the Edens, I-294, portions of Rt. 53, and Willow Road ALL AT THE SAME TIME! How are motorists in the north and northwest suburbs supposed to get ANYWHERE in a reasonable time with all the construction going on? Everyone I know says the same thing. We all understand that roads needs to be fixed or widened, but why all at the same time? Willow Road between Elmhurst Road

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	to the west and the Edens Expressway to the east has been under one phase of construction or another for the past several years with no end in site. In the meantime, traffic congestion just gets worse, and we pay higher tolls for what? To sit on the "expressway" inching along at 5 mph where it takes 40 minutes to go one mile???
p196198fn	The main reason that I or others would not use the designated lane is that there are very few exits. Another reason is that the lane is usually not as level as normal driving lanes. From what I have observed this lane is not used as often and, therefore, it creates a traffic jam in the normal traffic lanes.
p351948db	My preference for tolls: 1. Charge a uniform toll at all on-ramps (added benefit: metering of traffic). 2. Eliminate toll plazas except at entrances to metro area. 3. Charge double tolls when sensors indicate congestion ahead (and during construction). 4. Charge triple tolls on smog alert days. 5. Require toll revenue to be used for transportation purposes (road and transit) ONLY!
p27039ta	I would use Metra trains for EVERYTHING if I could. Put the trains down the middle of the tollroads instead of adding more car lanes. I'd be in downtown Chicago every weekend, then! And if I could get to O'Hare for work I'd be in heaven!
p264075fz	Why do our roads deteriorate more than roads in neighboring states (e.g. Wisc.)? Climate's the same, traffic is comparable, maybe contractor selection process is to blame? Also, the slower speed limits waste fuel and add to congestion—thereby aiding our country's enemies!
p387913xx	I WOULD LIKE TO SEE MORE MOTORISTS TICKETED IN THE CONSTRUCTION ZONES...I TRY TO ADHERE TO THE POSTED LIMITS AND AM AFRAID FOR MY LIFE AS OTHER MOTORISTS HONK AND SEEM UPSET WITH ME?????
p10132en	Construction should be performed during non-rush hour times. After midnight and weekends.
p714055nh	We need better roads to improve fuel efficiency. Cars run at their best efficiency when run at 55mph. So all these roads with 25mph, 35mph, 70mph are problem not to mention traffic jams.
p39994uh	How about making express lanes that go for 10+ miles and allow higher speeds until you're close to the exit and then reduce the speed only in the right exit lane so they're going the same speed as the normal exressway.
p737723zf	I check http://www.gcmtravel.com/gcm/maps_chicago.jsp if I have access before taking expressway or tollways so I can choose alternatives. If not it is hugely frustrating that you don't know what the road congestion is like BEFORE turning onto these roads - once you're on it you can be stuck for ages without being able to turn off and take an alternative route. Signage before express/tollways would be smart.
p133246ac	Coordinate traffic lights in Chicago. Have more auto cameras to catch red light running. Try and eliminate "disappearing lanes" which are all over Chicagoland. Make police shut off Mars lights to eliminate spectators slowing. Eliminate traffic light at chiaco Ave & LSD. Either get rid of "Traffic Management" personal or train them to properly control traffic (they congest further through bad signals). Ticket tailgaters and speeders on Expressways-basically there is ZERO enforcement around mostof Chicagoland, especially for the reckless, tailgating, rapid lane changing (with NEVER a signal). Buid more expressways. It's absolutely a disaster out there especially in and around Chicago. When you repair a road, don't just bring it back to its original condition (of 25 years ago). Before dumping money into repairs, study the bridge (especially bridges) road,etc to see if you need to change something.
p491259br	Increase funding for the CTA and expand CTA EI lines to better serve the near west suburbs.

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ID Number	Comment
p239299cs	I love the new 355 toll road even though my travel time has not been significantly reduced & pay more \$s in tolls - it is less stressful.
p576504wn	The best way to improve congetion within Chicago is to build a multi-lane North-South running freeway located halfway between the Dan Ryan and the Tri-State.
a25020fw	Traffic conditions are horrendous. The tolls should be removed when the roads are under construction. For that matter they should be removed all together.
d29287fm	paying more for tolls is a disappointment
p501711xw	I used to drive to Chicago and home again several times a week in previous years. Even leaving later to return home such as 6:30 or 7 or even 8 P.M. did not guarantee a congestion free ride. The Pace bus service in the suburbs is once an hour not every 10 minutes as it is in Chicago. Later in the evening..even worse. There is no public transportation to Plainfield. If you want to go to Chicago from Plainfield, no public commuter line there either. If you want to drive to Aurora from Plainfield and take the Metra to Chicago, guess what, 5 year waiting list to get a parking place. There is a waiting list to get a parking place at most Metra stations. How many people from the far southwestern suburbs such as Plainfield (Pop over 30,000)are driving in on the Stevenson and would love to have a dependable Metra station nearby that they could use to go to Chicago. They even have enough open land for a large parking lot. Sometimes the answer is to not always to put a toll on a road to make people stop driving on it because they cannot afford your toll. To take side streets would be silly and take forever. Try offering a reasonably priced public transportation for commuters from the suburbs. I'm sure a lot of people who take I55 to work from the southwestern suburbs would love to take a nice train to work if there was one. That would certainly relieve congestion and you wouldn't have to put a toll on another road and burden people who are already paying outrageous prices for gas just to get to work. Putting a toll on I55 is just taking the easy way out and putting the burden on someone else.
p1019561mm	gawkers & tailgaters contribute heavily to congestion & pollution. use solar powered notice boards to inform motorists of best speeds to maintain consistent motion & to warn of individuals tailgating. ex: 45 mph is better than 65 - 10 mph stop & go conditions
p286626hs	The L was much easier to use not too many years ago when it got you downtown in a predictable time. There used to be signs on all the stations telling you how long it took. Now, it may take forever, and you sit there as the trains crawl along at 5 mph. If it is not reliable, I am not going to use it.
p538907fz	Get Interstate trucking off the road during rush hours
p515417db	The trip I made that was analyzed was on a Sunday but I could not select that option. I do take Metra downtown to work whenever possible and only drive when I have a meeting not readily accessible if I did not drive. I drive a Prius.
p580891wz	THE MAIN PROBLEM IS THE TOLL AT THE OHARE INTERCHANGE GOING INTO CHICAGO. IT OFTEN TAKES 30-40 MINUTES JUST TO GET ONTO THE KENNEDY.
p168083ed	Global warming is "Junk Science" and to tie extra costs in the form of increased tolls to purchase some meaningless carbon emission credits is possibly the worst idea I've ever heard coming from IDOT.
p741421rh	in addition to studying a "managed" lane, why not also study a carpool lane. Although gas is high, people are still driving and congestion is still an issue. We need to get cars off the road and incentivize people to make adjustments to their

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ID Number	Comment
	schedules.
p79089ca	One of the things I hav noticed is he numbe of trucks that do not pay attention to the lane usage requirements. Until recently I worked in Lake County and took the Tri-State every day. I noticed it even with the lane change configurations. I belieove enforcement of this rule would help the traffic flow as well as traffic safety.
p1033238aw	Fix the holes in the streets, not just for the cars but for the cyclists!!! Use durable materials for the roads. If you are delayed in a nice, smooth road you don't feel as disgusted as being in a traffic jam with pot-holes. Renew the public transit systems!! Go to Europe and learn how to do it!! It is a shame that Chicago wants to host the Olimpic games in this caos. Use tax funds to fix the mess. That's what taxes are for!
p260413dh	You are crazy if you think charging tolls during the rush hour will reduce congestion. People drive during rush hour because they HAVE TO. Noone enjoys sitting in traffic wasting time and gasoline which is money. If you think you can avoid public outcry by claiming increased tolls will reduce traffic congestion you are nuts. And even nuttier if you think people will stand for paying new tolls on area expressways which were built and maintained with our Federal Tax dollars. The people own those expressways, you do NOT! How can YOU expect to charge a toll to allow people to use property that THEY BOUGHT AND PAID FOR?
p55695uk	My commute is mostly north/south, between Lisle and Mount Prospect, There are relatively few N/S routes that are not tollways, with 355 and 294 being most important. No real rapid transit exists N/S either and never has. Too much focus is on E/W trips to Chicago and not enough is effort is spent on N/S routes. Actually the I355 extension to I80 has greatly lenghtened my travel time due to increased traffic on south 355 at Butterfield. Also, we have switched both vehicles to 4cyl models, so we are doing our part to save fuel and lower pollution. We currently burn 18 gallons less fuel each week, dropping our use to 12 gal a week. Higher toll costs during rush hour would be a very bad idea, especially in todays economy. Also It would be a high insult to those where public transit is not available.
p518158ea	ALL OF THE HIGHWAYS AND TOLLWAYS SHOULD NOT BE UNDER CONSTRUCTION AT THE SAME TIME. FINISH ONE PROJECT AND THEN START A NEW ONE.
p695923ew	Please look into more options for those commuters travelling from NW Indiana - the south shore train commute takes twice as long as driving and does not include those living south of the lake. I would not consider driving at all if the train schedule were better.
p810660eu	We need more lanes on the highway especially on on-ramps/off-ramps where highways intersect. One lane is not enough and bottlenecks form.
p14477wt	Any work done on the tollway should either be done at night or 24-7 till it is complete. Thanks
p438698nr	If the CTA were cleaner, priced more reasonably (\$1.50) and more efficient like other cities" Metro systems (D.C., Paris, London, etc.). I think more people would use it. You need to close it down for a week and rehab the entire system. It would be worth the inconvenience in the long run. Charging a city toll like London has will just drive more middle class people out of the city for good.
p574393ad	I would love to see a visually appealing rail system in the suburbs like a monorail or maglev train that connects north and south communities. Going to the city on Metra to get on another line is very unreasonable. Connecting the communities that people work in and live in and major roads like rt.59 & Rt. 53 with a sleek quiet train would be really nice.

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ID Number	Comment
p76758kk	I do the reverse commut and public transit options are terrible. They need express train options for the reverse commute also.
p1059490dt	With the express lanes, I think those lanes should be for Carpoolers only.
d29830zx	It is difficult to agree to more costs, such as increased tolls or taxes or switching to alternate fuel vehicles that cost more with a tanking economy, when all extra funds are being spent on day-to-day living.
p424459mk	We live near Chicago, Rush hour is going to be congested NO MATTER WHAT. DO NOT raise tolls they are way too high already. Have the construction workers finish their job so things can get back to normal. Raising tolls just makes it so people with less \$ cant use the highway so rich people can drive uncongested? Unfair!
p534048kt	The Public Transit Options Have travel times exceeding 2 1/2 hours for a trip that takes 35 minutes by car at rushhour as per the RTA trip planner web site for my work commute. The most help for my commute would be the proper synchronization of the traffic lights on Biesterfield between I153 and Arlington Heights Road. It is nearly impossible to not be stopped by at least 2 (usually 3) of the traffic lights. The light timing backs up traffic, morning and night (even opposite flow!).
p710630rd	Make the roads in concrete instead of asphalt, it seems the asphalt needs more maintenance creating congestion. Lower the speed limit make trucks stay to the right and enforce both on the freeways, and highways and tollways. Put in enough lanes when you build it, you waste millions adding in the future while wasting millions tearing up what we built. When you go to bid require night work during slow hours of use. Build the Tollways and expressways so that it is like a funnel going from few lanes to many instead of many to few. Abolish the tollway system it is another government agency taking more money providing inadequate service. Have counties and cities cooperate during projects so that every major road heading in one direction is not under constuction. Establish a standard for local cities that take into consideration traffic flow from surrounding communities and zoning. Begin the process of zoning for distribution and manufacturing to be along the tollways and expressways so trucks travel less and create less congestion as well as noise pollution for residential homes and air pollution. Call me if you need more, I think the chicago land transportation system is one of the worst and most corrupt in the USA and last tell the Govenor to take his stupid sign down on the IPass it's a joke 630-673-3954 Mike
p105187wh	I think that speed limits on the major arterial streets could be increased by five to ten MPH to reduce traffic. Traffic during rush hours hardly ever gets up to the posted speed currently. I use Harlem Ave from Berwyn to Glenview and there are plenty of areas where 30 MPH is just too slow based on the road. Another would be installing center medians on these streets to limit the number of people turning left onto side streets and making them use a left turn only lane at a major street. The timing of traffic control lights does not coincide with the current traffic speeds. It is very rare to be able to get more than two green lights in a row. I have been making the same commute for over ten years and I used to be able to do it in 45 minutes each way. It now takes me over an hour to get to work in the morning, and an hour and a half to get home in the evening. It is a 20.2 mile trip. This means that I am only going an average of 20 MPH in the morning and 13 MPH in the afternoon. It does not matter if I use Harlem, Ridgeland, 1st Avenue, or any combination of streets. The travel time is always the same. Rain or snow will add at least another 30-45 minutes to these travel times. Lastly, it was a very bad idea to have the Edens Expressway AND the Tri-State Tollway under construction at the same time. It has forced a lot of drivers to look to the arterial streets for any way to get somewhere without sitting in a fuel wasting traffic jam.
p88834rs	The biggest help to reducing congestion in the suburbs would be the addition of metra service between suburbs. Right

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	now if you live in Elgin/Schaumburg area, but work south in Oak Brook/Naperville vicinity you have no choice but drive. There are no real public transportation options to travel between the north and south suburbs.
p131786zw	We need better bicycle routes! More people would bike if it were safer. There are lots of trails in the suburbs, but they don't all connect.
p436214xm	extra lanes use more land than normal lanes, just use normal lanes. IE the middle bi-directional lanes in between the Kennedy waste land, you can put permanent lanes in each direction instead of switching between east and west bound.
p49479kb	Please extend Route 53 North. Every major metropolitan area has a series of ring highways. Chicago's outer ring stops at Lake Cook Road instead of connecting back to 94 further North. Fund Mass Transit. . more funding, more frequency, lower fares. ... see Europe and Asia for examples.
p927499rm	I answered disagree to the question about raising taxes to improve congestion because i think they should reallocate money to improve congestion. when i hear that the city of chicago is spending billions of dollars on a new children's museum i wonder why that money isn't being spent to improve public transit or roads. I also think that bike lanes are great - i just wonder why they need to be on the same roads that are the best for cars. why elston avenue isn't a no parking 2 lane thoroughway during rush hour as an alternate to the edens/kennedy is beyond me. how about spending some money to make some of these existing roads more efficient? how about looking into making some public transit more appealing? many people i know don't use it because it is a sweaty, slow, unappealing option if you need to look fresh and professional for a meeting. How about a higher end train or bus to downtown that costs more where people aren't peeing in the cars? how about a special lane on the highway for scooters/vespas? It is time to think OUTSIDE the box to improve congestion in chicagoland. not just another toll lane.
p78990ff	The survey was confusing regarding "This" trip versus round trip and my most frequent commute.
p167084bc	I would use Metra more often if: 1) More frequent schedules during off hours and mid-day. 2) Free travel applied to seniors living in Kendall County
p64205fc	This questionnaire was innovative
p231156nt	Train service should be more frequent, and there should be better options for transit to and from train stations. I would love not to have to pay to park my car downtown, but I dislike the crowded city buses and inconvenient wait times even more. Chicago needs a regional transportation plan that is designed for use by everyone, not just those who can't afford other options.
p109328ee	Please get a north-south train running from Palatine to Joliet. Fewer roads and more trains are needed. Europe will whip us in this new energy economy because they already have the rail infrastructure.
p833596rt	I believe that the open road tolling is one of the best ways to reduce travel time. When the construction is completed, I would suggest that the speed limit be raised to 65 or 70 mph, with strict enforcement. Thank you
p213533hs	Traffic is a very serious issue and it seems we wait too long to solve congestion issues. New businesses should be taxed to help pay for roadways leading to/from their businesses.
p322683cm	I moved to the Chicago area 17 years ago from a City that had no tolls. I feel that, even with the so-called "open road toll" collection, toll plazas are dangerous and should be eliminated. I also feel that it is a shame that the people of Illinois were

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p1048255uk	told that the toll plazas were originally going to be in existence only "until the roads were paid for". What a travesty! COME UP WITH MORE PUBLIC TRANSPORT OPTIONS TO REDUCE CARBON EMISSIONS/GAS CONSUMPTION...BUILD MORE TRAINS, UNDERGROUND ELECTRIC TRAINS, SUBWAYS, BUSES.. LEARN FROM OTHER CITIES LIKE NEW YORK AND LONDON!!!
p484824kd	With all the technology of IPass, I don't think it's right that if I get on 355 at Maple and pay \$.30 an then get on 88 to the first exit Highland- I should have to pay another toll for going 3 miles. I think there should be a max cap for tolls daily for commuters. I pay \$.30 to get on, \$.50 at Army Trail, and in the evenings whatever it is at 90 to 53 Southbound. I am paying about \$2.00 a day to go 25 miles, and if I were to never use 90, or if I got off at an exit less convenient to my home- I wouldn't pay a toll at all. If there was a maximum toll of \$1.00 a day, I think that would be fair, and seeing as how you're tracking my every move through my IPass, I think you have the capability.
p45793zs	With gas price and increased sales taxes the way they are and the fact that I support my mother in assisted living, there is no way I can afford to add increased tolls to my plate. The state of Illinois and Cook County in particular doesn't seem to care about constituents and the good-faith efforts of many of them to be responsible for their bills and living expenses. All we see is more and more expense.
p110761ea	over 65 has free pass for public transportation
p169988bx	Dislike the toll roads. Stop spending toll money to "improve" them like doing the open-road tolling and instead just PAY THEM OFF and make them free to all. Interstates should be free across the country! Also would like to have a train option from Rockford to southwest Michigan with frequent trips.
p80494ad	na
p776566ak	There should be more county sheriffs patrolling I-90 and other expressways. Too many people speed like psychos on alcohol. Sometimes, I see men drink beer while steering the wheel in their vehicle. If I call to report, the 911 operators in Chicago are not competent and if takes several calls before they dispatch sheriff or police.
p427490tn	public transportation is really only currently convenient from the suburbs to downtown Chicago. inter suburban mass transit is not really currently viable as an alternative. i live along the northcentral metra line but there is not train station for miles.
p54668az	To help reduce congestion for people traveling to work from Northern IL & WI extending IL 53 and creating a new toll road from Lake Cook Rd. to Join with I94 in the vicinity of IL RT 120 would greatly help there are many people like myself that travel from say north of Gurnee to Schaumburg, Roselle, Carol Stream and so on. Giving us more of direct route would take us off of 94 & 90. this would reduce emissions as there would be less traffic jams especially along I94 & I294. Thanks
p62499xr	Have a HOV lane on all expressways. Also let Electric or hybrid vehicles to use the HOV lane.
p67579dz	Traffic in Cook County and the surrounding areas are terrible. Traffic takes away time we would otherwise be spending with our families. 1-2 hour commute times should NOT be acceptable anywhere!
p552840ke	There needs to be more public transit. Funding for transit and highways should be much closer than it is. Transit is more important than building more roads.
p198787th	I DO NOT SUPPORT HIGHER FEES BECAUSE OUR GOVERNMENT CANNOT BE TRUSTED TO USE THE FEES

