Chicago Region Congestion Pricing Study

Results Presentation - 2010
Why are we discussing congestion pricing?

- $7.3 billion lost to congestion
- 3rd worst traffic in the country
- 33% of gas tax purchasing power lost since 1993
- 22 states either have in operation or are studying congestion pricing
- Can’t build our way out of congestion
A Regional Solution to Solve Pressing Congestion:

CONGESTION PRICING STUDY
Overview and Scope of Study

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

Timeline

• Compile baseline data
• Public Engagement
• Modeling
• Corridor Screening Analysis
• Final Report
Outreach to date

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

Results and Preferences

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

PHASE 1
Phase 1 Methodology

Current Congestion

Evaluated 2007 Traffic Conditions

Constructability

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

Short-Term Revenue Potential

Modeled at $0.15 per mile to rate revenue potential

Peak Traffic Management Potential

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

ML Utilization Rate (%) = \frac{VMT_{ML \text{ ONLY}}}{VMT_{ML+GP}} \times 100
Top 3 Finalist Corridors for Study

I-90 (Kennedy) Reversible Lanes
  – Convert Existing Reversible Lanes

I-90 (Jane Addams Tollway)
  – Build new as Managed Lane

I-55 (Stevenson)
  – Add new as Managed Lane
PHASE 2 2020
Study Assumptions

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

- Existing entry/exit to managed lane @ California
- Add 1 NEW Managed Lane in each direction
- Restricted access
- Entry/exit – 5 miles apart
## Summary of Study Results

### Model concludes in 2020 (inbound AM):

<table>
<thead>
<tr>
<th>Route</th>
<th>From</th>
<th>to</th>
<th>for</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stevenson (I-55) 23 mi.</td>
<td>47 min</td>
<td>25 min</td>
<td>$5.39</td>
</tr>
<tr>
<td>(I-355 to Circle Interchange)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Addams (I-90) 21 mi.</td>
<td>69 min</td>
<td>21 min</td>
<td>$5.89</td>
</tr>
<tr>
<td>(IL 31 to I-294)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kennedy Reversibles (I-90/94)7 mi.</td>
<td>13 min</td>
<td>9 min</td>
<td>$2.19</td>
</tr>
<tr>
<td>(I-94 to Ohio St.)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Model concludes in 2020 (outbound PM):

<table>
<thead>
<tr>
<th>Route</th>
<th>From</th>
<th>to</th>
<th>for</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stevenson (I-55) 23 mi.</td>
<td>37 min</td>
<td>25 min</td>
<td>$4.44</td>
</tr>
<tr>
<td>(I-355 to Circle Interchange)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Addams (I-90) 21 mi.</td>
<td>51 min</td>
<td>24 min</td>
<td>$4.97</td>
</tr>
<tr>
<td>(IL 31 to I-294)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kennedy Reversibles (I-90/94)7 mi.</td>
<td>16 min</td>
<td>8.5 min</td>
<td>$2.19</td>
</tr>
<tr>
<td>(I-94 to Ohio St.)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Jane Addams Tollway (I-90): 21.1 miles

<table>
<thead>
<tr>
<th></th>
<th>Travel time, current</th>
<th>Travel time, with congestion priced lane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>priced lane</td>
</tr>
<tr>
<td><strong>Inbound, A.M. Rush</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>From IL 25 To IL 53/ I-290</td>
<td>59 minutes 12 mph</td>
<td>12 minutes 59 mph, $3.27*</td>
</tr>
<tr>
<td>From IL 53/I-290 To I-294</td>
<td>10 minutes 57.6 mph</td>
<td>9 minutes 62 mph, $2.62*</td>
</tr>
<tr>
<td><strong>Outbound, P.M. Rush</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>From IL 25 To IL 53/ I-290</td>
<td>40 minutes 18 mph</td>
<td>13 minutes 57 mph, $2.06*</td>
</tr>
<tr>
<td>From IL 53/I-290 To I-294</td>
<td>11 minutes 51 mph</td>
<td>11 minutes 55 mph, $2.91*</td>
</tr>
</tbody>
</table>
2020 Estimated Toll Revenue

Stevenson Expressway
- I-355: $6,981,000
- I-294: $9,511,000
- Cicero: $8,004,000
Total: $24,495,000

Jane Addams Tollway
- IL-25: $11,951,000
- IL-53/I-290: $17,305,000
- I-294: Current Tollway revenue not reflected here
Total: $29,256,000

Kennedy Reversibles
- I-94: $9,450,000
- California: $13,690,000
Total: $23,140,000
PUBLIC RESPONSE
Congestion Pricing in the Media

“Congestion pricing idea deserves a closer look”

Daily Herald

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

The Huffington Post

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

“Is Chicago ready for congestion pricing?”

Study: Motorists should be charged to use express lanes

“Congestion Fees Proposed for Chicago Roads”

“What’s a hassle-free commute worth?”

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

“Study: Drivers should pay for express lanes”

examiner.com

chicagoist
Public Acceptance + Best Practices

- **New York City Cordon Pricing Proposal**
  - 59% approval if revenue reinvested in transit network (est. $500 million annually)

- **SR 91 - California**
  - Provide people with a choice not to pay
  - Only 2 new lanes are tolled

- **Seattle, Washington (SR 520)**
  - 64% approval for new tolls on bridge (replacement project)

- **MnPASS Projects Minnesota (I-35W, I-394)**
  - 62% lower income approve of lanes
  - 71% higher income approve of lanes
  - 85% satisfied with speed of lanes

*Note: Priced Lanes had 70% approval in all income levels*
CMAP: GoTo2040

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

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

- USDOT Sec. Ray LaHood
For discussion:

NEXT STEPS?
Rocco Zucchero  
Illinois Tollway  
rzucchero@getipass.com

Peter Skosey  
Metropolitan Planning Council  
pskosey@metroplanning.org

FOR MORE INFORMATION