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	FOR THE STATED INTENTION. WHEN WE HAVE LEADERSHIP AND REPRESENTATION WE CAN TRUST PEOPLE WOULD BE MORE WILLING
p705101xt	On my recent trip I noticed about 9 out of 10 vehicles had only one person in them. We need car-pool lanes.
p243972hu	Congestion relief is something which all commuters deserve regardless of willingness to pay tolls. Build more roads and quit trying to force bad ideas like public transportation which clearly doesn't work for most people. The long term solution is simple: build longer lasting higher quality roads which require less maintenance and the cost savings will pay for themselves.
p624300xu	I look forward to the day that Chicago makes a clear look at really cleaning up the city and surrounding suburbs. I look forward to trying to make a difference in moving forward to living green!!!
p79438wc	please note that i goofed up the questions containing section on public transport. i did not recognize them as such. we will go to the zoo on the metra from time to time.
p12839cx	we need to figure something out. 2+ hours to go 30 miles is ridiculous...the local roads potholes are so bad that they are not an option. I have had over \$3000 in repairs on my vehicle the last 6 months due to poor roads...so I stay on the tolls...but the traffic is so bad it has wore my breaks down in only 20K miles which will cost me \$700 to repair.
p960223nh	Have the purple line run later, especially on weekends. Also, more express purple line trains.
p477688um	If the gurus would think before they start, the Chocago area would have a great rail network to move easily around the area. if you are traveling outside of the city there is no real alternative to autos, no commuter lots, no real bus service. now we the people are saddled with \$5 gas and no alternatives. thanks
p466408ka	TOO many speeders!!!!!! People in a hurry almost running over people.
p60917cb	I am looking forward to the end of the construction on the north part of 94/294.
p390371td	It is too difficult to get to a train that goes to the suburbs. Most trains leave from downtown. Once you get to the suburb there is no way to get to work. The suburbs need local train systems to make the metra work.
p403968mb	capital funding for transport in all forms is way under what is necessary to stay even; roads are poor; public transport - esp Metra - has serious capital shortages
p410676ue	I have always felt that the entire toll collecting system in Illinois is the single biggest rip off created by local/state government. It was supposed to pay for the initial building costs of roads and highways. The ongoing political history in Illinois, run by thieves, has perpetuated this scam for 3 generations.
p606002rn	I usually take the Edens Expressway to drive to Chicago. I take the I-294 to drive South to visit clients.
p778157kk	I travel a lot to other states and I find that Illinois toll roads and free ways have the worst congestion in the country and it seems to be caused by the lane closures for construction, it took me 2 hours to get home at 1:00 a.m. from O'hare because of lane closures at 190, I am very tired of 45 m.p.h when I am paying to be on a toll road to get there faster. I don't think I should be paying to sit in line or go 45 m.p.h. and the tolls are higher than most other states
p255207nz	FIX the POT HOLES!!!!!! Complete one job before you begin another one!!
p29694et	law enforcement is terrible

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ID Number	Comment
p319149wf	Public transportation for me would mean one train transfer and two buses. I wonder about your survey's accuracy for people who take multiple expressways, i.e., Kennedy to the Dan Ryan, to the Stevenson. At the time, I thought Governor Thompson was wrong about creating a crosstown expressway. Today I see that he was a right on target and that I misjudged his idea. I like this study/questionnaire. It is well thought out and presented. It is clear. Of course you cannot consider every commute permutation, but you have covered the significant ones. To me, off loading the commuters who could easily take public transportation would make a great impact, but I think the price of gas is already accomplishing this. Nice Job! JAF
p421024an	I would love to see a reasonable rail transportation from Madison to Chicago - my husband and I would use this in lieu of driving on our frequent trips to Chicago.
p730045ef	Please create an express lane for cars traveling thru Illinois. Chicago is such a bottle neck for people traveling thru from other states. this would make traveling faster and easier. thank you.
p34378wu	your view of the problem is incorrect. It is a question of capacity to solve traffic issues. Charging a toll as a way to reduce congestion will only serve to shift the congestion to surface streets and will over burden local communities at their expense. We don't need more taxes and tolls, we need bigger roads that take into account the growing nature of the community. Not a single new highway or lane has been added on the Chicago highways in decades.
p568046tb	Why are they only putting in 4 lanes instead of 5 on the North Toll roads. There is plenty of room. 4 lanes should have been done 10yrs ago and now we should have 5. That would stop your emmission and congestion issue. Are we going to do this construction again in a few years from now to add a 5th lane? Poor planning.
p1006601xm	Chicago is a great city, except for the traffic. The traffic is so bad I try not to go to Chicago. Fix it now!
p525183bw	KEEP UP GOOD WORK
p762276dx	I live in Florida, but work twice a month in downtown Chicago and travel to and from O'Hare, my daughter's home in Aurora, and downtown Chicago. Most travel problems occur in the evening when leaving Chicago. For business reasons, I travel a different route back to Aurora on I-90 and again on I-88 at 5:00 pm. That trip takes 1 1/2 hours most of the time.
p26339mf	In comparison to other large metropolitan areas like New York, LA, and Atlanta, I believe Chicago does quite well. Obviously there is always room for improvement in every city's traffic. Good luck in improving the Chicago traffic.
p210611ew	The reason traffic backs up is speed limits are too slow. Yes, this is a fact. By increasing it, tail-gateing will be reduced and people who continually ride their brake pedal will be reduced. Any street, highway or toll road, anywhere in this country, benefits with a higher speed limit. Texas and Oklahoma are prime examples. I am talking about urban, residential and downtown areas. Slow speed limits promote and invite slow spots in traffic. The number of accidents can be reduced. Open road tolling proves slow spots can be reduced. Slow spots cause congestion. Eliminate them, and presto! Most problems solved! Try it, you will see! Thanks for your time. R. Weis
p892527mf	Metra between Chicago and Rockford is NEEDED!!!
p975034rr	Interesting. Good questions. Maybe too many route scenarios, I wasn't able to keep up with all the changes.
p218092nw	Communities need to be more aware of their infrastructure prior to approval of large numbered subdivisions. This should include the interchanges and roads to the highways. The road we use to access I-55 gets very backed up and people

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	drive erratically (cutting people off, running through red lights, etc) which has resulted in many car accidents.
p129184sn	I strongly urge you to consider carpool lanes! Why are they not included in the survey? Especially on roads with reversible lanes (Edens), they would be pretty easy to implement. That would reduce # of cars better than this.
p41810kr	Public Transportation is TOO COMPLICATED now. Cannot use cash on the CTA. Have to use special CARDS. There is no parking by METRA stations. It is complicated and confusing and should be SIMPLIFIED if you want people to start using it more. Tolls are already high and were recently increased so do not increase them again. Encourage employers to offer staggered and flexible work times to decrease congestion. Give them incentives to do so.
p1000730hw	People who live downstate should not be taxed to pay for relieving Chicago traffic.
p483488ch	My problem with the toll way system is that too much goes for administration and not enough into road building and maintenance. The Illinois government is on the verge of loosing billions in federal dollars for roads and doesn't seem to care about it.
p726543zk	Wife takes METRA downtown to work. We use tollways to get our 3 kids to hockey practices and games. We have relatives in Indiana that we visit 3 to 4 times a year.
p475471ur	I have a very negative opinion of IDOT. They were supposed to stop charging tolls after they paid off their bonds, but they continue charging years later. All money collected from tolls can only be spent on highway work, even if it greatly exceeds what's needed. I believe IDOT officials and construction companies take care of each other very well (quite probably in cahoots with Blago, for whom we paid \$20-30,000 per sign to display his name by the toll booths). And finally, who was the rocket scientist who decided to do major construction work on all of the major north-south routes north of Chicago at the same time: Edens, 294, and 53? It almost seems that IDOT came upon a pool of money (Hastert, maybe?) and had to spend it quickly. The bottom line is I trust IDOT as far as I can throw them.
p367002ef	Open road tolling is only as effective as the ability of the booths to funnel cars in and out. For example, the ramp going from I90 to I355 south take a 4 lane toll and gives about 2 blocks for all 4 lanes to merge back to one. Then that one lane must merge left another 2 lanes before being able to continue south on I355. During peak rush hour times there is no way there will not be a backup at that toll booth. Add in semi traffic and you're looking at an additional 10-20 minutes just to get through the toll.
p888867um	I am through using the Skyway. I pay tolls to save time and enjoy good roads. It is a terrible road. It seems to be under constant repair but the overall road remains in terrible condition.
p54231rt	Traffic in the Chicago area is terrible. Hope your survey comes up with something positive
p429085za	Since I live in Will and work up in Lake/Cook area, it's not that easy to find alternate routes that aren't under construction. I'd love to be able to take Metra, but there is no way to go from Joliet to Northbrook area currently without having to take at least two trains and add an additional 2 hours to my travel time. It would be great if the southwest suburbs could get a rail line to connect us to the northern and northwest burbs.
p313370es	A solution to the congestion on the Eisenhower Expressway is needed soon.
p565894dd	This is no time to increase tolls or taxes. Most people I know are fed up with high taxes in this State and nothing to show for it but bad roads. People need these tollways and higher tolls will not slow the usage for most of us. We're tired of all

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	the corrupt road spending in this State and need a little more honesty. Let's keep taxes where they are and cut out the huge patronage and contractor kick backs going on before they are exposed. Look out for the next taxpayer revolt in this country.
p886943uh	People who drive on roads should pay for them, thus I support the idea of toll roads. I would not support a general tax to reduce congestion because all people bear the burden when in reality many people do not use the roads, usually the poorest among us. We need greater public transit options - this should be the biggest area of investment for our metropolitan area. We need to reduce our carbon emissions and better public transportation will help do that.
p690697tw	Transponders (like I-Pass) should be made standard equipment on vehicles — or maybe integrated into front license plates.
p725270km	Thanks for conducting this survey. I hope it provides a case for implementing change. In many of the burbs the issue is that there are no viable public transportation options that cross the "spokes." I like taking the Metra downtown but I don't work downtown or commute along any other rail corridor. I have no viable (i.e., get me there inside 2 hours) public transportation options for my daily commute from Zion to Northbrook, so I try to carpool one day per week and work from home when possible (2-3 days per month).
p163327fb	I drive commercial truck and travel the Chicago area often. Also my personal vehicles pass through on a regular basis.
p1061950cd	The delays on Western between Montrose and Foster are ridiculous. These lights should be re-timed similar to Ohio and Ontario to minimize delays.
p525139es	Can road repairs/improvements be planned so that not all the expressways are under construction at the same time.
p529101fz	Improve public transportation in DuPage for those living and working in DuPage. If I could take a bus to work with a CONVENIENT schedule I would! I hate driving on DuPage's overcrowded roads!
p972058uz	Adding a North-South metra line near I-355 would be incredibly useful. Metra is great for getting downtown but is useless for getting between suburbs.
p42615hd	Terrible lack of coordination amongst routes that travel in same direction (for example, Edens and 294); More work should be done over more hours - often see work not done at night or weekends when weather is nice; Little consideration given to rush hour travel times when doing work (for example, planting trees during rush hour on Waukegan Road south of Deerfield Road)
p305683df	I think I would use public transportation more if I knew more about it, times were more frequent, routes were more convenient, and I perceived it was very safe.
p116944eb	The western suburb corridor traveling east or west between 90 and 88 there is nothing but elgin ohare expressway. it dosent end at either ohare or elgin the day after it opened it was gridlocked at rush hour! to bad for western burbs.PLEASE FINISH WHAT YOU STARTED!!!!
p120970wd	When the Eisenhower west of Austin!!!! It is ridiculous that this major artery is only 3 lanes, when expressways & tollways attached to it further to the west are 4 or 5 lanes wide (and even 6 lanes in spots), or that I-55 in Bloomington, for example, is 3 lanes while the I-ke is also 3 lanes just 7 miles or so west of downtown Chicago. I know it will be very expensive & cause massive inconvenience, but please, please if this could be done in my lifetime I would die a happy

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ID Number	Comment
p230356de	man. Seriously. Widen the Eisenhower!!! The "BIG THINKER" who made the decision to perform the Edens re-surfacing project at the same time as the TRI STATE widening project ought to be fired. That move has really screwed traffic on the Tri State. Furthermore, the construction/lane configurations on I 88 west bound during the afternoon at the York Rd cash box is the biggest CF I have experienced in my entire lifetime. Mind you I went through the Kennedy reconstruction project and the entire Stevenson reconstruction project. These two projects the commutes were a cake walk compared to this tollway widening project. The Tri State project needs to be worked on 24/7 to get it done.
p324593wz	I would suggest that a "fast" lane be set aside for cars carrying two or more people at peak travel times and that the use of the lane be closely monitored for appropriate useage.
p22312sc	The two on-ramps from I90 to north bound 294 should not be allowed to merge into the open tolling lanes. Put up barriers and force these cars into the manual lanes/pass lane. This would eliminate the two merges before the toll booth.
p867949mh	There are also problems with congestion other than during rush hour. Nightly lane closures are understandable, but not when alternate routes are not offered and delays last longer than 25 minutes. Tolls should be decreased or negated when delays result in stand-still traffic and no other options. Also, a speed zone of 45 mph for more than 50% of the commute on the tollway completely defeats the purpose of taking the tollway at all. When road crews are not present the speed limit should be adjusted accordingly. The stop-go and sometimes standstill traffic results in greater amounts of emissions that are toxic to the environment and more time spent on the road.
p422777hw	If more attention was given to updating and renovating the homewood Metra station, I would consider this option for travel. The trains for this area also lack bathrooms and cleanliness compared to other area stations.
p581337cs	The idea of making people who travel during rush hour pay more to travel is an unfair option. Many of us do not have flexible work hours (ex teachers). It is also unfair to make 1 lane more expensive and in theory quicker. This is often not the case during construction with the single lane due to accidents or a few slow cars. There is little guarantee that the single more expensive lane would be faster for those reasons.
p131412nr	I don't understand WHY I-294(between I55 - I 80) AGAIN after 1 1/2 years has to be redone 294NORTH from O'Hare to Wisconsin (along with all the other roads with only one or two lanes for major traffic) DIDN't the ROAD PLANNERS think ahead about widening, adding more toll passages or Car pool lane on any of the roads???? OR work around the clock on to Get some of the roads Finished the right way with better surfaces so they last more than 2 years. Collecting Tolls in traffic which also stop or slows down traffic sp bad that it makes a 35 minute trip into a 1hr 20min trip after paying a toll. Please let me know WHY WHY it is constantly under construction and your STILL collecting tolls. I Think of it as the CHEAPEST PARKING LOT in ILLINOIS....FOCUS on One or Two Major Expressways and get them DONE Sooner.
p642924hn	The I-Pass and Open Road Tolling are great! Also, you are doing a good job on the tollways and freeways keeping things moving with all of the construction that is going on. The construction has added only about 10 minutes to an 80 mile trip. The Edens is the worst bottleneck for me. Anything to keep that flowing would be great. I frequently need to use it to get to the Loop and near southside Chicago.
p265300es	Traffic conditions on the expressways during rush hour are unbearable....even when leaving as early as 6:00 in the morning. I think the roads need to be changed to decrease traffic, but not through tolls, which slow traffic because of

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	lanes separating and then merging again. I cannot imagine tolls making traffic better!
p23701en	I already feel the tolls are too high and cause too much congestion. About 10 years ago, there was talk of eliminating tolls altogether. My understanding of why the toll way sustem was set up inh the first place was to charge those people who were traveling to another state such as Michigan or Wisconsin.
p401696ft	traffic is bad in Chicago. All freeways should be changed to tollroads and tolls should increase with increased congestion and reduce when congestion is lower on a minute by minute basis.
p51413at	Real Estate does not give me the luxury of taking clients out to view properties on public transportation. I use it to travel to the Loop for busi or pleasure. Much cheaper than driving and parking .
p971629ht	Many many people from Northwest Indiana commute to Chicago for better pay and better jobs... and I am one of them. I used to take the South Shore Train to work, but that would mean a 20 min drive to the train station, a 45 min train ride, and then a 15 min bus ride to work. Add to that the constant delays and breakdowns on the South Shore, and the inconvenient schedule times... I choose to drive. I drive a Toyota Prius, so I only have to fill up on gas once a week. Having a hybrid has helped a lot. My travel time usually runs from 45-55 min. You tell me what makes more sense. I think rush hour tolls would have to get pretty ridiculous before I'd switch. I'm looking at 45 min versus 80 min (nearly twice as long!)... my time is worth a lot to me. I wish I had more options, though. It sucks that I have to choose between my pocketbook and my time.
p306766hh	if public transit is increased, parking facilities also need increasing. I investigated use of the Metra for the summer, but there was no place to park either at the beginning of my journey or at the end, that was reasonable; also the time factor would make my 4 hours of work be a 10 hour day, using public transit today.
p683878ad	I support the Star Line around Chicago to be used by Metra
p32258ed	Please do SOMETHING soon to reduce the nightmare of commuting around the Chicago region.
p286829kd	There is a SERIOUS shortage of parking at the Morton Grove Metra station. More people are taking public transportation which is fantastic but train stations need more parking for this to happen. By 8am most mornings, all 370 spots are filled. Neighboring Metra stations have limited parking like Golf with less than 70 spots or Glenview which has limited parking for non-Glenview residents. People will use the public transportation system more if there was more and better parking in order to access it.
p253520cb	You should also consider how road construction plays into the "timing" of increased/reduced tolls. If you say that I leave 30 min earlier to avoid paying a higher toll, what about if there is road construction that adds another 20-30 min delay on, and then you are not saving any time or money. Not everyone has the luxury of leaving work an hour early or leaving earlier/later in the morning. I already wake up at 5 am, theres no way Im getting up earlier just to pay a few dollars less.
p1070015hc	Your survey needs responses like it doesn't apply as not all my responses were found in your list of options.
p369533hb	there are several issues as I see it. I have no choice in my commute but to use I 355, which is always under major construction- and lanes closed during peak commute hours. There are NO train lines that run around the outer suburbs, which is a problem. I would take a train if such existed. I 355 is a nightmare, as there are no direct alternate routes- so it is jammed and can cause a 25 mile commute to take as much as 2 hours and 45 minutes. AND I'm charged a toll for my delay.

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p27073nb	I would love to commute using public transportation. Unfortunately it would take me 2 hrs to use metra versus 1 hr driving.
p238717ku	The options for transit to and from the airports need to be improved too so more can use mass transit to get there and back safely. For example - ass trains on the weekend on the Antioch Metra Line. Make connections between lines for Metra in the suburbs more consistent, easier, efficient on time and more effective so transit from suburb to suburb is more realistic.
p12176zt	There is a need for better public transit in the suburbs. There is also a need to address some of the connecting ramps between the highways (for example, I-294 North to I-290 West). The tolls seem somewhat arbitrary; for example, why do I-90 and I-88 have tolls west of I-294 but I-55 and I-290 do not? Also, why does the Cermak toll booth only cover about 4 miles of highway (Ogden to I-290), but the Irving Park toll booth covers 38 miles, and both charge the same amount?
p212625mt	I think a lot of the traffic problems are with merges.....when a lane ends and traffic has to merge into the remaining lanes it backs up traffic. I do not think that people will stop driving because of increased tolls unless the tolls are increased dramatically and that would be unfair. Public transportation needs to be a viable option for most everyone. For example, if I wanted to take public transportation from my house to O'hare or Midway I would take a bus from my house to the train station, then take the metra to union station and then walk or take a cta bus to the L and then take the blue line to O'hare or the Orange line to Midway. That would take way too long. The last train leaves Chicago at approx. 12:30 am We need better public transportation. European cities are built around their public transportation.
p272404me	I would use Metra to go downtown. It is not practical to use it to go anywhere else. Buses are too slow and inconvenient. They do not reach places that I travel to.
p258986rw	I am sick and tired of the taxes in Illinois, and refuse to pay any more. I plan to be relocating out of the area because I cannot take the ever increasing taxes imposed by the Daley machine. If the Tollway raises tolls at any time, I will simply discontinue using the tollway completely. The tolls should have been abolished years ago.
p1018733ts	MOre suburban public transit would be nice. I seldom go to Chicago.
p361623bs	Considering the fact that I have no choice other than using my car for transportation combined with my low salary as an airline employee, some of your questions forced a biased rather than an idelological answer. By the way, your road improvements on Irving Park Road, near the A/P Post office, are tremendous. Thnx.
p297088rh	more lanes on the highway would be nice. don't allow semi-trucks to travel during rush hour- it would improve transit times.
p679240sk	i grew up and lived in the chicago area for 40 years.i now live in michigan.traveling back to chicago is a nightmare.traffic is terrible and road construction is neverending.coming in to illinois on 294 looks like a war zone its so torn up.when will it ever end?
p299050sa	To make mass transit more accessible there is a need to expand the hours and routes of PACE buses. They need to coincide with the METRA train schedule for all hours. not just rush hour. If this is not feasible, at least add more FREE parking spaces at the METRA stations. This will encourage people to take mass transit, eliminate the need to build more roads and cut down the number of cars on the road.
p227444rb	As I completed the choice of three travel option section, I wished that there was a choice given to not travel at that time. With the very long travel times at high cost, I would be inclined to stay later at the office and come home later.

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p388833z	I understand that it's hard to have public transportation available in the far suburbs, but empty or near empty buses have emissions no matter how many people are riding. If it makes more sense to concentrate on improving roads than to spend money on public transportation, then suburbs money should be spent on the roads, not having one bus come by going one place and back. That's not the kind of help we need
p423896kx	I would be an enthusiastic user of public transportation if it worked for me—when I have taken public transportation, it has taken 3–4 times as long and cost 3 times what it does if I drive. Safety, efficiency and cost are all important to me
p671596rh	I'm skeptical that any amount of tolls would improve the traffic in Chicago. It seems to be a given that traffic snarls will continue to exist, regardless of what "special" efforts are made. In addition, the roads themselves are awful—with the possible exception of I-355 but of course, it's practically brand new. Make the roads better, make more lanes (like you should have in the first place) and be proactive instead of reactive. A bunch of idiots must run your department!
p648093uf	Survey is somewhat slanted - when traveling for business reasons, changing the time to leave earlier is not always an option.
p131790ac	Won't go near a Chicago bus. Ride Metra and the L when I can, but it's really ridiculous that they don't connect. Not easy to get anywhere except downtown from the western suburbs via public transportation. The metra schedule is not friendly for folks heading in for an evening.
p767641nk	I think IDOT is trying to kill me. To have construction speed limits with no enforcement is crazy. Have you ever tried to do 45 mph with a semi driver behind you getting mad because he can't make time (miles) because you're doing 45 mph? Now try it on a motorcycle! This state has to get serious about enforcing these speed limits or forget about them but , it's VERY dangerous to have everyone traveling at different speeds
p571064tt	Why bother to post 45 mile speed limit in construction areas when the majority of drivers (truckers and automobiles) are allowed to travel 10 to 20 miles over the limit?
p702704fw	We do not know the options that are available to us to travel into the Chicagoland area. A announcement or mailing of some sort, whether paper or electronic via internet or television, maybe helpful to advise us of options and how to access the options that exist. Thank you. TZ
p127877un	There needs to be a state wide cell phone law and more enforcement of the slower traffic keep right law would make traffic move better there should be a very stiff fine for crossing several lanes to exit or moving to a clearly marked lane that is ending to get ahead of several cars these things create a chain reaction which can slow traffic for some time before it recovers. Another is the fact that semi tractors can't use the left lane leaving the middle for passing which is usually clogged with a slower truck or car and that causes a chain reaction which slows traffic which goes back to the better enforcement of the slower traffic keep right.
p31532xd	Some of the traffic problems may not be as bad in the future due to permanently high gas prices and "work at home".
p584998xx	The roads are an absolute mess. Government should be ashamed of the tolls, the mess of the roads & the price of gas. Mandatory to have both spouses working & to place guilt on those that need to drive or financially penalize them due to the form of transportation that they need to take.
p897265su	Need to seek solutions for specific bottleneck areas. For example, there is frequent congestion where 90 East meets 190. Or if you are on 294 North and want to get onto 90 East, it's ugly and there aren't even alternative interchanges from 294

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	North to get onto eastbound city streets. Congestion also arises at many times of day when traveling on 94 South and approaching the 294/94 fork (even before the construction on 94 started). A Lake Shore Drive extension into Evanston would also be welcome. Or ideas like the old Crosstown Expressway Proposal. It's unlikely that congestion can be sufficiently cleared up by trying to push people to public transportation or other routes.
p1030458th	I believe that currently the "express lanes" cause more problems than they're worth. People are inherently stupid, and can't think ahead, plan their trip, and know what lane to be in, or merge safely and smoothly when coming into or out of an express lane. Often the express lane is crawling even slower than the standard lanes.
p284151uk	Residents in the eight NE counties of Illinois are forced to pay for express highways two ways: 1. Highway tolls which are (so far) used to build and operate a toll highway system in NE Illinois. 2. Taxes, a large proportion of which are spent on downstate expressways and highways. Not only do we pay tolls to use most of our expressways that are all free in other parts of the Illinois, we also subsidize the downstate highway construction. The last thing I want, is to pay additional highway tolls to subsidize Chicago area mass transit. In view of our present revenue system, the only way to fairly apportion mass transit cost is to spread it over the whole state on a per capita basis.
p125068bd	I've lived in the Chicago area for 8 years, having moved here from the San Francisco Bay Area, and have a few observations. 1. You don't seem to do any metering lights to keep the tollway traffic moving. This seems to work well in the Bay Area. You have to wait a bit longer on the on-ramp, but the freeway itself keeps moving. 2. The Bay Area is stymied by only having a fixed number of bridges, while we are lucky to have to option of taking local roads when the freeways are under construction or there is an accident or whatever. But I feel like local communities don't take this into consideration. For example, for the trip I used in the survey I could also have taken 75th from Route 59 to the Kingery, and then to Ogden. But 75, while a major thoroughfare and one of the few wide, straight roads in Naperville, has so many stoplights that are ill-timed, it isn't worth it. Instead, I jam up the Reagan with my trip. I'd like to see some focus on regional thoroughways. #1 for me is widening Route 59 from the Reagan south to Aurora Avenue. What a mess that stretch of road is!! Buses aren't the answer — the capacity needs to be accommodated.
p77697kr	PLEASE FINISH ALL construction so that we can actually use the roads with no construction delays. That would be the BEST thing of all. NO CONSTRUCTION for at least 1 year!!!!
p1057268sm	There is no toll on 88 when you enter at naperville rd. east and get on 355 going north. Your survey kept asking for a toll amount.
p244644ar	The Real problem is the in-attention that drivers pay to their driving. If there were more requirements on training for drivers, then I think we could improve the situation on the highways.
p129967md	I was hoping that IL-53 can be extended to connect eventually to the Tri-State tollway thereby bypassing the limited and congested two lanes of Lake Cook Road to reach the Tri-State, and vice-versa.
p775796hm	I live near the Forest Park Transit Center. It would be great to see more bus connections to Prairie Stone (where I work). In the long term, extending the L lines could make sense for air quality and a public construction economic stimulus.
p655411fc	I don't want anymore Tolls.
p90392bf	Can we stop semi tractor / trailers from using the expressways and tollways during the peak of rush hour?
p301304fr	Mass transit and state highways in Lake county are currently insufficient to handle the population needs. The Rt53

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	extension into Lake county is long overdue and the widening of state roads like 21, 45, & 120 in the Gurnee/Grayslake area are also desperately needed.
p360217bn	Please do not raise the toll prices any more. They are high enough as it is!
p1074011nu	I would gladly pay additional tolls for faster commute due to less traffic.
p165366za	Stopping tolls will speed up traffic immensely on the tollways.
p259298hx	For people who need to be at work during normal working hours, raising tolls during rush hour would be a burden to these people and I don't believe that it would reduce traffic congestion—I have to get to work on time regardless of what it costs me.
p86562eu	Years ago when the tollway first started, the tolls were suppose to be used to pay off the roads, and then there would be no more tolls... 50 years later, we are still paying....why?? Also, why are there better roads no tolls in Wisconsin?????????
p353631ca	We need Metra to expand beyond just lines to the hub. I love getting to Chicago from Elburn, but I'd also like to get to Crystal Lake or Naperville, too.
p643418bb	Public transit in Chicago is terrible! I used public transit for 10 years. After I stopped, I did not get sick as much. They are not reliable! I would be left standing, waiting for a bus for as long as half an hour. The trains will stop and for long periods. What is someone suppose to do in a crowded train, trapped inbetween stops? Maybe the answer is to let people work from home two days a week to save on emissions and time.
p277631he	Metra's scheduled trips to kenosha-chicago are few and start too late and end too early for me to use metra. Parking in towns where metra runs later schedules is almost non-existent. I have to drive. I can't find a car pool that puts me in chicago at 7:30 am and leaves chicago at 7:00 pm going back to Kenosha with or without me driving. Plus I wouldn't trust my life to a stranger driving that great distance. I do feel that the implementation of express lanes is a must, especially to avoid the delays on the inbound 294 around gurnee/milwaukee ave and some other feeder ramps further south for drivers like me coming in at the beginning of the tollway and heading towards downtown chicago.
p57597du	Roads need to be in great shape and state of the art technology should be used to move traffic better. Paying a little more for tolls is not the end of the world.
p75283tz	I strongly believe a greater emphasis needs to be on public transportation to the metro Chicago area as well as throughout the suburbs (including suburban transit to both OHare and Midway).
p837071ar	I would definitely use public transportation but there is practically NONE in Hoffman Estates. The buses on Golf only run to Woodfield, and then there is a big gap until you hit somewhere around Golf Mill. The nearest Metras are in Schaumburg, Arlington Heights, and Barrington (the Northwest Highway Metra, and the Elgin Metra.) and all are at least 20 minutes from my house. Theoretically, I could transfer a million times between several different bus routes and get to Chicago, or transfer between any of the various Metras and various different bus routes, but it would take so long it would not be practical for me to do so. What I would really love is a straight line bus route down Golf from Hoffman to the Lehigh Metra....I would take that route faithfully to and from work daily instead of driving. Or a bus or Metra route down Euclid/Lake or Willow/Palatine would work too.

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p140561zd	There doesn't seem to be as wide of a variety of public transportation choices, within reasonable travel times, for north-south traveling. I travel 45 miles north daily to work. If there were a train going directly north, I would definitely consider that option. I think it would be unfair to raise tolls if other modes of reasonable transportation are not available. Currently, I would need to take a train into the city and back out of the city to the northern suburbs which would take longer than my current commute (probably would cost me more also).
p414948kw	I believe there should be more bus-to-Metra transit available.
p379531ta	I am often disappointed in the intrusive construction that happens during rush hour. Also, radio stations tend not to provide travel times on 294 during rush hours. Why is that? It makes it difficult to choose my route.
p170215fr	COMMENT ON IDOT: SINCE I COMMUTE TO WORK BY DRIVING, ONE THING I HAVE ALWAYS NOTICE IS THAT SIGNAGE ON EXPRESSWAY WITH MULTIPLE LANES. THIS IS NO SIGN TO REMIND DRIVERS WHO ARE DRIVING QUITE SLOW IN THE PASSING LANE (FAR LEFT LANE) REMINDING DRIVERS IF THEY ARE DRIVING SLOW TO MOVE TO THE RIGHT LANE THUS MINIMIZING THE LANES CHANGES AND CAUSING ACCIDENT BY TRYING TO PASS THEM OVER. AND HAVE A STRICK DRIVER COURTESY/ EDUCATION THUS MINIMIZING ACCIDENTS CAUSE FROM UNCARING DRIVERS. THAT WOULD ALLIEVATE PART OF THE CAUSE OF HEAVY TRAFFIC. WITH HAVING MANAGED LANE/S THAT WOULD PRETTY MUCH HELP AND HAVING INFREQUENT EXITS FROM THE LANE WOULD HELP LOWERING TRAFFIC TIMES.
p436683kh	I am absolutely appalled at the speeding in construction zones on Illinois highways. I think the Illinois government ought to be removed and replaced for not doing anything about it.
p34351bt	I would much rather commute to work by Metra or Pace, but the routes and connections do not work well. Major overhauls in schedules, routes, frequency, and reliability are needed before I can use this. I would ride to work on my bicycle more frequently if I had effective transit options to use as a back-up (e.g., in case of rain).
p659741be	Two major problems with your survey. 1. It doesn't take into account the cost of parking downtown, which is much greater than even the highest possible tolls. 2. It doesn't take into account the time involved in traveling to/from public transportation, as well as the time waiting for the train or bus to arrive. Thus, the total trip time for public transit could be MUCH higher than what your survey quoted.
p200919ah	Why is it necessary to close lanes during rush hour traffic when there are no workers around?. Also, the ramps on route 53 North from Higgins to Algonquin are too close to each other. They are better constructed in Wisconsin & I have never had to pay toll there nor do I ever pay in Missouri or Iowa. So, what's happening in Illinois?.
p992355ze	We started the trip in Illinois at 2PM, but that was not an option in the questionnaire.
p29938tk	1. Install cameras on the overpasses near entrance ramps to watch the behavior of vehicles normally travelling in the regular lanes, jump out to the right and use the on ramp lanes to move a few car lengths ahead, the net result is all vehicles must apply brakes to let those vehicles back into the normal lanes. Collect tickets from those offenders. 2. Install Entrance and exit ramps on I90 & Roselle Rd, they have been needed for 15 years now, and the traffic will flow better. 3. Install entrance and exit ramps on MI90 & Meacham Rd, Motorola is vacating the 1309 building for that purpose. 4. Perform video traffic study of congestion areas identified by daily radio station traffic reports. Use speeded up video to watch behavior of traffic to identify why the left lane becomes slower than the right two lanes. 5. Add additional "Light

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	<p>Rail" to the middle island of the tollroads where possible such as between Rockford and Chicago. 6. Use and install signage on the tollways which tells vehicle users to obey Illinois law stating to use the Left lane only for the allowed distance while passing. (True of the more open road areas on Fridays when slower vehicles stay in left lane for many miles instead of moving over.) Widen the entrance ramp to southbound IL53 to two lanes from I90 at the toll plaza. This causes a huge backup onto I90 eastbound. Mark southbound Rt 53 with painted merging lanes to allow entrance ramp vehicles to safely merge around the Woodfield Mall traffic pattern. 7. Fares for public transportation should be more reflective of the "actual cost" of the ride based on fuel cost and distance travelled. I would expect public transportation to be cost competitive with the equivalent cost of using a personal vehicle..I.E. 45 cents a mile or something like that tied to the Federal Govt mileage rate. Users should be educated on what is considered a fair cost of using public transportation, yet is cheaper and more convient than using a car. Send your analysts to Japan or to Korea for a quick study of their train systems. I used them in Japan for 3 years. 8. When build the rail system infrastructure, Use reinforced concrete rail ties that extend 60 inches into the ground, below the frost line. The concrete Ties won't move, and they will hold up longer with less maintenance than the current wooden ties. This will reduce the use of wood and reduce the cost of renovating the rail beds constantly. Ensure all metal bolts are corrosion resistant and concrete is epoxy concrete to last 15 years or more. Thank you for listening, and just use some common sense.... I am talking to your "traffic engineers now..." Use of cameras to record and then play back at a high speed will better let you see the traffic patterns and behaviors show up.</p> <p>I just 3 weeks in Munich, Germany and we drove a car 3 times while I was there. The longest I waited for public transportation was 10 min. and I could travel to city activities and country activities by public transportation. Also, bike routes made that another very easy choice of transportation.</p> <p>There has to be some way to increase public transit and make it useable for people to get from one suburb to another.</p> <p>The idea of increasing tolls during rush hour will only have a minimal impact on changing people"s behavior. As a result, congestion on the toll roads will most likely not be reduced, or certainly not enough for anyone to notice. People are already being squeezed by higher fuel prices, so an increase in tolls during limited times will probably result in greater congestion on local streets.</p> <p>I am willing to pay additional gasoline taxes, if and only if these funds are used for road construction and maintenance. Provided the sales tax is eliminated on motor fuel purchases.</p> <p>There should be a law that people (both parties) involved in any accident on the tollways should pay a \$2000. fine and lose their license for 3 months for the first offense. Strictly inforced, no exceptions, no excuses. 2nd offenders (all parties) would be banned from the tollways in IL. It would improve defensive driving, and help rid the tollways of "cutters". It would also help relieve "tailgating". As usual, 20% ruin the tollways for the 80%. I'm serious about the proposal. I would vote to support that law.</p> <p>I feel you should have known that 355 would shut down 80 from lagrange road to joliet and made improvement before it opened.</p> <p>Roads are too narrow and slow drivers are allowed in all lanes. Look to Phoenix AZ for good wide roads.</p> <p>I would use Metra from my neighborhood however the scheduel is terrible with not enough afternoon trains or weekend service.</p>
p200357kz	
p303923nn	
p103234uw	
p431203ex	
p50603tw	
p114441ch	
p437815cs	
p126406um	

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p396478uh	Keep all trucks off load limit streets—issue them tickets—the cities have gotten very lax on this offense—and force the trucks to stay to the right-i am a retired truck driver and i'm ashamed of the quality of drivers that move our products
p332345mz	Increasing tolls drastically is unacceptable, especially for those of us who bought in to the I-PASS system. We're already getting raped with excessive gas costs which in turn is increasing cost for groceries & other services. We're getting screwed by mortgage insurance & credit card companies as well -when is enough ENOUGH???
p256754hz	There is always something that the Toll Road is doing to slow down traffic. You never make it possible for one to go the full length without work crews blocking lanes. It is a toll road and if one ppaays, it should be much more convenient. YOU should eliminate the tolls while you are blocking lanes, that would prompt better management. It appears you really don't care. You also said you would take the tolls off when you paid for the roads, you didn't.
p80841be	Who are the morons who want to raise toll amounts during rush hour? I really want to know so I can vote them out of office. I go to and from work five times a week on a fixed schedule and the state wants to penalize me for that? Does the State Morons think that everyone is out joy riding or going shopping at 6:00am? Try this. Build more and bigger roads with more access. Build or fix roads before it becomes a problem - not after. From driving the same route five times a week I can tell one thing for sure. Higher gas prices have done nothing to decrease traffic. Do the State Morons really think raising tolls will decrease traffic? This is probably just another backhanded Illinois politition deal to remove more money from the average citizens wallet and put it into theirs.
p172444rd	Most people commuting to work do not have the option of public transportation unless they are going downtown Chicago. Most people commute from one suburb to another and even if there was a means of public transportation there is no way to get from a station or bus stop to the work locations which are spread out all over the suburbs. The cost to make this efficient would be to high. Companies have been forced out of Chicago because of cost and taxation so now businesses are spread out all over the area. The manufacturing jobs have all been lost and the jobs remaining do not pay enough for many people to commute any distance from their homes. Many problems exist in our area.
p83621kt	It would make me very happy if public transit were an option for me. The train is 45 min. away from me and arrives 5 miles from my work place. The bus runs either too early or late for me to be at work in time. Also, charging higher tolls during rush hour is a problem for me because my time of leaving is in the lower tolls but by the time I arrive at work I would have to pay the higher amount. I don't like that idea at all.
p1001596ht	I live in McHenry County. Route 53 needs to be extended up to us. Also, I believe that there needs to be more mass transit trains everywhere like in other countries such as Europe and Asia. The problem with public transportation is that it is not easily accessible to everyone. You still have to drive to get to a train/bus terminal. There should also be high-speed electric trains that take up one lane on the expresslanes. If we had that available, most people would use it if they can get to work fast. There needs to be more mass transit and less cars on the road like Europe and Asia. We need to study what they do.
p392949ed	good survey
p228033wr	The primary issue with the travel on the toll roads is all the construction and reducing the number of lanes. Yet we are charged a toll to sit in traffic and creep along. We currently pay too much for very little. Not to mention I cannot take a toll free road to leave Chicago. Every hwy leaving is a toll road. Not to mention, where are you going to install an "special

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	lane" and how is it going to be enforced?
p56773dw	Change the signage on the southbound tri-state past Touhy so people don't fee the only way to get to Indiana is to merge left. All lanes go to Indiana. Everyone suffers when people that do not travel the route regularly think they have to move left.
p517537nw	Instead of looking at options for a managed express lane, we should be looking at options for increasing our transit system and decreasing the expense/cost. If the cost was beneficial to me, I could take public transport, but it would have to be significant (like half the current cost) otherwise the increase in commute time would not be worth it. I can drive to work in half the time of what it would take to use public transportation and the cost doesn't outweigh that factor!
p383321zc	Gwt out of the "GREEN" business. Your role is to provide safe, reliable, speedy transport. Not to save the planet.
p699662zs	It would be nice to see the CTA Blue line extend farther west along I-90 someday.
p13496ue	The single biggest problem that jams up traffic is the impatience of drivers and their refusal to embrace the concept of the solid white line. If merging traffic would just play by the rules and blend in when they can--and before their lane runs out--rather than ride along in an EXIT ONLY lane and then try to bull their way into traffic, things would move more readily. In addition to Stoplight Cameras, I'd slam motorists for that infraction as it is also very dangerous. In my perfect world, the only solid white lines would be the outer ones running the length of a highway. Wherever they are used for lane control, I would install a line of steel spikes or 6 inch high concrete. I'd like to see Zippy Rude Driver sneak in front of me over something like that.
p955518kw	Why not use HOV lanes in the Chicago area?
w12527hw	You need to set this survey up for semi-truck drivers as the amounts for tolls would not take in your survey question box I paid 23.50 for tolls which is not a bad deal actually.
p663456rh	I would be happy to pay tolls if I thought the money would be spent properly. The Tollway Authority should be abolished and folded into IDOT. There is simply no valid reason to have (and to fund) the extra bureaucracy in place (operating out of the Taj Mahal funded with tolls\$) When ISTHA is abolished I will change my tune.
p650615kx	It's bad enough that Chicago is known to have two seasons "winter & construction", but when there's construction going on on the major highways, to also have major construction going on on the major side streets, is just ridiculous. My trip to Northbrook recenter took me over 90 minutes because of construction on the 94 and construction on Waukegan Rd.
p114801ht	I do travel a lot due to my type of work. To reduce traffic congestion additional lanes in and out of the city are needed on the Major expressways!!!
p597534cd	Please do not put a toll on the Kennedy, Dan Ryan, or the Edens!!! That would be a traffic nightmare!!! The Kennedy is the main thoroughfare in and out of the city. and who's brilliant idea was it to put all of Chicago under construction this summer!! The alternate routes for the Edens (Sheridan Rd/ Ridge Rd) is under construction too. They could do a better job coordinating their construction schedules. If you are going to do construction on a major expressway, please give us some viable alternates.... Commuting to Highland Park has been a bear!!! Making me pay for it with a toll would make it impossible!!!
p450854tm	The Bishop Ford regularly experiences slow downs at the steel bridge during heavy traffic. Usually heading toward

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	Chicago in the a.m. and toward I-80 in the p.m. Has any reasonable explanation been found for this problem and can it be solved?
p351755ue	The question re I355 going toward Chicago made no sense - it goes N & S. I go S in the morning and back N in the evening. Thanks.
p525433es	Paying extra tolls or higher tolls at this time of such high gas prices is not a good thing for any reason. The idea of raising the cost of a tolls to eliminate the congestion areas is also not reasonable because that is not a sure thing and the time the cars are running is using even more gas. The same with trying alternate routes to avoid tolls, distance is major to avoid using the unnecessary gas. Time is \$\$ as is distance!
p734112xm	I am in sales. I have little to no control over what time I use the highways. I would be happy to use public transit if I could haul all my samples etc with me but its not possible. Commercial traffic should be considered when raising tolls. I did take public transit when I lived in the city and had a job in an office building.
p605902uc	The Illinois roads are in terrible shape. The legislature keeps passing bills to charge more for riding public transportation and tolls. There is not equal road improvements to the bills passed for more money. Many people are not working- or on low incomes- Illinois is the sham of the Midwest!
p304409ae	I don't think raising the toll will eliminate any traffic congestion.
p363194xf	I carpool 2 days a week. Take city streets rather than expressways most days. Public transportation from Oak Park to Skokie not really a viable option.
p163389fs	I have already altered my commute time to avoid the tollway construction delays. Government should encourage employers to provide work hour options such as 4 - 10 hour workweeks, which would reduce traffic congestion & air pollution.
p206269hx	Traffic on 290 going east almost completely dissipates after Austin because it turns into 4 lanes - and it's the opposite when going the other direction (westbound) because it goes from traffic free to congested due to the 4 lanes being cut down to 3 after Austin. Therefore, I would think that the best way to cut down the traffic - especially around Mannheim with all the highways merging into one - would be to add a lane starting at the Mannheim/290 merge (make it so that the cars coming from Mannheim have their own lane and don't have to merge).
p68218dw	The only time I drive downtown to work is when I have a doctors appt and my departure time does not work with the train schedule. With the cost of parking, and gasoline and the unknown driving time home during rush hour, I avoid driving to work.
p797245cd	Travel from Round lake to Skokie is tough. the time and convenience trade off for using public transport is not worth it. I also use my car in skokie for errands. We are trying to move back to skokie area the commute is wearing us down. If there were a larger public transport system that didn't always end in chicago I would like to use it. I really enjoy the ease and down time I get when using public transport, ie a trip down town, I don't mind walking in the city. i could not park in the metra station last time I went downtown cause there were no parking spaces left. very frustrating. I would really rather that cars get 150 miles to the gallon or use other fuels not as polluting. I really can't give up my car in the suburbs. I loved living in the city with out a car, not practical in the suburbs. thank you. B Bean
p145870mh	I am a commercial truck drive (OTR) and as far as I am concerned the toll for commercial vehicles is outrageous at best

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	and legal robbery at worst.
p14379bu	When is the state of Illinois going to realize that there is no real Public transportation that can get you North and South in the Chicago area without going into Chicago and back out again?
p566606re	There are people that do not know the intricacies of public transport in Chicago, and I think an effort to educate people in etiquette/ rules/ fares/ schedules, etc. would be a great idea. Also, there are no viable options for transport outside of the city, since the Metra costs perhaps more than traveling by car. If the city wants to reduce reliance on vehicles and overall traffic congestion, they need to make the effort to make public transportation more reliable, less overwhelming (with the constant derailment, public safety issues), and more efficient (why would someone pay as much for a train as for transport via their own car, when the train is slow and/or delayed constantly?) An effort to make bus fair cards more accessible (or, better yet, offered via large corporate employers) would put more people on public transport and get more cars off the road.
p347265ba	I strongly oppose the implementation of higher tolls for peak hour travel. Many of us have little control over "when" we use the tollway. I am a teacher and have absolutely no control over the hours I work. The school day begins and ends during "peak" travel times. It is a foolish idea that there is traffic congestion because people choose to use the roads during times when they should not. Last time I checked normal business hours are from 8:00 am to 4:00/5:00 pm. Why don't we create a tax upon businesses for operating during these times. That would show them. How dare they be open during the day causing people to use the roads during "peak" times. There is a big push to use "public transportation". Unfortunately, public transportation is poorly developed in this country. A proposed Metra route is being suggested from Rockford to Elgin during ridiculous hours. I would love to use Metra from Rockford but it has to be available during peak hours and there has to be transportation from the train station to my place of work. As it stands now the Big Timber location is 10 miles from my place of work. It might as well be 100 miles. There would have to be mass transit provided from and to the station at reasonable intervals to make it work. I would be willing to even have a longer commute if it meant I did not have to drive, but that is unlikely due to the nature of mass transit in our country.
p993117tt	I don't agree there is so much construction going on at once. With so much going on at much there might as well be a ton of traffic because it backs up traffic just the same. They need to do one project it and finish it before they start another.
p38418hs	Metra schedule is not convenient, which is why I don't use it more
p177040zf	I live in an area without current public transportation nor is any planned yet I pay the tax to fund the empty buses I see running around in other suburbs and Chicago. I see our state government taking road taxes and using them to fund social programs in the City of Chicago and Cook County. I see this same State government about to loose millions of federal road funds because they have drained off the special road tax funds all the while telling us there is no money to fix or expand roads out here even though the population has tripled. The only reason the State government wants more and expanded tolls is so the can take more road taxes and spend them on other things. The Attorney General should have filed suite on behalf of the taxpayers to stop the diversion but instead as part of the "gang" said ok go ahead.
p814119hx	Increased light rail and high-speed rail options would reduce the carbon emissions in the Chicagoland area, as would having better public transit options from NW Indiana to areas in Chicagoland other than downtown.
p624593sr	Until I retired, I took Metra downtown 5 days a week and think it's great. The highway trips I make now are to go to

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	Michigan to take care of things for and to visit my elderly mother. The travel options to get there make an auto trip the only practical way to go.
p689799us	The large number of road repair projects currently underway is so high that ALL of my routes to work are currently impacted. This adds up to 40 minutes one way to my commute. To reduce congestion, accidents, and carbon emissions, there should be better planning of repairs so not all roads are affected.
p1015787sw	I'm not a commuter, and when I work, I need to use a private vehicle, but when possible I do use CTA and think that the transit system, trains, busses and additional light rail are essential to the future of our cities!
p256371bu	Please consider adding a 4th lane to the Stephenson from I355 to downtown Chicago.
p1014068kz	I think it should be considered to ask employers in the Chicago of having employees work 4 ten hour days to reduce congestion.
p99281ra	Some of the questions did not truly show my toll road usage. My work requires at least 3 trips per month on I-88 and 355. Vacation and pleasure travel more than 5 times a year are on the Jane Adams, Kennedy and I-65. I believe too many toll lanes that funnel into 3 traffic lanes add to the congestion. Sometimes the placement of the I-PASS lanes are confusing; sometimes on the right instead of the left. More signs might help. I am glad the cash amounts are displayed at more toll booths. It helps me record my I-Pass toll at the time of business travel.
p777299ew	I think the survey is poorly designed in terms of asking for the most recent trip as an example of typical use. I typically use public transportation within the city and use the tollways only for personal business to suburbs. That does not reflect a need for rush hour commuting on the tollways. My other problem with this survey is the lack of options in some of the questions to say that public transit is an option or the reason you wouldn't take it is that it isn't available, or reasonably available. For example, I know of no way to go by public transportation from my home in Chicago to a suburban office park in Downer's Grove. I STRONGLY support more government funding for public transit, even if from some form of increased taxes, because I feel the whole state benefits from having a strong public transit system in the Chicago metro area and other cities to attract people and help the environment as opposed to everybody driving in cars. I don't necessarily think drivers on the tollway should fund public transit, because they're paying for the road they use. Government support for public transit should be more systematic and include money for both operations and regular maintenance and support of regular service. The legislative wrangling over funding these basic needs was an embarrassment to the state, because everybody benefits from a healthy state economy and a healthy metro Chicago economy depends on public transit to get people to work.
p721735dn	Presentation of the "stated preference" options is too confusing, should have fewer options on each screen.
p675501zk	In addition to traffic conditions, road surface conditions also needs to be improved!
p93507cw	I would use a TRAIN to the northwest suburbs if there were one available.
p51312bf	When the expansion of 355 (north of 55) and 294 to 4 lanes, my commute time will improve dramatically. Any plan to increase tolls during rush hour is a bad plan - suicide for the Toll Authority. The key is public transportation and building better roads. With gas prices the way they are, less congestion will eventually result. (For example, I will be moving within 3 years from Indiana to closer to work - primarily due to gas prices.)
p831480wc	Build a new toll way going north and south which would be east of IL 47 but west of the west suburbs such as St. Charles,

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	Elgin, Algonquin. The highway would save time when traveling from southwest suburbs to north west suburbs.
p944114md	Unless you get employers to flex on starting times it would be difficult to see a reduction in the congestion. Most people I know are running out the door in the morning. Maybe if trucks had incentives to get deliveries made in the evenings or weekends this would alleviate some of the congestion. When building more roads, maybe demographics in more populated areas should be studied and projected. I think more frontage roads for easier getting onto and getting off of the expressways and also running along the major corridors that are lined up with shopping center after shopping center (Randall road) This would prevent many accidents. And Make Barrington Road a Full entrance/exit ramps onto 90. All Ramps should be a full on/of onto whatever road.
p223176dd	I think that proper signs placed in the right locations can help significantly. For example, I294 has two lanes that go to Westbound I88. Yet most of the traffic merges into the far right lane slowing traffic so badly that it can back up I290 for half a mile. A sign placed earlier clearly identifying that both lanes go to I88 would diminish needless merging.
p91734ff	EXPAND I290!!!! We need an underground express tunnel or a raised highway to/from downtown before it is totally out of control. Off peak travel times from Wolf Rd to the post office are 16-19 minutes. Peak times are 45-70 minutes & this is totally unacceptable.
p505083km	Work in the construction zones 20 hours a day 6 days a week like they did during the reconstruction of the edens 20 years ago. Would help the construction go faster and be completed quicker.
p25303bm	During times of construction, tolls should be reduced.
p150166xm	Congestion would be much improved if tolls were added to more exits such as rte 132 in Gurnee and rte 120. The amount of Wisconsin people that get on at the entrance is ridiculous and causes a lot of the backups.
p166437uf	I would be very opposed to more tolls and higher tolls. I would pay higher tolls though to get construction done faster, so that doesn't interfere so much with travel
p364890uw	Learn from other states! Reducing the number of single-driver cars should be an objective/goal. Incentives to attract cars should not exist. Ex: change existing express lanes to carpool lanes! Toll booths CAUSE congestion!
p48863ch	Lots of construction but well managed traffic flow using fancy lane configurations. Good job. Roads are beautiful when complete. Tolls are appropriate to limit traffic. IPASS is awesome! Tollway road grades are perfect for drainage, especially in winter, no standing water anywhere. Metra is also awesome, and needs more funding. Pace covers alot and CTA is real good. Chicago is cool and needs federal attention, especially when bidding for the olympics.
p330835cs	The CTA fare cards should not expire with money on them - what a RIPOFF! I'd love to see rail to areas other than Chicago coupled with AFFORDABLE and GREEN vehicle rental near the rail station. The EI is annoying when overcrowded, but a good way to get around midday.
p354177hr	The easiest way to reduce congestion is to ban truck traffic from 6 am to 9 am and 4 pm to 7 pm on tollways and interstates. Truckers will need to get into chicago or past before 6am or wait till 9am and then again at 4pm and 7pm .
p454037ck	Construction delays are a nightmare!
p655630xz	Why did they block lanes on the whole expressway at one time, and you only see 5 people working on the construction for 30 miles. why dont the block only the parts they are working on, or get a bunch more crews out there to finish in a

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	timely manner.
p780067cs	Too many main thoroughfares are under construction at the same time!
p916494ch	I oppose almost all tax increases because I have near zero confidence that they will be used exclusively for the reason they were levied. Even if the taxes are used for the stated purpose I am generally not confident that the problem will be significantly improved. I am nearly certain that in this state a significant portion of the funds will be siphoned off to politically connected insiders. Welcome to the cesspool known as Illinois.
p487371wm	Survey is WAY to long
p236598uf	I have a reverse commute. My delays are primarily caused by construction or traveling to bypass construction zones. During non-construction season, I find my travel time in either direction acceptable for the distance I drive. I already drive at the tail end of rush hour to avoid congestion.
p430051wx	I hate the congestion on the expressways and do not think charging tolls will help. Your construction crews should work 24/7 to expedite the work being done so we don't have construction on every highway
p359314xb	1) I-294 needs a direct interchange to I-57. 2) Heading south on I-294, it is more efficient to use I-pass lanes to head to Indiana on I-80 East than it is to head to Champaign by taking I-80 West. It is not fair to see cars breeze by the last toll to head to Indiana while there is congestion trying to exit toward Champaign.
p124285nk	The construction is what's making the highways I travel an absolute mess. I can't wait until it's all done (again)! When traveling into Chicago - especially downtown, my family & friends use the CTA as much as possible. It's much easier and less expensive than downtown parking!
p360635ra	You are not taking into consideration why people have to travel the tollways...work...no one else goes in my direction to car pool with the hours I keep...the truckers have to drive the tollway and raising taxes would again and again raise prices of consumer articles, food etc. Make the side roads better and more people would use them. The corner of Huntley Rd (Main St) and Rte 47 is a main road out of the Del Webb community. It backs up something fierce at that intersection...waiting 20 minutes sometimes just to get thru the light. So do I face going home the side roads and waiting to get thru the intersection or the congestion on the tollway with the trucks barreling along or taking up two of the lanes and a slow person in the third lane holding things up. I truly believe you are not taking everything into consideration to relieving the congestion on the tollway. The answer seems to always be money and you are killing the people. Fix the side roads to make them more communicable and then the people wouldn't mind taking them. Raising the tolls will just put more on the side roads and congest them more and people will get more agitated and then possibly more violence. please think this thru with you heart also just don't see \$\$ signs..thank you
p226662zd	There is entirely too much construction going on all at the same time. I have read about European road construction techniques that sound to be far superior to the ones we seem to be using. The same sections of road are constantly being repaved and cause most of my headaches. Get the job done right the first time even if it means spending more to get it done right. It usually is the most economic way to do things in the long run.
p112110ha	I have a hybrid vehicle because I am pro the environment. There is no good way to get into the city by public transportation, and I would do so in good weather if I could.
p195956nn	What about HOV lanes?

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p105774fa	The already collected should be sufficient in paying for ny road up-keep and improvements. If they are not sufficient, then it is due to mismanagement of funds, not a lack of funds.
p11896rh	Public transportation between different parts of DuPage County is almost non-existent, but I would use it if it were made available.
p128318hk	Roads are in horrible condition. And we need to start ticketing slow rude drivers. Cell phone use should be banned unless on a hands free usage. Driving while text messaging is equally as dangerous as a drunk driver. Neither is paying attention.
p109532rh	Please consider other options to reducing traffic congestion. Milwaukee has "Park-n-ride" lots to make car-pooling easy. Also, highway tolls rub me the wrong way whenever I have to pay them. Why do I pay tolls in Illinois, then cross over to Wisconsin toll-free, yet the roads there are better? I don't trust where the toll money is going. Higher tolls for express lanes might work for those who can afford it, but I cannot...and won't. I pay school tax, but have no children. Eliminate tolls and toll booths, and supplement with gas tax. Finally, it's time to create a fully integrated transit system around Chicagoland. This includes rail, light-rail, bus, high-speed rail, car-pooling, express lanes, AND NO TOLLS! Use gas tax, and make sure the money goes directly toward this initiative. Put politics aside and get it done NOW...
p362331he	It seems that _everything_ is set up for the automobile, and (nearly) nothing is spent on public/mass transit. The Chicago area Metra rail system is quite good, but could be better (more frequent, more routes). Chicago CTA (based on only a few trips in recent years) seems better than 20-30 years ago, but could be better. Public transit fares seem way too high, and (my opinion) hit the poor and working people too hard. Make taking a car expensive; make public transit cheap, easy and pleasant. Thanks for asking!
p450643fe	All the questions about changing the time you travel presupposes that you have a choice. Most people who travel for work have no choice when they travel. I find the idea that you should be charged more because you have to go to work when required extremely offensive.
p567462wu	In order to get to work I take Lake Shore Drive. I only drive the Kennedy and 294 to get to see family in the Western suburbs. While I can walk to the Metra Station to downtown, it would take 2 buses to get to my office. And if I miss the 5:27PM train, I would have to wait another hour to get one that stops at my station. To take the CTA home would entail a 10 block walk from the office to the Red Line and then a 40 minute ride on the bus once I get off at the appropriate stop. I don't like the idea of getting home 2 hours after I get off work.
p535190cx	I am very disatisfied with how long the construction along I-290 and I-88 is taking. I live in the City of Chicago but I work in the Warrenville area. I commute there every day. Before the construction projects when I first started working at my company in the suburbs, it only took me 45 minutes to get to or come home from work along the same route. Even if I vary my departure time by leaving much earlier or later, it does not reduce the amount of time I must spend on the road. Lanes are reduced which slows things down also. With the construction and road improvements which are supposedly being done to reduce congestion and commuting time, it is taking on the average 2 hours each way both ways which means approx. 4 hours spent on the road each day. It is starting to take a toll on my quality of life since I spend just as much time on the road in a typical week as I do actually working at at my job. The tolls are also higher but I don't see much of an improvement for the money I am paying. I sincerely hope that congestion relief will come soon. It is even more painful when gas prices are considerably higher than they were a year ago. The tollway construction has lasted for

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	more than 3 years along the I-290 and I-88 routes with no end in sight. It makes daily life more difficult and there are no suitable public transportation alternates that I can take to get to my workplace.
p294354us	No need to raise the tolls to relieve congestion. The higher gas prices are reducing traffic already.
p768426tf	Discourage people from buying less fuel efficient cars... Maybe change tolls according to the car you drive
p638254ne	Since I only use the tolls when I come to visit family, this survey was hard to answer. I only come to Chicago a couple of times a year. I like the tolls using the I-Pass.
p570128sk	More taxes in Chicago can't be an option. Tolls are taxes. How about limiting semi-trailers from the expressways They are the ones that run it for commuters.
p81316cn	need a full interchange at I-90 and Route 47
p41215ds	More rail options are needed
p30556mc	less ambiguous signs on the route
p749870hz	Typically I use Chicago-area highways as a way to get to a destination other than Chicagoland, and my total travel time (from home to final destination) may be as long as 11 hours. The questions didn't fit my situation very well.
p151082as	Five days a week I also use I-294 & I-80 West but could not state that as the survey gave me only 1 choice of highway...
p378048zm	If traffic enforcement was better, there may be fewer wrecks causing unreasonable delays! Both car and truck drivers have become increasingly aggressive to the point I am only amazed that more there are as few wrecks on 355/53/90 route. It is almost like they are playing a video game rather than driving. Drastic measures are needed to control the traffic flow. The 355 extension was great until it was turned into an extension of the Chiago Speedway and a truck route ! Every day is an adventure! I can count the number of cars & trucks on one hand that adhere to the speed limits in construction zones. If you do the 45mph you get run over by other cars or worse, the fearless truck drivers! It takes only one fender bender to shut down traffic flow. Bottom line, I believe it will only get much worse if you don't make some changes. Gas prices haven't slowed many people down. The turtle won the race..steady and slower is better than fast and crazy! Good luck!
p909373bd	I drive a hybrid and like other states, hybrids should be allowed in the car pool lanes. I prefer mass transit, but if the cost is too high my hybrid is a better choice. More speed enforcement on the expressways would help as well.
p45692kz	Build 53 and the Richmond Waukegan freeways now. Toll them and get them done now.
p261476km	Diamond lane NOW! Also use tolls to pay for Maint. of roadway and improvements ONLY No other "special projects" to relieve congestion or pollution. That is up to State and local government NOT the tollway authority.
p508113ux	I80 needs to be widened with an extra lane in each direction between I55 and U. S. 45 (La Grange Road). Then I would travel to Indiana more and use the toll road to get there but right now I80 is very crowded since I355 opened and I do not use these roads very much because of that.
p508978us	It would be nice of traffic lights on Cicero Avenue from 73rd Street to 167th Street were timed better during the rush hours It is a terrible waste of gas to go from light to light and have to start and stop.
p1013085ud	I am not willing to pay extra tolls for "congestion relief" and I think a big part of the problem with congestion outside of the

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	city of Chicago is the ridiculous amount of time it takes to complete construction projects on ALL roadways. I travel I-55 quite often as a result of working, and I rarely ever see more than 2 or 2 crews working on it between I-80 and Weber, and they never seem to have too many people working in each crew. It seems like it is taking a VERY long time to complete the project, which makes traveling the interstate a terrible experience.
p281633c	I think there are too many projects going on at once. I think starting and finishing one project before starting another would help reduce congestion. I am disappointed with the construction that was done on I-90 at the River Road toll plaza. I thought it was going to reduce congestion and instead has made it worse. I can no longer take that route even though I live off the first exit at Cumberland and that route is very convenient for me.
p54304rf	I am a nurse consultant and my clients appointments are set and I can not change what time I leave for those appointments except I can leave earlier for the first appointment only. I travel from Bridgeview to the Wisconsin border and south to Champaign. I'll travel south anytime compared to the congestion I travel going 294-I88-I90-I94-I290.
p853355dr	I, A CARPENTER, WHO WORKS ROAD CONSTRUCTION [BRIDGES]. WE CANT CHANGE OUR START TIMES, WITHOUT UNION OK. MONDAY WE GET SENT TO THE I88 JOB. SO WE'LL GO 394 TO 80 TO 355 TO 88 TOGET TO WORK. WE NEED TO SPEND THE EXISTING TAXES [GAS TAX] ON ROADS, NOT PAY THE STATES BILLS, AND FIND MONEY TO GET OUR MATCHING FEDERAL FUNDS!!
p170490nc	Need more travel time sign over the road
p54358ak	I have been doing a 70 mile round trip commute five days a week for four years. The speed limit in construction zones is 45 MPH and the fines are a minimum of \$375 -- yet about 95% of the vehicles are speeding. If I drive at 45 MPH, almost everyone passes me up, tailgates me or cuts me off. Instead of raising tolls or taxes, JUST ISSUE SPEEDING TICKETS.
p181074ax	My employer is not flexible & does not provide the option for me to change my work hours.
p186667mz	We need more options of public transportation to and from the western suburbs into downtown Chicago, not an HOV lane. Take the space going down the middle of the Eisenhower/I-88 and make that an extension of the Congress EI and you would help more people than adding a "Toll" lane.
p37622sx	my observation tells me if drivers were forced by police presence who enforced speeding AND PROPER LANE USAGE a lot of stop and go congestion would be eliminated.
p553423zs	I work as a courier for a company that services clients all over Chicago metro area. I will not be able to continue working my job if tollway rates are increased during rush hours, which are our peak delivery periods. I often make trips out to O'Hare's cargo areas because one of our clients is the Illinois Eye Bank. They typically ship cornea transplant tissues to hospitals all over the USA and Europe, and they are time-sensitive deliveries. Typical pickup is anywhere from 4pm - 5pm for a dropoff that must arrive to the cargo site (United or Lufthansa) by 6 - 7pm. Once very recently when I got out of Lufthansa cargo off of Irving Park Road, I tried getting on the Tri-State going northward to go home to Glenview at 6pm. It took me 45 MINUTES to creep northward through the Tollbooth/I-90/I90 convergence area only to have to continue the travel going northward at 45-50 mph due to the "Big Brother" traffic cameras now "watching" the highway for speeders. I was getting passed by like crazy (nearly every car or truck travelled faster than I did), but I cannot afford to get a \$375 ticket, which will also jeopardize my job's future as a courier on demand driving my own car, with my own insurance.
p539551sk	need mass transit lines connecting the "East-West" spokes of the surface system. Why can't I take public transportation

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	from Downers Grove to O'hare? Put system UNDER current right of way of Tri-State Tollway. Exit Hinsdale stop go down to subway system and get off at O'Hare, or get off on Elmhurst go up to surface rail and go out to St. Charles. See systems in Europe - Spain in particular.
p298116bm	Please raise the speed limit on I-355 to 65mph.
p875944ee	Raising toll rates may not affect traffic, commuters don't take the interstates because they want to (in my opinion there is no acceptable alternative), they have too. Traffic would be greatly reduced with a third airport south of the city.
p95517zd	I think that if the powers to be would take their heads out of their rear-ends and consider timing stop lights for better traffic flow and eliminate the activations when leaving a parking lot, driveways, etc. it would also eliminate a lot of stop and go traffic.
p735813mh	I would really like to see a train route to Chicago from Rockford.
p992300mh	I strongly believe in public transit, but it would have to improve a great deal in order to serve my needs. I would gladly take the Metra to Dominican University in River Forest from Elgin, and when looking into it, I could almost do it. I could drive to Geneva to take the Metra to River Forest, then take a Pace bus to the University. BUT there was no return Pace bus from Dominican when classes get out at 8:30pm to take me the 10 - 12 blocks back to the Metra. It's too late at night to walk at that time. My thoughts are that it's going to take a tremendous amount of money to improve mass transit to the point where residents of outlying counties can make it work. BUT if it was done, I would most certainly take mass transit for several reasons. In addition to reducing emissions and saving money, I could READ on the way to school or work. Thanks for the survey!
p11035ae	Increase the speed limit, and get the idiots off the road.
p576971zf	Finish the Elgin O'hare Expressway And Western access to O'Hare Airport
w11803bx	Your tolls are too expensive and your roads are not of any better quality than in Wisconsin where we do not charge tolls. We do not charge tolls for out of state people entering into Wisconsin.
p88746me	The question about would I pay more tolls if it ensured less traffic congestion, is something almost anyone would say yes to, the problem is that you cannot guarantee less traffic. If there is the same traffic congestion, do I get my money back?
p1062085cs	I have a perception that the the majority of the money collected by the tollway are used only to pay the buerocracy that collects it. If I was made aware of how much money was collected and how it was used I would feel better about paying the tolls. Also, I would like to see a connection from the Red Line to Union Station. Finally, I would like to see a carpool (HOV) lane used in our expressways. Many large cities around the country do this to reduce traffic and emmissions - why don't we?
p422792ac	You schedule too much road construction at once. I don't like having to slow down to 45 for 14 miles then have another long area of road construction a few miles later.
p882109kc	i use those routes to pick up loads of fuel at amoco in forrest view and lemont citgo to make gas sation delieveries in the south suburbs
p861189bd	I wish I could take a metra train from Rockford or Belvidere to Hoffman Estates or Elgin. I don't have much flexibility in the time that I start or end work. Raising the tolls would be a hardship for me. Combined with high gas prices I may have

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	to look for a lower paying job closer to home or move closer to work. With the housing slump, selling my current home could be difficult.
p169050ra	The Ipass lanes on the northwest highway at cumberland going into the city and then again at o'hare out of the city are the worst planned areas ever. The merging situation is horrendous. It should be an embarrassment to the city.
p407502ma	How can you charge tolls on an interstate highway?? Aren't they federally funded?
p419911bz	It would be great if all roads were not under construction at the same time. Currently in Lake County it's impossible to go anywhere without encountering construction which leads to frustration, also more projects should be completed at night to reduce the possibility of construction related traffic jams
p572113nb	Please install the interchange between I57 and 294, it would reduce congestion.
p932058zn	I believe that travel times are greatly dependent on the intelligence of the drivers. Better drivers education is needed. Too many people driving in the left lane seem extremely afraid of driving on the highway to begin with. All too often I witness small delays which turn into large delays created by people merging onto the tollway then immediately cutting into faster traffic in the left lane and impeding traffic because they are afraid of the highway. Just a few people per hour doing that will slow traffic down greatly. I would greatly support and be willing to pay higher tolls if a variable lane speed limit was instituted, i.e. 55-60 in the right lane, 60-65 in the middle, 65-70 in the left lane during rush hours. The addition of "exit lanes" (similar to a merging lane) for traffic to build up in at busy exits would reduce traffic. If there were a "manual transmission lane restriction" at rush hour that would make people who drive stick such as myself VERY happy and also allow 10 percent of the cars to travel at a more consistent pace and there fore reduce traffic by 10 percent. But probably the most realistic, and the one that would have the greatest impact would be restrict drivers on cell phones to the right lane! I would be willing to pay \$20 per day in tolls to drive 40 miles to work if one of my suggestions was put into place... I'm sick of my what should be only an hour long commute taking between 1 hour and 20 minutes to 2 hours and 20 minutes depending on 3 things, weather, construction, and the intelligence of the drivers in front of me.
p900443kb	Remove all unnecessary STOP sign on main roads, that would improve traffic flow significantly. Can't stand when have to wait in line to get past stupid STOP sign on main road! That adds up to 10 minutes to my trip. And count all that pollution that's coming out of all stopping vehicles.
p736565fn	I'd like to do more trips on public transportation — especially since I'm 65 and can ride for free. The informational websites from the CTA and RTA are very good and i'm trying to use them and not drive into the city.
p95925ku	When gas is as expensive as it is, why would you engage in projects that cause extensive travel delays? You contribute to pollution as much as a third world country. These projects could have been delayed. Also, there seems to be no accountability. The is construction on many routes going in the same direction. There seems to be no coordination. Why? I hope this administration gets voted out and someone with organizational skills and compassion replaces you.
p145971et	I have been in other states that have "HOV" lanes, High Occupancy Vehicle. This requires a minimum of at least 2 people in a car and no extra toll. Is this something you are considering?
p799801tz	PLEASE LOWER THE TOLL FOR CARS
p462865nk	I work a flex schedule and in different locations so utilizing public transportation is not an option. Furthermore, there is no easy access for the locations where I do work in Downers Grove and Westmont.

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p146636uw	I do not see how putting in a costlier "managed lane" will have any effect on traffic flow. his is merely a way for the State to get more toll fees. The real problem is the LACK OF FORESIGHT to build roadways with enough lanes to accommodate traffic for the next several years, not just today. California has some expressways (NOT Tollways) that are eight lanes wide. Illinois' 355 tollway was insufficient the day it opened. It should have been built with a minimum of 4 lanes, not 2 (in most areas). It appears the politicians and their planner underlings are doing nothing but going from bandaid to bandaid with little concern for actually solving the problem long-term. Good luck with your project.
p127127kk	It's impossible to drive 45 mph in the workzones! Semis are going 60 mph and cars are going 70 mph. Enforcement is zero. To take pictures and mail tickets is a cop out. It only brings in \$ and provides zero safety. Shame on you guys for posting 45 mph signs and then just letting people do whatever they want. I've driven the tollroads for 25 years and have never felt more in harm's way then the past year with all the construction zones. Make the effort to protect those who are following your posted speed limits and protect your tollway construction workers!
p325029nw	I am a big fan of the I-355 South extension as it has cut off 20 minutes and quite a few miles off my journey which I take at least 3 times a week. These days we know mileage = gas = \$\$\$ So, Thanks you for know we needed to have a better way to get to some of the outlying areas in Chicagoland and making it happen!
p774928hf	Terrible. always backed up. This changes our daily activities due to congestion & bad drivers who do not maintain their vehicles properly
p880366kr	I travel from MI to WI a lot and hate dealing with local traffic in Chicago, can't you create a super express lane that doesn't have any on or off ramps from the skyway to Great America?
p656136ed	I think IPass is great as long as residents in other states do not get overcharged.
p93360fc	Metra needs to improve. There need to be more seats now that more people are taking the train to work. We also need more parking spaces at the train stations so we can drive to the train and park in a reasonable time.
p55784hr	I-355 is awesome but the boughton road toll plaza is a nightmare in the morning.
p300116as	Entrance ramp getting on northbound Edens at Skokie Blvd is DANGEROUS. Too short. Will cause accidents. Drivers getting on have to completely stop due to traffic.
p553680ak	Limiting express lanes to high occupancy and limiting heavy trucks during rush hours are a distinct possibility and used in other cities.
p442982cw	I believe public transportation is the way to go. Building more roads encourages more driving and causes more traffic congestion. Some people have to drive, most choose to drive for the "time saving freedom" to sit in traffic.
p288375zr	Travel to work on an everyday basis would make increased tolls an unacceptable burden. Also, increased tolls would not guarantee no delays. Tolls have recently increased, yet so have delays over the past year. It remains to be seen if the new construction will eliminate delays or just attract new traffic.
p69670ha	because of rush hour congestion my return trip each Thursday is Via RT 12 to Higgins and home about 1 1/2 Hours between 4:00PM and 6:00 PM
p11288ra	With RECORD HIGH gas prices IL is receiving RECORD HIGH TAX REVENUES, but the road conditions are TERRIBLE. IL has delayed using available federal monies for road improvement because of gross mismanagement and

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	wasting gas tax revenue on unrelated (non-highway) items. Additionally, maintenance is seemingly non-existent on large stretches of roadway allowing hazardous conditions to persist. With the corruption in this state I suspect that road work when done is probably sub-standard. Lacking improvement I'll probably take my retirement income elsewhere along with the thousands of others leaving this state.
p294826zs	The tolls need to be more equitable regardless of the direction traveled. Traveling north from the Spur to the State line pays a lot more in tolls than going the other way.
a26172fr	Traffic East towards downtown Chicago is always congested, despite the time of travel, there is always congestion. Traveling to school, I have notice this more frequently. I wish there was more express lanes split from local lanes more public transit.. expand the CTA
p610680ac	It seems beneficial if additional line is build on IL-53 northbound between Algonquin and Euclid and southbound between Euclid and I-90. This will give more time for merging between express and local lines northbound, and it will give extra space for the slow I-90 traffic southbound
p523064er	The Chicago area definitely needs diamond lanes/carpool lanes to improve congestion.
p527524at	Suburban bypass/loop Metra line is needed for people who want to travel from suburb to suburb. I would consider commuting by Metra if I didn't have to go through downtown. Also, more frequent PACE service later into the evening would help (not all of us get to leave work at 5:00!!).
p172985kx	Public transportation (buses, rapid transit, trains, etc) improvement (more frequent service) is the best way to reduce congestion.
p159312xh	DO NOT put toll booths on the Elgin/O'Hare. The congestion in the area (especially on surface streets) will SKYROCKET in Bartlett, Schaumburg, and Rosell.
p880083sc	Using tolls to pay for improving public transportation is completely unfair. The tolls are paid for the use of the tollway. I cannot easily access public transportation and am angered by the idea of my toll money being used for a service that is completely useless to me. I have used public transportation in the past and would do so again - if I did not have to worry about nearly a mile WALK once I arrived near work. OK in the warm months - not feasible during the winter, during storms, etc.
p310786cn	Mass Transit is probably the way to go, but more times, more parking and more stops is what I need.
p144833sr	I am a Nurse Consultant. I average 200 miles a week, and must use a car as I carry medical supplies. I often work unpaid overtime due to travel conditions. I travel to 5 states.
p420568mc	Because of congestion on the major thoroughways, I avoid driving that puts me on these roads. My last three trips have entailed nightmarish congestion that makes me avoid driving.
p91730ub	I would be willing to take Metra to get to work, however, there is no service on weekends, the weekday times do not correspond with my work start time & the trains are always freezing.
p286019nb	Traffic congestion is the Chicago area is poor compared to other cities I've been to. I believe that more direct and swift mass transit suburb to suburb as well as the outer fringes of the metropolitan area to the city would help immensely.
p53413bt	Probably impossible but no trucks on road between certain hours in order to alleviate congestion during rush hours. A

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	reversible lane on 294 and I55
p436510ha	Many compliments on the Dan Ryan. While the road construction was painful, it really has relieved a lot of the congestion. If only we could get people to drive like normal human beings . . .
p406512nw	this survey does not focus on how suburbs are affected. Since most of the travel to Chicago is from the suburbs during commute time knowing what type and volume of public transit types are needed was not covered. Seems typical of Illinois to only focus on the narrow picture.
p50075fs	If there was a metra train that went from Will county to DuPage County I would take it everyday. But, I will not take a train downtown and then have to switch to come back up to Dupage County. I take the metra train every time I go downtown for a social event. (Museums, shopping, holidays.etc)
p104333nu	UP West line doesn't run early enough for me to commute to work No mass transit to Ohare from west suburbs and no west entrance to airport.
p790084km	Other than traffic is horrendous and rush hour starts at 2. no
p669782tz	No local parking available at pace bus stops. Bus stops are to far from my residence to walk to.
p95797fe	Ropute 59 ner Plainfield is alsoin need of tention to reduce the congestion due to the extensive growth in the area.
p439757nz	I check the radio traffic reports in the morning and already avoid the Tollway using surface roads on "bad" mornings. Increasing the tolls will continue to drive more people onto surface roads but will not solve the crowding problem in the collar counties. What the state needs to do is buy the land to extend 53 into Lake county, extend the Elgin OHare to improve east-west; and buy the land along US 47 to build the 8 lane road that is going to me needed 20 years from now. Don't make the same mistake that was made with the Edens and Kennedy Expwys where the planning didn't allow for expansion.
p343669hu	Construction that helps to relieve congestion is welcome, but construction projects that go on for 5+ years are ridiculous (for example I-88). I would rather have the entire road shut down for 8 months and rebuilt than have this constant modified traffic pattern business and construction and re-construction in the same area forever. Naperville to winfield road on I-88 has actually been under construction from 2004-2008 with no signs of stopping, and that is simply a poorly managed project and a waste of time and money.
p548939ws	I wish all villages would get together and discuss their upcoming road repairs in order to make the flow of traffic work better for motorists during the summer months. They are always digging up one road or another and making getting to work a choir each day traveling from one town to another.
p309289ca	I would consider taking Metra on days when I did not need to travel outside of the office for meetings, but it does not extend to Montgomery or have a station in Oak Brook. If the suburbs had an option similar to the EI it would be more appealing. The bus is too scary of a place for normal people!
m20832sc	I firmly believe that at time when the roads are congested and they back up the toll plazas...the toll should be FREE. Because this means the planners have not done their job!
p693742wk	I strongly favor an increase in toll as well as gasoline tax to improve public transportation. Further - though a year ago I purposely chose the location of my home to have excellent public transportation, including taking the Metra train to work

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	(distance 40 miles), it was the increase in the price for gasoline that finally prompted me this spring to use the Metra train to work. I should have done so earlier. The commute is so much more relaxing, better for the environment - and actually faster. Luckily, my employer provides shuttle buses from the train station. In addition, having a work-provided laptop allows me to get some of my work done on the train. Perhaps employees could be given tax incentives (funded by a separate increase in gasoline taxes) for providing both shuttles from major public transportation hubs and laptops (perhaps including a one-day-a-week work-from-home option) On a final note - Please increase awareness regarding the availability of pre-tax vouchers for public transportation expenses.
p190563ch	lets try and keep the toll prices down--its expensive enough to drive right now with the price of gas
p585376dm	There is not enough public transportation in the suburbs, especially buses. Another alternative to saving gasoline & reducing pollution: people living closer to their jobs, and adding bicycle paths and sidewalks. I only have a three-mile commute, but if I could walk or bicycle, I definitely would.
p79801hd	I believe the Eisenhower Expressway needs to be expanded (maybe 2 levels). The solution to the so-called Hillside bottleneck does not really solve the problem. I think we need trams as European cities have that go constantly and provide real competition for going places in a car; in other words, public transportation needs to be competitive so that it is just as convenient--or better yet, more convenient--to go someplace with public transit.
p260356xe	Traffic throughout the Chicago area has been outrageous due to lane closures for reconstruction. It has taken me over an hour longer to get to my destinations in the metro Chicago area. I have decided to give up some of my travel for several reasons including gas prices, lane closures, significantly increased travel time and highway construction on all the routes I use to travel to visit family and friends. I do plan on using Megabus and rail travel for future travel plans.
p665102nt	In recent travels through "work zones" in a 15-mile or so "work zone" I saw 1 worker with 2 more watching. It's quite discouraging (and undoubtedly a significant contributing factor to congestion) to have such a large so-called work zone with so little work being done. In such situations, people tend to drive faster than posted. Why have such large areas designated work zones when so little work is being done?
p477826zb	I appreciate the signs over the road that give travel times. I do wonder why so much of the road is under construction at any one time. I would take public transportation if parking was assured and times were more flexible. Getting from the train station to my office can be dangerous.
p164566du	It would be nice if there were rail lines going around Chicago rather than always into it. Such as Lansing to Orland Park, Joliet to Naperville to Schaumburg to Deerfield, and a line from Indiana to the west suburbs.
p105821ub	There seems to be a lot of road construction on the toll roads right now that is affecting my travel time. However, traffic volumes on the roads may increase even when construction finishes because some people may avoid the roads right now.
p127155eh	Major Traffic congestion that I encounter daily is: Southbound LSD between North Ave and Chicago Ave, specifically at the Ohio St. curve. It is backed up there almost every day. Outbound I-55 is backed up from where California Ave merges (Near Kedzie) sometimes all the way back to Ashland Ave. and extreme cases back to Halsted or State St. A revised merge plan with either an additional lane added from Kedzie to past Cicero seems to be the solution (Obviously an expensive one).

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p42905dx	Having a managed lane is the wrong answer. All it will do is increase tolls and cause more congestion during construction. A better way is to ask for bids on construction by length of time the roads will last so there can be more infrastructure rebuilding instead of to the highest bidder. There are plenty of construction projects that could be done better and less frequently.
p271137ux	The semi trucks should not be allowed to take the far left lane and stay there for several miles; this happens daily on my commute from Rt. 59 to the Galena Exit By Pass 20 - they have chances to move back in the right lane; they choose not to - sometimes there are as many as 5 semis in the passing lane, especially after the Belvidere exit and before the bypass 20 exit.
p57569uu	Traffic conditions and road construction just get worse every year. I would like to know why there aren't toll roads downstate? Why are they all in the Chicago area? I would also like to say that tolls are too high now. I would not agree that raising them during the times when we MUST be on the roads is fair. It wasn't fair to the truckers when you did this a few years ago and I don't think that we working stiffs deserve to keep getting hit because you people do such a lousy job of sticking to a budget. By the way, allowing the workers to park their cars on the west side of IL Rt 53 just north of the 1-88 exit is causing problems. Cars exiting to SB IL Rt 53 have a blocked view due to those cars being parked there. How about a little concern for the safety of the driving public as well as for the workers?
p211391mu	thanks for taking the time to give a survey to better traffic conditions in the Chicagoland area!
p145244tr	I feel that better financial mangement is the answer instead of increasing tolls or taxes.
p675924hz	If there were more frequent trains and an express train to the northern suburbs after 10 pm I'd take the train much more
p515557rm	Quit building roads and start issuing tickets to ALL drivers riding alone. IMMEDIATELY transform the EJ&E railroad line into a METRA commuter line so that this completes the rim around Chicago and connects to the various lines emanating from the hub downtown Chicago.
p154714kt	I think a carpool lane (with motorcycles allowed at all times) would be a huge step for Chicago. I have used this in many other cities such as Seattle and Los Angeles and it rewards people carpooling with faster traffic flow and rewards motorcyclists for their reduced carbon emissions and huge fuel savings (50mpg or more).
p341262mf	I believe that most customers would like to avoid increasec toll costs especially in light of current economic trends (eg. rising gas prices). In the event of increased travel times alternate routes can be used as can public transportation where available.
p713784zf	ipss is great
p211778tk	CTA is too unreliable to be used regularly for travel to O'Hare. Every trip I have taken has had some delay. I also find that getting to the train is too difficult. I would have to ride two buses before I ever got to the train station. This is just too impractical.
p671217mc	Public transportation in the suburbs insufficient. impossible to get from metra station to my building, otherwise, I would definitely take it.
p49393fk	Illinois roads are very poor quality for what we pay in Toll fees. Construction never seems to end. Why do other states have such better roads without the use of toll systems? The Illinois system is broken and needs to be fixed.

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p138558dc	Try to coordinate road construction so that we don't have a repeat of so many N/S roads under construction at the same time. Review bus schedules to make them more amenable to transfer. I speak of the pace bus going from Highland Park to Deerbrook Mall and the shuttlebug bus that leaves from the Lake Cook Metra station. These points are about 5 long blocks apart. Couldn't the 471 or 473 go to the Lake Cook Metra station or the shuttlebug go to Deerbrook Mall so that transfer would be possible?
p776501za	I think Metra is a great time saver, but only if (1) you live near a train station, and (2) you work downtown. Metra loses its appeal quickly if both of the above are not true. And Pace only makes sense if you are staying local. Suburb to suburb commuters are required to drive themselves in virtually all cases.
p259960bz	I did not understand what the last part of 8 questions (with 3 choices to choose from) was trying to determine. They all seemed to be asking the same thing. The reason I always chose the non-expwy. option was b/c the time savings was not that great. If it could cut the commute time by about 1/2 then I feel it would be worth the extra fee. Regarding the proposed express lane, there should always be one open in both directions, not just one physical lane that changes direction depending on time of day (like on the Kennedy expwy).
p51384mf	Interstate truck traffic should not be allowed during rush hour (6-9am; 3-6pm). By only allowing local traffic and cars the congestion would be very much relieved.
p24586fw	I am opposed to "HOV" lanes as have been implemented in other cities since they often penalize business travelers. The idea of managed lanes is much better. I would use an electric vehicle to save money spent on gas, but not to save the planet from human-caused climate change, which is a hoax. Taxes are already way too high.
p517454ha	If the solution is to raise toll fees; find another solution. People can barely afford fuel let alone an increase in tolls. When building new expressways and making roadway improvement use forward thinking and adjust for growth.
p91444ux	1. I think there needs to be more effort put into suburb to suburb mass-transportation not just transportation to downtown Chicago. 2. The 53 / 90 exchange needs to be looked at. 3. It would be nice if there was a way to get on to 90 going west, just west of 53.
p361520ut	I am very pleased with the improvements that were done to I-294/80/94. The congestion was HORRIBLE for several years and now I can go to the beach in Indiana with no problems.
p366791sw	Would use the South Shore or Metra for trips to downtown Chicago, but their daytime schedules and parking at local stations is very bad. Need more parking and more trains for off peak travel.
p402779fs	Being in Sales, I drive all over Northern IL at many different times of the day. I see 2 glaring problems with traffic conditions on the Expressways/tollroads: 1. Every single day, there are traffic jams caused by lanes being removed as exit-ramps, toll booths, etc. Also, by traffic coming down an on-ramp being unimpeded. This allows no room for the traffic to merge at rush-hour when cars in the lane are already bumper to bumper. This is all a matter of poor traffic-engineering. See the Milwaukee ramps with police-monitored traffic lights for a better solution. 2. I-290 from Mannheim to Harlem is the worst stretch of traffic congestion I have found in all of Chicagoland. You cannot expect a heavy stream of traffic pouring in from the right and the left, leaving only the middle lane, to move freely. Fix the Harlem and Central ramps so they come in from the right side and you will see a reduction in traffic backups.
p82445ma	While I understand the need to repair/expand the roadways, too much construction happens at the same time. More

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p688181em	attention needs to be spent on how the various construction site can affect the same drivers and schedule jobs differently. I am a sales manager with a company supplied vehicle and car-pooling or public transportation do not apply. I have to drive what they offer from the company so electric or hybrids also do not apply.
p732080ka	Add more lanes. Chicago has grown significantly but few if any additional conduits for traffic have been added. Fix stupid traffic snarls, e.g. the EB 1294 to EB 190 merge where traffic has to cut across the cash only congestion. That one was easily predictable and should not have been built that way. The Caldwell, Lehigh, Central, train track 9-way disaster intersection is another that cries out for remedy. In general, it is too difficult to take trains out of the city on the reverse commute.
p158653ca	I don't think increased toll prices would bother me so much if gas was less expensive. I'm now spending 18.6% of my income on gasoline at \$4/gallon when I was spending only 9.3% of my income on gasoline when it was \$2/gallon. I just can't afford any other increases right now.
p81714em	Increased costs should be paid by USERS whenever possible. I would pay higher tolls if the increases were reasonable - lower than those in the survey. Public transit is not helpful in our area.
p651202md	I definitely would use public transportation if I could access it without being "dropped off" to get to a train station....also, many loop destinations are far from the train station there
p128643uw	We already carpool on our commute and travel toward the end of rush hour, but traffic has gotten very unpredictable on I-90 in the past couple of months and we have found it better to drive at 8:15 am than 9:00 am or to take surface streets when go travel predicts delays. The return commute is bad at 6:30 pm, but we can't leave any later. AM780 has been inaccurate and incomplete lately. It would help if "free flow" traffic speeds were posted instead of limiting the data to 55 MPH because often a decreasing, but still above 55 MPH, free flow speed indicates congestion will occur soon.
p288377hd	I think there are many other ways for the Tollway authority to save money and improve roads rather than increase the already high tolls we pay. Why not cut off some of the pork-belly spending for the bosses and contractors than over charge the regular users who have supported them for so long. Why do we keep re-building the same toll plaza's/collection booths every 2-3 years, I know the Irving Park booth has been done and redone twice in the last few years! This is costing us more money and not saving us a dime or any time at all! If you start to charge more, I will definitely use local roads more and support the tollway less whenever possible!!
p42672hb	We pay to much taxes for the conditions of the road and the time it takes to get to work.
a24496xm	I think we need north-south commuter trains. There needs to be a PACE bus from Randhurst Mall to the Kensington Business Park in Mt. Prospect. The Dial-A-Ride Pace bus in Elk Grove Village is terrific.
p611860rb	I believe that motorcycles should have free tollway use in the Chicago land area to promote less traffic, less carbon emissions, and to aid in the reduction of fossil fuels. It would be a strong political movement by the State of IL. I ride my motorcycle to and from work to achieve a greater mpg when I can and after all, at 52 mpg, not too many vehicles can achieve such a high mpg figure. My riding season spans from April-November as long as there isn't any ice on the roads.
p300641xz	I don't like the idea of charging toll fees for regular expressways. While we are retired and do know ways of avoiding the tollways, charging for expressways would hurt any employed person. They have enough problems in today's economy without adding expressway tolls.

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ID Number	Comment
p514088xd	I do feel that people who use the expressway system on a regular basis should have the additional convenience of paying a cheaper rate for tolls. I do not feel that they should pay a higher toll because they travel during rush hour. Many people need to travel during certain hours because of their work schedule and should not be penalized for that. Rather than spending toll money for future expansion of roads to relieve congestion, the state needs to expand public transit capability thruout the state. This in turn would help with cleaning up the environment by relieving the number of cars on the road.
p269124nu	I cannot changes the times I travel as they are dictated by the company or customers I visit. It aggravates me that I don't get reimbursed for a lot of the travel expenses I already incur from my company.
p258764hr	It would be great if more stop lights were sync'd up to reduce waiting times and improve flow.
p671982fw	i dont think the toll money the state already accumulated or wants to continue charging illinois residents is being used what its purpose was to be used for. i believe as many other illinois drivers that this money is being diverted elsewhere and making higher tolls wont fix the problem but line the pockets of politicians.
p874910cx	Large, heavy trucks cause considerable problems in the city. Move too slow. Cannot see around them. Inability to accelerate at reasonalbe rate slows everyting down. Damage to pavement. These trucks should pay a LARGE toll to drive through the city rather than around it. Perhaps there should be times of day when excessively large, heavy trucks are not allowed on city expressways AT ANY PRICE. Let THEM use Milwaukee Ave, et al. The city of Chicago can no longer serve as a shortcut to Milwaukee or other cities. AND trucks should NOT be able to avoid tolls by inconveniencing tens of thousands of other drivers!
p92115kh	Use tolls / fees / taxes to expand roads. Do not charge higher tolls based on time of use. Many people have no control over there usage paterns due to their work schedules.
p128904xc	Traffic is horable on all major roadways in the chicago area, I have moved back to il in april of 2008 from northern minnesota and am hoping to move out of the chicago area as soon as possible, as I am tired of wasting my life away in traffic jams and road construction. I am not sure why it was decided to have every road under construction at the same time. No matter what day of the week; weekend or week day I am stuck sitting in a traffic jam on one of the main roadways! Not a fun way to spend free time, it is better to stay home and not sit in traffic. I also feel it is unfare to those who dont live in the chicago area, who have to pay double toll rates without i-pass. That would make me not want to visit this area at all.
p1034891rz	The semi-trucks are causing alot of back ups on and off the expressways. People are always changing lanes to get around them and it causes a chain reaction. The trucks also take so long to get started at red lights and they use up the whole turning arrow. Then people try to sneak behind them and go through the red lights causing more delays. I would rather see separate truck lanes on the expressways. That would keep them from damaging the roads and would free up traffic.
p838483zs	In the past expressway tolls have been introduced to collect money for certain projects and were expected to end. They never do end. There will be more tolls and the fees will (for a few reasons) keep going up. I am not unreasonable for not wanting the tolls to increase and not wanting to pay a toll on the Kennedy. If we need more tolls and higher tolls to pay for improvements and reversing air pollution, then I guess the question is what has been paying form these things until now? Are we operating at a deficit? Obviously you spend the most time working on these issues, but really - we're receiving

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	stimulus checks because our economy is poor and in turn taxes and tolls will be raised.
p666582xa	Police presence in critical areas where drivers use shoulders to reduce travel time, which in turn increases travel time for other drivers would help improve traffic flow substantially (ex: where I-190 and I-90 merge - going east).
p908756cn	I have been traveling from Hinsdale to Northbrook for 2 years via the North-South Tollway. All of this time the tollway has been under construction - when will it be over? The O'Hare corridor is a nightmare. Get it done
d29481se	Time is important to me. The links to elk Grove from my home take ridiculous amounts of time and I work early and long. Thus, I drive. I will reduce my emissions when viable alternatives are made readily available, hopefully soon. I take public trans in many other cities and consider them great: Boston, San Francisco, London, etc. What is Chicago doing except shrinking and canceling routes?
p500508sx	Build the cross town expressway!
p227723ad	My commute in the afternoon on the Eisenhower is drastically different. It normally takes me about an hour to drive from work directly home. The reverse drive in the morning is only 20-25 minutes. I know that part of this is due to the fact that I start my work day at 6 and I am therefore not driving during the same rush hour conditions. However, I find it interesting to note that the same commute in rush hour traffic increases to around an hour.
p564133cr	If you were to go to a managed lane, how would you enforce it?
p1072072rx	Chicago Skyway is too expensive! (\$3)
p246621kh	Most of my driving to and from Chicago on a daily basis is for my employer, R C Smith Transportation, Morrison, IL. I am a professional driver. We have to go when the client wants to go, not when it is more convenient or travel times and traffic are less. The solution is to de-bottleneck expressways and tollways, not charge more so people who have to drive them are penalized. However, that is a more expensive option, but higher tolls would provide funds to debottleneck the roads. One particularly bad place is on the Eisenhower between Austin and 1st Ave. both ways. These center lane exits cause slow-downs any time of day. Also, the Ike is only 3 lanes each side through this area. Ideally it should be 4 lanes (or more) all the way from I294 to the old post office. Hope the survey gives you some insight for a solution.
p74057nu	too long same questions over and over!
p102847bt	Consider expanding Public transit within DuPage County
p534694en	It is extremely aggravating to sit in a car wasting gas and polluting the air during congestion and road construction delays. Extend rte 53 north to decrease congestion on rand road, etc.
p426447ze	We should get a refund for delays on the Toll-way. It is unfair to be charged when your commute is 1 1/2 to 2 times longer than normal. You get a ticket if you go too fast but no refund when your to slow (max speed is 5 to 10mph for 20 miles) due to congestion.
p92590kc	Just returned from vacation in Washington DC, if our public transportation system was similar to theirs I would utilize it for inter-suburb commuting. The metra trains need to be upgraded and cleaned up, with more lines added between suburbs to the airports to reduce congestion as done in DC.
p155750su	I don't believe in raising tolls as I don't believe the budget for tolls collected has been managed appropriately.
p997331rt	In Lake County, I support drastic expansion of Point-to-Point public transit options. (shuttles, subscription vans, etc.) We

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	need public transportation, but our county is full of old country roads with no sidewalks and unsafe areas for waiting for buses. I feel we should add fuel taxes to subsidize some of these costs. People will not be motivated to change their driving habits until fuel costs \$5 a gallon.
p25974dt	I BELIEVE THAT ONCE THE CONSTRUCTION IS COMPLETE AT THE AURORA TOLLPLAZA AND ORCHARD ROAD-RT 31 EXPANSION, THE COMMUTE FOR THE WEST SUBURBANS WILL BE VASTLY IMPROVED. WE ARE JUST SICK OF HOW LONG IT TAKES FOR IT TO GET COMPLETED...
p85445mm	In order to change my comment time, would require employers to agree to those changes. Is the state going to get involved with mandating that employees have this option to have a flexible schedule or possibly work from home???
p943677ra	My commute would be shorter and easier if the skyway was a more resonable rate. I will take the Dan Ryan in the event of a toll rate increase.
p133529ww	public transport needs more support from a social, economic development, and congestion standpoint. stop the squabbling and make it happen.
p62109zh	We need to finish the Elgin O'Hare Expressway so they go to Elgin and O'Hare. Route 53 needs to be extended north of Lake Cook Rd.
p401006bs	We need to invest our tax dollars in additional lanes to decrease congestion. More lanes during rush hours would keep traffic flowing and eliminate the additional fuel use and air pollution of idling or slowly moving vehicles. Setting hours for large trucks on freeways/tollways outside of rush hour would also be helpful in reducing congestion.
p1069100na	I think public transportation would be used more if it was more accessible and more direct. For example, it is very hard to get from the western suburbs to the northern part of Chicago.
p391583wc	Believe holiday weekends could benefit from a toll charge reduction for early morning and late night travelers
p303658rb	Roads needed to be better maintained, Need a New West bound entrance at Elmhurst Rd & a East bound exit . This would reduce traffic at Arlington Hts Rd.
p129575ar	I feel we need better transit options to get to O'Hare Airport from McHenry County. Metra should have trains running to O'Hare Airport from McHenry County.
p327243zn	Tolls should stay with the tollroad! Metra prices have in no way kept pace with inflation, up less than 20% in 19 years, from when I worked in the city & took the train.
p214819ze	I believe we need to consider some radical new approaches to traffic conditions in Chicago area, such as double decker highway, as in California, and for roadwork at night to decrease further congestion during rush hours.
w10889mc	I drove to tennis tournaments in Oswego, Racine, Geneva, Lake Geneva and Elkhorn over the last 3 weeks and traffic was a nightmare due to construction, trucks on the highway, exit for Six Flags.
p251240bd	I really like the overhead signs that give current travel times. I would also like more interstate travel information on using the Illinois I-Pass on other state highways. It would be easier to have the I-Pass interphased with other state equipment. I never have change in the car which is why I got an I-Pass years ago.
p946938uk	If you raise the tolls another cent, I will sell my home and move to another state! Illinois is raking in millions of dollars a day from existing tolls and most people know that money is not being used for road improvements. Where it is actually

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	going is in the pockets of corrupt public officials.
p677659hz	Could not read the choices on three pages because the print was too small so just checked box in the middle.
p46566fu	I think it would be great if the Edens could have lanes added.
p1059325nu	I would be happy to take the Metra if there was a connection train from Elgin to Geneva, then I could take the train from Geneva to work.
p489264na	How about putting a rail system or very limited access 2nd level over the 294? For example, From Rt 173(on/off) to Ohare (on/off) to Indiana (on/off).
p729438ez	I use I-PASS and love it - open road tolling is the best thing and alleviates congestion at the toll booths. I don't approve of raising the tolls AGAIN for those who do not use I-PASS. Toll money should be managed more efficiently for use on maintenance of roads and construction.
p101934zu	We need to spend our taxes improving the mass transit system in northern Illinois. PACE, Metra, CTA, and RTA must work as one entity allowing a person to travel throughout the Chicagoland area. There are not many people who live in the suburbs and commute downtown. We live and work throughout the area.
p132845tw	We have enough toll roads in the area - we do not need to add more, it will only cause to increase congestion on neighborhood streets as people find routes to avoid paying the tolls.
p756425sd	Don't try to to sell people on the idea that you are only "raising tolls at peak periods to reduce traffic congestion". People generally have to use the roads they use, and have to travel at the times they travel. In my opinion, any attempt to raise tolls is simply for revenue generation to cover state budget deficits. Why wouldn't you just tell the truth to the public, instead of presenting this increase as doing something benevolent for the greater good. Most commuters would at least appreciate your honesty.
p30818hm	I have always felt it was unfair to charge more for tolls when you don't have an ipass.
p367381et	I'd like to see a more structurally phased approach to road construction. Tearing up a stretch of road for 2 years without any decent alternatives is ridiculous.
p583318uf	My biggest challenge in using public transport is getting the last mile from stations to desired destinations.
p480138ea	I believe a another solution to congestion is only those commuting to work be on the roads from 7-9 and 3:30 to5:30 non employed senior citizens and unemployed persons/students doing errands can go anytime
p936778ze	The eastbound road underneath the viaduct on Ogden, near Western, is horrible. It slows the traffic down. It's been patched up so many times that you just can't go at a normal speed. You have to go five miles an hour. The other side, westbound, was completely repaved couple of years ago, but not eastbound. That would help.
p40397xb	Use electronic speed control signals to raise/lower speed limits in work zones when workers are present, or not present.
p690942ha	WHEN ROAD IS UNDER CONSTRUCTION THE SIGNS SHOULD BE WITH BE FLASHING LIGHTS WHEN WORK IS IN PROGRESS AND REDUCED SPEEDS APPLY WITH POSSIBLE FINES FOR VIOLATION. OTHERWISE REGULAR SPED LIMIT SHOULD BE ALLOWED WITHOUT FINES.
p340026rz	I would be happy to hear of a public transportation route I could take to get me from Evergreen Park to St.Charles, IL.

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p667361nc	Also, I would like to see more police enforcement of 45 mph in tollway work zones. It appears as though I am the only car driving at 45 mph. Roughly 200 or more cars pass me like I am standing still. Thanks I also support a 55 mph speed limit to save gas. We need a public train line in the NW suburbs of Chicago near Woodfield Mall.
V200807111542527758	I take Metra everyday to get to work. What drives me crazy is the lack of transit in the suburbs. Where I live, it seems like it would be a no-brainer to run a couple of small buses up and down LaGrange Road all morning from Roosevelt down to Joliet Road and stop at the Train Station. With that many potential riders living that close you shouldn't have to wait an hour between buses. Wouldn't it make sense for both the Village of LaGrange and the Quarry Mall to have a little circulator route that would increase shopping traffic without increasing the need for additional parking? Or to use those huge lots at the Quarry for additional train-commuter parking?
V200807111703115190	If you are seeking to find ways to relieve congestion on the tollways and expressways, there should also be a plan to improve public transit service. I wouldn't mind riding the bus and rain but it takes too long to ride the train then the bus/el to my destination. More efficient, the time it takes to ride public transportation is too much . . . needs to be more efficient if you're looking to attract new riders.
p425089dc	I think that Metra fares have become outrageous and to the point that I actually save money by driving my small fuel-efficient vehicle into the city over taking Metra. The Illinois 53 extension north of Lake-Cook Road desperately needs to be built regardless of cost. The network of expressways in and out of the city itself are woefully inadequate during peak travel times, and could use some significant widening. Tolls on the new part of I-355 are also obscenely high.
p168321na	The above survey on my most recent trip does not reflect my most common trips on 290. Most trips are into the city, and I carpool whenever possible with 2 or 3 other riders. In addition, I STRONGLY support building a safe, well-maintained and well-patrolled bicycle route from the near west suburbs (i.e., Berwyn, Oak Park, Elmhurst) into Chicago. Let's get cars off the roads by creating alternatives, not by making it even more costly to drive.
a23094hm	The trip in question was a job interview – a one-time event. I don't know what "usual" is! If I were to be hired, I would definitely NOT commute that enormous distance!
p114350ke	Why does the tollway or IDOT always start projects and totally underscale what is needed to move traffic? I sit and watch I-55 from my home and it is a parking lot morning and night. Did anyone ever think about energy crisis? Or were the authorities too busy to even consider this problem as always there, it never really went away from the 1970's. If traffic moved we would be saving on gas and road repairs.
p167620ek	I (like many) do not have a flexible employer, so I have to travel at times that allow me to drop off kids at daycare and get to work on time. leaving earlier or later is not option. Raising tolls feels like a punishment for people like me. also, there is no train stop in our area to my job in WIS - so public transportation is not option.
p123431za	Higher tolls are not the answer !
p228237tw	Build more new and expand existing roads. The benefits will more than pay for themselves. Fuel savings, safety, less pollution, productivity, estetics, desirability and infrastructure is improved. Mass transit has a limited role to assist but not direct. This is a mobile society. Easing mobility, NOT directing it through mass transit is obvious. Getting the biggest bang for your buck. As Burnham said, "Make no small plans". Incorporate Northwest Indiana and Southern Wisconsin in

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	connecting our highways in an expanding web around the south end of Lake Michigan. When Ohare Field is done build Peotone. Put High Speed rail connecting the airports and Chicago and Indiana in the medians of the highways we build. Make it beautiful, efficient, safe, robust, and grand. Make it the envy of the world. Having non access lanes is not American and it is stupid. We are all in this together. Stop trying to figure out how to privilege people. If I have to pay so should Springfield, Peoria, and Carbondale. Nothing upsets me more than to go to non tollway towns that have no traffic and more lanes than they need. Or maybe they are thinking ahead, not like Chicago that reduces lanes as you you get farther away and now wants me to pay more for what I should have had. Only an idiot wants to pay more for something he has paid for. Speaking for all of us idiots, we are willing to pay for roads if that is where the money is going.
p18048fu	No tolls when traffic is backed up enough at toll booths in construction zones. NB 294 at Touhy esp.
p74039km	Please do all you can to get the IL state legislature to properly fund public and road transportation. Public transit needs funding to improve service and also expand to reach more people.
p1018798ux	I don't feel additional taxes/tolls are an effective method of reducing congestion or pollution. We should simply ban vehicles from downtown except for public transportation and legitimate commercial purposes. I use the CTA to travel to and from downtown all week for my day gig. I am also a musician, so I own a hybrid to transport gear and for other trips that public transportation can't accomodate. If we could afford it, my wife would have a hybrid vehicle also. I do believe that tax breaks for personal hybrid purchases and incentives to businesses to set up car pooling using hybrid vehicles would be a better solution.
p831683ab	would support slightly increased tolls if the money was used to increase number of lanes on I-90 throughout Chicago
p303007wr	We generally drive at times when there is no traffic congestion, that is in the middle of the night. We have the luxury of this option. However, occasionally we must travel and get through Chicago at times when the congestion is high. We try to plan ahead, but sometimes we are surprised by congestion. I am a Chicagoan who must live elsewhere because of my employment, so I have a good idea of when NOT to travel through the city, but the frequent construction usually throws a spanner in the works.
p64865un	the issues with public transit in Chicago are that there is no other infrastructure to support the Rail system, that is convenient to me. the bus, subway schedules are very complicated to decipher. not everyone works 9 to 5. carpooling is not an option as i travel on business quite a bit and do not know from one day to the next whether i will be at the office or not. No one in my office lives anywhere near i do. There are no bus stops near where i work and would have to walk at least a half mile to the closest one. pubic trasport works well in the city, but leaves A LOT to be desired in the suburban areas.
p369322rc	I would be more likely to take public transportation if I did not have to transfer. Currently, my only option is taking more than one bus. The amount of one-way travel time would triple that of taking my own car.
p22528uk	It seems IL is always behind the need for expanded road ways. I don't know if it's because of lack of funding or politics. Can't wait until the expansion of 55 from 355 to I 80 is complete. By the way - the extension of 355, has made a difference in travel on the way home, but made it worse on the way to work in the morning, since 355 cannot handle all the traffic. too many ramps letting people on and people using the 355 extension from the south suburbs. Thanks, Heather Ida

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ID Number	Comment
p423867em	I think that a major problem are drivers who are speeding and constantly changing lanes and then pressing on their brake because there is someone in their way, and this makes everyone have to brake making my trip longer. Is there a number we can call to report these drivers? I would use it.
p172443ch	I wished there were more options to getting work, but no one I know lives in this areas and drives to the area I work in. The ride the train, I would have to go downtown then back to Oak Brook, that would be kind of stupid, since it takes sometimes an 1 hr 1/2 to get to work already.
p154575fs	I would use mass transit if it were available and did not require several transfers and waiting at multiple stops / stations.
p918694xc	It's hard to use public transportation to go anywhere except downtown from Oswego, b/c you must ride Metra all the way downtown to Union Station before you can access a line to take you anywhere else (such as to O'Hare). Train lines that run north/south through the suburbs (and intersect with existing lines from downtown out to the suburbs) would greatly increase the usage of public transportation in my opinion. Thanks.
p480519rz	I335 saves us a lot of time. This survey took more than 15 minutes.
p78441su	Unfortunately mass transit to/from work is very inconvenient for my current job, the traffic is terrible on the Kennedy and I-294, along with construction on both I-294 and the Edens.
a25751xn	I indicated on the checkoff box that I use I-290 to get to Route 53. The subsequent question indicated I-90. some kind of glitch.
p1015727bw	I would love to see a 5 cent hike per toll paid to CTA. then you would have the option to "transfer" for 25 cents onto the CTA from a far out park and ride to reduce conjection on the freeways. CTA would make a lot more money and be able to get out of it's budget crunch and the traffic would be reduced. I would also like to see a safe park and ride for people who do the backwards commute like I do, they moved me out to hoffman estates, and i would take transit out to my car and then leave for the day, but i dont feel that i could leave my car in a park and ride safely overnight. any suggestions? Josh Watkins jx3net@hotmail.com
p44880fr	The absolute worst "improvement" to IL 355 was the extension from IL 55 to IL 80Southbound traffic constantly comes to a stop at Butterfield Rd, and remains 0-10 mph through 63rd street. It wasn't like this before the opening, used to take 40-50 minutes travel time for me; now its 1 hr-1hr 15 min. Great improvement! Another N/S Highway further west (IL 59 area) would really help. thanks, TT
p975172zh	I am hoping that the price of gasoline takes commuters and SUVs off the road. I drive a small, gas efficient car and walk, bike, or take public transportation when I can. Americans need to take responsibility for the environment.
p806890wb	I believe toll roads should be built and maintained using toll monies. I believe state and county roads should be built and maintained through license plate fees. I believe all township roads should be taken over by the town in which they go through. I believe all city, town and village roads should be built and maintained by property taxes. I believe all developers that require any type of road work be done to achieve development goals should be paid for by them 100%, no tax breaks, no incentives, no bargaining for the entire state. The developers should have to pay impact maintenance fees equal to 5 years of maintaining the road/roads. I believe road building and maintaining should be done with the most eco-friendly materials available even if they cost more money. I believe any type of lighting needed for any roadway should be replaced and/or built using solar panels. I believe mass transit should be our #1 priority. I believe all freight rails and the

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	land they are on should be owned by the federal government, rerouted around heavily populated areas and make the companies that use them pay 75% of all monies needed to maintain them as a matter of homeland security. The other 25% coming from federal income tax. I believe all major highways should have commuter rails down the center of them.
p243964nw	On those REALLY bad days, I wish we could drive on the shoulder. You could post it on those electronic travel times billboards. "Heavy Traffic Ok to use shoulder today"
p611065dx	I live in Wisconsin and visit my parents (and sometimes for work) in Chicago. My preferred transportation in the city is my bicycle.
p46783dk	WE need more public transit options in DuPage County, both to get to the city and to other suburban locations. Also, Metra trains need to run more frequently on weekend days for the leisure traveler into the city...the "every two hours" schedule is NOT rider or plan friendly, so then they can say they don't have the ridership, but the riders don't have any choices and the schedule is just terrible for making any use of the trains.
p617343he	The very nature of your questioning/suggestions for improvement show how inconsiderate you are to the people who drive your roads. I'm not an idiot - I know that if I could leave my house earlier I'd experience less traffic!! The fact remains that I travel the route discussed in the survey because I have somewhere to be at a certain time of the day. This means ON TIME--adding minutes to my route isn't an option. Leaving earlier isn't an option either. I have a job that requires me to be there during the business" open hours. WE DON'T ALL HAVE THE LUXURY OF WORKING FOR THE GOVERNMENT AND SAUNTERING IN AND OUT WHENEVER WE FEEL LIKE IT. Instead of trying to make such a ridiculous suggestion work, why don't you strive for efficiency in tollway construction. I'm getting really tired of seeing you rip up a stretch of road 10 miles long when workers can only work on a quarter mile at a time. I'm also sick of seeing you finish projects and then rip up the same stretch of road the following summer for a "new" project. The whole thing is a gigantic scam. By the way, Public transportation is horrible in the Chicagoland area and is only an option if traveling straight into the heart of the city. Maybe somebody should travel to London to see it done right.
a25795sw	Chicago is very lucky to have the choices for mass transit that it does. I live in Central Illinois where we do not have the Metro or buses that run from town to town.
V200807251650188710	I believe that the current road assets in the area could be managed more effectively and thereby reduce congestion to some extent. This is particularly true of the way in which major construction projects are managed.
r34090zk	The tollway authority needs to plan better in the future so that they don't build toll booths and redo roads/bridges that are later torn down in the name of progress. Lake Cook road is good example. The fact that non transponder users pay twice what transponder users pay is unethical and wrong. I know that the massive influx of cash that happens when you make people prepay is great but not on the backs of those who can't afford it. The fifty bucks that I might have won in this survey....give it to some lucky schmuk who goes through the manual lanes without a transponder. Have a nice day.
p15852ek	I have already adjusted my travel time due to the poor travel conditions on both the Stevenson and Veteran's Mem. Tollway. While I do not start work until 8am, and should not have to leave until 7:15 to be at work on time, I leave at 5am to insure timely arrival, and to avoid congestion. I feel I am already paying a sufficient amount of money in tolls and taxes to support the roadways.
V200807281410586013	I do not own a car but sometimes rent one for work. My expressway travel answers are based on car rentals for work

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	meetings.
p328576hu	More needs to be done to improve capacity on the Green Line and improve on-time service. It would be very beneficial to have something like a "circle route" connecting various parts of the city and the airports WITHOUT having to go through downtown.
p267580fr	We are better off getting rid of the express lanes on I-90/94 and instead have 5 lanes in each direction.
p179045xt	Why can't the traffic lights be computer coordinated so that all North/South routes and all East/West routes go green or red at the same times to allow for a smoother flow of traffic with less stops to save gas and emissions?
n15386fw	I've noticed that at certain times during the day many cash lanes are closed and that's unfair to motorists that don't have a pass so please at all times you should have at least two to four cash lanes open remember be smart not mean to our better solutions. thank you for your concern.
p273488ew	give us high occupancy vehicle lanes please

APPENDIX E: STATED PREFERENCE DESIGN

Managed Lane Stated Preference

Managed Lane		Regular Lane (Current Route)	City Streets/Local Roads Only	Preferred Form of Transit*
Travel Time (minutes)	[[[(1.2, 1.1, 1, or .9) -1] * factor + 1] * reported travel time	[[[(.9, .85, .8, or .75) -1] * factor + 1] * current route travel time	[[[(1.4, 1.5, 1.6, or 1.7) -1] * factor + 1] * current route travel time	[[[(1, 1.25, 1.5, or 1.75) -1] * factor + 1] * current route travel time
Toll/Fare (dollars)	Current route at a different time of day toll + (distance * .02, .04, .06, .08, .1, .12, .14, or .16)	.05, .075, .1, .125, .15, .175, .2, or .225 * distance	Toll-free	CTA: \$1, \$2.50, \$4, or \$6 Metra: \$2.25, \$4, \$6, or \$8 Other: \$0.75, \$1.50, \$2.25, or \$3
Additional Delay (1 in 10 trips) (minutes)	10, 20, 30, or 40	10, 20, 30, or 40	10, 20, 30, or 40	10, 20, 30, or 40

Factor = (Distance/Reported Trip Travel Time)/.5)

Note: * Transit alternative was not shown to respondents who reported not having transit available to them

Highway Pricing Stated Preference

	Current Route	Current Route at a Different Time of Day		City Streets/Local Roads Only	Preferred Form of Transit*
		Current Route	Different Time of Day		
Travel Time (minutes)	$[[[1.1, 1, .9, \text{or } .8] - 1] * \text{factor} + 1] * \text{reported travel time}$	$[[[(.9, .85, .8, \text{or } .75) - 1] * \text{factor} + 1] * \text{current route travel time}]$	$[[[1.4, 1.5, 1.6, \text{or } 1.7] - 1] * \text{factor} + 1] * \text{current route travel time}$	$[[[1, 1.25, 1.5, \text{or } 1.75] - 1] * \text{factor} + 1] * \text{current route travel time}$	
Toll/Fare (dollars)	Current route at a different time of day toll + (distance * .02, .04, .06, .08, .1, .12, .14, or .16)	.05, .075, .1, .125, .15, .175, .2, or .225 * distance	Toll-free		CTA: \$1, \$2.50, \$4, or \$6 Metra: \$2.25, \$4, \$6, or \$8 Other: \$0.75, \$1.50, \$2.25, or \$3
Additional Delay (1 in 10 trips) (minutes)	10, 20, 30, or 40	10, 20, 30, or 40	10, 20, 30, or 40	10, 20, 30, or 40	10, 20, 30, or 40
Shift time amount (minutes)	N/A	15, 30, 45, or 60	N/A	N/A	N/A
Shift direction		Earlier or later			

Factor = (Distance/Reported Trip Travel Time/.5)

Note: * Transit alternative was not shown to respondents who reported not having transit available to them

Trip Distance Calculation

	Respondent reported tolls paid on trip	Respondent could not estimate tolls paid on trip
Tollway Only Trip	Distance = local tolls/toll rate If distance > 0.75 * Total trip distance, then distance = 0.75 * Total trip distance	
Tollway & Expressway Trip	Distance = 0.75 * Total trip distance	Distance = 0.50 * Total trip distance
Expressway Only Trip	Distance = 0.50 * Total trip distance	Distance = 0.75 * Total trip distance
		Distance = 0.50 * Total trip distance

Local tolls = sum of tolls paid on the 4 Tollways (Tri-State, Reagan, Jane Addams, and Veterans Memorial)

Toll rate = \$.035 for I-PASS customers and \$.05 for cash customers